



# Community Impacts Assessment Technical Report

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Project Name: US 281 at SH 71 Interchange

District(s): Austin

County(s): Burnet

CSJ Number(s): 0252-02-058

Report Completion Date: November 2025

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

Please refer to the italicized instructions throughout this form to assist in determining which sections should be completed. More detailed information on filling out this form is available in the Instructions document 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).

Any manipulation of the headings or questions in this form is prohibited, and submittals with evidence of this will not be approved.

## Project Screening

District staff must contact the ENV SME to discuss prior to proceeding with the completion of the Community Impacts Assessment Technical Report Form.

## ENV SME Consultation Decision

- |                                     |  |   |
|-------------------------------------|--|---|
| <input type="checkbox"/>            | ECOS<br>"Comments"<br>Field<br>Explanation<br><u>with no</u> ENV<br>SME Review<br>Required | <p><i>If the ENV SME determined that an ECOS "Comments" field explanation <u>without</u> the need for additional ENV SME review is warranted, then district environmental staff explains the following in the "Comments" field of the "Perform Community Impacts Assessment" Activity in ECOS:</i></p> <ul style="list-style-type: none"><li>• <i>First, insert the following statement: "It has been determined through consultation with [insert name], ENV SME, that this project does not require a full Community Impacts Assessment Technical Report."</i></li><li>• <i>Second, describe which condition(s) requiring a community impacts analysis apply.</i></li><li>• <i>Lastly, provide information that supports why a full Community Impacts Assessment Technical Report is not warranted for the project.</i></li></ul> <p><i>Please note that in this scenario <u>do not</u> complete this Community Impacts Assessment Technical Report form.</i></p> <hr/> |
| <input type="checkbox"/>            | Summary<br>Analysis (Part<br>A of form) <u>with<br/>no</u> ENV SME<br>Review<br>Required   | <p><i>If the ENV SME determined that a summary analysis (Part A of form) <u>without</u> the need for additional ENV SME review is warranted, then district environmental staff checks this box and completes a summary analysis in Section A below.</i></p> <hr/>   |
| <input checked="" type="checkbox"/> | Full Report<br><u>with</u> ENV SME<br>Required   | <p><i>If the ENV SME determined that a full Community Impacts Assessment Technical Report Form is required, proceed to Section B and disregard the Summary box below.</i></p>   |

## Section A: Summary Analysis

*May be supplemented with public involvement materials, relevant maps, site visit photos, and other attachments as necessary.*

*If a full report is being completed, then skip this summary and proceed to Section B.*

<response>

Prepared by: <Name, Title>

## 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 overall project objective is to improve safety and the operational efficiency of the US 281/SH 71 interchange, which is subject to relatively high levels of local, commuter and truck traffic that are projected to increase significantly.

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.).

The community study area is composed of all census blocks bordering the proposed project and enough additional census blocks to provide a contiguous study area. This community study area encompasses the nearest residences, businesses and community facilities; those properties with access to US 281 or SH 71 within project limits; and the properties where residential and commercial developments are currently planned or under construction in the project vicinity. See Community Study Area and Community Facilities Map, Appendix A. Two census block groups overlap the study area: Census Tract (CT) 9608.01, Block Group (BG) 2; and CT 9608.02, BG 2. See US Census Geography Map, Appendix A.

3. Describe existing land use and community character.

Existing land use in the community study area is predominantly agricultural, undeveloped, or currently being developed into large residential areas. Two clusters of small businesses are present along US 281 north of the interchange. A limited number of rural residences are sparsely located within the study area with some in very low-density subdivisions. The Gregg Ranch single-family residential subdivision is in development along US 281 approximately one mile south of the interchange, with several existing homes there. Across US 281 from Gregg Ranch, the Flatz 830 is a newly constructed apartment complex with apartments either occupied by new residents or ready for leasing. Immediately northwest of the interchange, there is the newly constructed Prose Thunder Rock apartment complex, which also has apartments either occupied by new residents or ready for leasing. Northwest of the Prose Thunder Rock complex, the Thunder Rock single-family residential subdivision is in development with Phase 1 houses complete and moved-in, while Phase 2 houses are being built. The Baylor Scott & White Medical Center Marble Falls campus is approximately 0.5 miles west of the interchange on SH 71.

The study area is mostly within the corporate limits of the City of Marble Falls with most of the remainder within the Marble Falls ETJ. The Horseshoe Bay city limits lie approximately 1.2 miles west of the western project terminus on SH 71 and the

westernmost part of the community study area lies within the Horseshoe Bay ETJ. The far northwest corner of the study area (approximately ½ square mile) lies within the Cottonwood Shores ETJ. The extreme southernmost part of the community study area lies within the Round Mountain ETJ (approximately 40 acres). Round Mountain is a small, incorporated community south of the study area in Blanco County.

New development and future development plans are beginning to change the mostly rural character of the community study area into a more suburban character. In addition to the newly constructed single-family and multi-family residential complexes discussed above, multiple large-scale residential and commercial developments are planned in the immediate project vicinity, mostly located south of SH 71.

- Identify community facilities within the community study area by listing and describing them in the table below (if additional space is needed you may add additional rows to this table). Use this table to inform what is included in the map, described in B.2 above.

#	Name of Facility	Type of Facility (e.g. school, park, place of worship, etc.)	Serves a Specific Population with Transportation Limitations? (e.g. people with disabilities, the elderly, children)	Adjacent to the Project?	Additional Details/Comments
1	Baylor Scott & White Medical Center - Marble Falls	Health Care	No	Yes	Private Facility
2	Charley Taylor Arena	Rodeo and Concert Facility	No	Yes	Private Facility
3	Flat Rock Creek Ranch	Recreational Facility – Hunting Grounds	No	Yes	Private Facility
4	VitalPet - Hope Animal Clinic	Veterinarian Services	No	Yes	Private Facility

## C. Site Visit

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

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 C.

*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 or was conducted over one year before the first submittal of this form.*

A site visit was conducted on January 30, 2024. Data collected obtained in the 2024 site visit was verified using more recent aerials and through a supplementary windshield survey conducted November 13, 2025. See Appendix C, Community Study Area Photographs.

2. Were there signs written in languages that would indicate a local concentration of LEP persons distinct from the larger project area (e.g., throughout the community study area, signs in Spanish concentrated in a particular strip mall, etc.)? Please also describe if there were signs observed in languages other than English or Spanish and list the language(s) if so.

Signs observed in the community study area were in English, aside from a few bilingual (English/Spanish) instructional signs on the medical center campus. Signage did not indicate the presence of a non-English speaking population in the study area. However, based on ACS 2022 (5-year estimates) data, about 16% of people in BG 2 of CT 9608.01 are LEP persons who speak Spanish and about 2% of people in BG 2 of CT 9608.02 are LEP persons who speak Spanish. See Appendix B, Census Data Tables.

3. Were there observable signs of persons with disabilities or elderly persons, such as paratransit vehicles, senior living centers, or deaf/blind pedestrian warning signs?

No ramps on homes, bus stops or other signs of persons with disabilities were observed. However, based on ACS 2022 (5-year estimates) data, 4% of people ages 18 to 64 and 6% of people ages 65 and over have a disability within BG 2 of CT 9608.01. And 7% of people ages 18 to 64 and 10% of people ages 65 and over have a disability within BG 2 of CT 9608.02. See Appendix B, Census Data Tables. One public transit vehicle--a Capital Metro paratransit shuttle possibly operating in conjunction with the CARTS District--was observed in the study area.

4. Were daycares, schools, or school zone signs observed.

No daycares, schools, or school zone signs were observed within the study area.

5. Were there signs of other modes of transportation, such as bus stops, designated bicycle lanes, sidewalks, or dirt pathways from pedestrian activity adjacent to the proposed facility? If any of these signs are present, please describe their location and extent.

No bus stops, rail facilities, bicycle facilities, or highway-adjacent dirt pathways were observed in the community study area. Sidewalks and trails are present only within newly developing subdivisions. No bicyclists were seen during the site survey.

## D. Public Involvement

*Following completion of this section, proceed to Section E. 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 submittal, it is recommended that public involvement documentation be shared with ENV SMEs when available, or that the report be updated and finalized 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 E.

A virtual public meeting with an in-person component was held on Thursday, March 28, 2024, at Marble Falls High School, 2101 Mustang Dr., in Marble Falls. The meeting was held from 5:30 pm to 7:30 pm and consisted of a continuous visual presentation and open house where the public could ask questions to project team members. During public meeting TxDOT provided project materials including the project timeline, project need, safety data, traffic projections, proposed improvements, alternatives evaluated, justification for the build alternative, right-of-way requirements, potential displacements, environmental process, and a schematic of the build alternative. A total of 80 people attended the meeting, including 6 elected or public officials. During the comment period from March 28 to April 12, 2024, 55 comments were received. TxDOT responded to all comments received during the 15-day comment period for the public meeting. Public meeting documentation is available for review at the TxDOT Austin District Office and online on the project's webpage (by searching "US 281 at SH 71 Interchange" at [www.txdot.gov](http://www.txdot.gov)). In addition to the public meeting, TxDOT held individual meetings with local officials and affected property owners who would have ROW acquired from their properties. A public hearing is anticipated for Spring 2026.

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).

Feedback received from the individual meetings and from the public meeting generally expressed positive sentiment towards providing roadway improvements. For the most part, property owners asked for additional information about the project schedule and potential impacts on their properties such as access changes, right of way acquisition and displacements. The project team completed a Public Meeting Summary Report, which includes responses to comments received during the public meeting held on March 28, 2024. The Public Meeting Summary Report is available for public review on the project website at [www.txdot.gov](http://www.txdot.gov), keyword search "US 281 at SH 71 Interchange".

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?

The proposed design has been modified to incorporate feedback received during the individual meetings and the public meeting. The proposed design has been refined to reduce travel distances to medical facilities, to minimize the proposed right-of-way, and reduce the potential displacements.

For instance, the original project design would have displaced four residential buildings (96 apartment units), a substantial number of parking spaces, and a couple of planned common areas at the Prose Thunder Rock development (NW quadrant) under construction. After conversations with Prose Thunder Rock representatives (3/12/2024), TxDOT was able to adjust the proposed interchange design to avoid the displacement of the 96 residential units and all parking spaces at the Prose Thunder Rock development. Now, only the planned common areas (a dog park and a volleyball court) would still be acquired.

TxDOT also met with representatives of Flatz 830 (2/1/2024), a multi-family residential complex then under construction, which would be affected by the proposed interchange project. During the meeting TxDOT acknowledged that five of the six apartment buildings would be directly impacted by the proposed widening and provided right-of-way documents to the affected property owners. TxDOT had conversations at the time about how the leasing office and other amenities would also be directly impacted by the proposed project and how these direct impacts would likely lead to the sixth apartment building being potentially displaced as well due to a lack of amenities. However, after the meeting, TxDOT refined the project design to completely avoid displacing the six apartment buildings, the leasing office, and other amenities at Flatz 830 multi-family residential complex. By reducing the ROW acquisition, the project reduced displacement of 264 residential units. Moreover, the minimal strip of land that would be acquired by the project from the Flatz 830 property would be converted to a proposed shared-use-path, which would benefit the residents.

Considering public feedback received during the public meeting about Dark Skies Communities, TxDOT will develop an illumination plan to preserve and protect the nighttime environment while following the TxDOT Highway Illumination Manual illuminance level requirements.

Based on other conversations with affected property owners, TxDOT has also refined design and reduced ROW acquisition in the following ways: completely avoided encroachment on and the displacement of a single-family residential farmstead located in the southeast quadrant of study area; reduced acquisition of a property planned for commercial development from whole acquisition to partial acquisition, which allows for the site to be developable; substantially reduced ROW acquisition from several properties to reduce encroachment into planned lots and to provide better access to the roadway; reduced impacts to the proposed pond of a residential property by 0.14 acres; proposed a detention pond within the intersection to better manage stormwater flowing into an adjacent property; and improved travel time for

Baylor Scott & White and for businesses along northbound US 281 north of SH 71 by adding US 281 U-turns and SH 71 bypass lanes within the interchange footprint.

## E. Displacements

*Would the proposed project result in any potential displacements? In most cases, displacements should be conveyed in a map and/or table.*

No *Proceed to Section F, Access and Travel Patterns.*

Yes *Answer the questions in all applicable sections in Section E, then proceed to Section F. Check the types of displacements that apply:*

<input checked="" type="checkbox"/>	Residential	<i>Answer all questions in Section E.1.</i>
<input type="checkbox"/>	Commercial	<i>Answer all questions in Section E.2.</i>
<input checked="" type="checkbox"/>	Other	<i>Such as places of worship, community/civic centers, etc. Answer all questions in Section E.3.</i>

### 1.0 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 denial)? What types of residences would potentially be displaced (e.g., single-family homes, apartments, duplexes, etc.)? Include sufficient information to disclose which residential structures will potentially be displaced, but do not include the name of the owner or resident.

One single-family residential structure is anticipated to be displaced. The property is in the southwest quadrant of the interchange abutting both SH 71 and US 281. The physical address of the structure is 200 State Hwy 71, Marble Falls, TX 78654. Please see Community Facilities and Displacements Map, Appendix A.

- b. Is there an adequate number of available replacement homes of comparable type, size, and cost? Please use county appraisal data and real estate listing websites such as Zillow.com as necessary in order to answer this question. It should be noted that that costs associated with these properties are for community impacts assessment purposes only. Actual purchase price of acquired properties cannot be determined until the ROW acquisition process begins.

Extensive single-family and multifamily residential development is currently under way in the community study area. For the one potentially displaced single-family residence, single-family residential development in the study area would easily provide an adequate number of replacement home options of comparable type, size and cost. Regarding potential replacement homes, 70 single-family homes were

listed for sale on Zillow.com within the community study area with even more options within a 1-mile buffer of community study area. The 70 homes range in price from \$232,990 to \$599,000 with a median value of \$349,995. These homes were also of various sizes, ranging from 3 to 4 bedrooms.

## 2.0 Commercial Displacements

*Answer the following questions for any potential commercial displacements, using county appraisal data and commercial real estate listing websites such as Loopnet.com to assist as needed.*

*If there are more than 10 potential commercial displacements, or the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, answer all of the questions in this section and refer to Appendix A – Detailed Economic Analysis in the CIA Toolkit for guidance on how to further analyze economic impacts.*

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

<response>

- b. Which businesses would potentially be displaced subject to final design considerations? In order to determine if a business will be impacted in a manner that could prevent them from continuing to operate, ROW and other district staff should coordinate with the property owner (and lessee if applicable) to determine if their operations can continue at their current location. A substantial loss of parking and access denial are common impacts that can cause such displacements.

<response>

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

<response>

- d. Do these businesses appear to provide services for a specific population with transportation limitations such as persons with disabilities, children, or the elderly?

<response>

- 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.

<response>

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

<response>

- 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, large vehicle bays)?

### 3.0 Other Displacements

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

*Impacts to buildings such as sheds, carports, and mailboxes can be noted where appropriate in the CIA or the environmental document, but should not count as a displacement if no relocation of households, business operations, or other services are anticipated on the same parcel. Similarly, while owners of billboards may be impacted, this is not considered a displacement for the purposes of this assessment. Refer to the ROW Acquisition Manual for detailed compensation and relocation procedures specific to commercial sign structures. Utility adjustments are also not considered in this assessment, refer to TxDOT's ROW Utilities Manual for further information.*

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

A utility structure, particularly a cell tower, would potentially be displaced by the proposed project. The property is directly south of the intersection of Flatrock Boulevard and SH 71. The physical address of the structure is 705 State Hwy 71, Marble Falls, TX 78654. Please see Community Facilities and Displacements Map, Appendix A.

- b. Do the potentially displaced facilities serve a specific population with transportation limitations such as persons with disabilities, children, or the elderly?

No.

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

There is potential for the cell tower to be relocated within the same property. According to Burnet County Appraisal District data, there are also several similar size undeveloped properties to the west and south of the property that would serve as replacements. These properties could also be rezoned for utility purposes.

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

A person would not have to travel to find similar facilities. There are 13 similar towers within a 3-mile radius of the utility structure being displaced. Cell coverage would still be available and maintained for all people using cell phones in the vicinity.

- e. Is there any opportunity to avoid, minimize, and/or mitigate the impact to the facilities?

Design has been refined several times to avoid displacements and minimize impacts to all adjacent parcels as much as possible. There is unlikely to be a way to avoid this displacement.

## F. 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 for any modes of transportation?*

- No *Proceed to Section G, 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 F.1. only and proceed to Section G.
- If the project would be constructed on new location but would not create a new bypass or reliever route, complete Section F.2. only and proceed to Section G.
- If the project would create a new bypass or reliever route, complete Sections F.2. and F.3. and proceed to Section G.

### *1.0 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 typically travel by car to destinations in the community 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.

US 281 and SH 71 are the main arterial roadways in the community study area. Traffic moves between the two highways via the cloverleaf interchange, with the two loop ramps from US 281 to SH 71 under yield control. Within the interchange, US 281 is a four-lane divided highway with a wide median. Beyond the interchange, US 281 is an at-grade rural highway with two travel lanes each direction and a center left-turn lane. SH 71 is a four-lane undivided, at-grade rural highway east of the interchange, and a two-lane highway inside and west of the cloverleaf interchange.

Local businesses and the medical center are destinations for residents within the community study area, for residents in the nearby Marble Falls and Horseshoe Bay communities, and for residents in the rural areas of Burnet and Blanco Counties. Commuter, truck and other traffic on US 281 and SH 71 have origins and destinations at a further distance in Burnet, Lampasas, Llano, Austin, Johnson City, and San Antonio.

SH 71 has a segment of two-way, left-turn lane and right-turn bays in the vicinity of the Baylor Scott & White Medical Center, facilitating access to the campus. Commercial properties along US 281--mostly north of SH 71--have driveway access to the roadway, with left-turn access and egress facilitated by the center lane and general access facilitated by paved shoulders. A few residents have direct driveway access to the two highways, but most of the residents within the community study area access the highways via collector roadways in rural subdivisions, and from the Gregg Ranch and Thunder Rock subdivisions.

Currently, there are no bicycle or pedestrian accommodations in the community study area.

- 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.

The proposed US 281/SH 71 interchange would consist of a two-level, grade separated turbine configuration, providing directional ramps for all right- and left-turn movements, improving the efficiency and safety of traffic movement between the two highways. US 281 and SH 71 would both operate as freeways within the project limits.

US 281 would consist of a four-lane divided highway with a wide depressed median, auxiliary lanes, and full shoulders. Additionally, there would be a two-lane frontage road northbound and a two-lane frontage road southbound with shoulders, and shared use paths (SUP) for bicycle and pedestrian accommodations. The project would add an overpass at the following cross streets along US 281: Thunder Rock Boulevard.

To the west of the intersection, SH 71 would consist of a four-lane divided highway with a wide depressed median, auxiliary lanes, and shoulders. To the east of the intersection, SH 71 would consist of a four-lane divided highway with at-grade median with pavement markings, auxiliary lanes, and shoulders to the west. Additionally, there would be two-lane frontage roads eastbound and westbound with shoulders, auxiliary lanes, and SUP. The project would add grade separations at the following cross streets along SH 71: Flatrock Boulevard, and a future road east of US 281. Ramps would be provided to access the future road east of US 281.

Altering cross-street and driveway access from main lanes to one-way frontage roads at Foxwood Trail, businesses immediately northeast of the US 281 at SH 71 interchange, and Baylor Scott & White Medical Center would result in increased travel distances and potentially increased travel times for vehicular users traveling to and from these locations. The increase in travel distances are discussed in this section.

A notable effect on the travel patterns and access of residents involves access northbound and southbound along US 281 at the Foxwood Trail subdivision. Under the proposed project, Foxwood Trail would have access only to the northbound US 281 frontage road requiring a more circuitous route around the interchange. Access to Foxwood Trail from the Marble Falls area or either direction of SH 71 requires driving south of Foxwood Trail and using the proposed turnaround at Gregg Ranch

Boulevard, adding 0.75 mile of traveling distance. Access from Foxwood Trail to southbound US 281 requires driving north and using the proposed turnaround south of the interchange, adding 1 mile of traveling distance. Access from Foxwood Trail to northbound US 281 requires the use of frontage roads and the turnaround at future Legacy Crossing, adding 1 mile of traveling distance and passing through the Thunder Rock Boulevard intersection. Access from Foxwood Trail to westbound SH 71 requires the use of frontage roads, the turnaround at future Legacy Crossing, and westbound bypass lane, adding 1 mile of traveling distance and passing through the Flatrock Boulevard and future Marble Falls collector intersections.

At least three businesses northeast of the US 281 at SH 71 interchange would no longer have driveway access to the US 281 main lanes where existing northbound and southbound access is currently possible via left turns. Drivers traveling on SH 71 and northbound US 281 would need to exit to the frontage roads upon first approach to the interchange to access these businesses. Drivers on southbound US 281 could exit at Thunder Rock Boulevard and return north via frontage roads and turnarounds. Drivers on northbound US 281 and eastbound SH 71 would need to drive around the interchange via frontage roads and underpass turnarounds to reach these businesses. The travel distance added would be most lengthy for drivers on eastbound SH 71 is 2.75 miles or more (depending on which business), while access from westbound SH 71 would require no additional distance. Incorporation of turnaround lanes passing under the main lanes within 0.4 mile of the interchange on SH 71 and within 1 mile of the interchange on US 281 have been included in the proposed project design to help minimize distance traveled to access residences and businesses near the proposed project.

Regarding bicycle and pedestrian facilities, the proposed project would provide 11-foot-wide SUP along the proposed US 281 and SH 71 frontage roads so that the pedestrian and bicycle travelers do not need to traverse the proposed updated highway interchange. The proposed project will comply with TxDOT's *Bicycle Accommodation Design Guidance*, which implements the U.S. Department of Transportation's (USDOT) March 11, 2010, *Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*.

- d. Describe the specific areas that would be affected by these changes, such as residences or businesses. Which community facilities listed in Section B.4 would be affected? Do any of the community facilities provide essential services, such as clinics, schools, or emergency response?

As noted above, residents of the Foxwood rural subdivision would be affected by changes in access and travel patterns on US 281. Businesses affected by changes to access and travel patterns on US 281 would include: I Dig Texas, 4021 US 281 South; VitalPet -Hope Animal Clinic at 4015 US 281 South (a community facility); and Lake Hills RV and Boat Storage, 4011 US 281 South.

The Charley Taylor Arena, a community facility, would retain access to the northbound and southbound US 281 travel lanes and would not be substantially affected by travel pattern and access changes. Similarly, Flat Rock Creek Ranch would retain access to eastbound and westbound SH 71 travel lanes and would not be substantially affected by travel pattern and access changes.

The Baylor Scott & White Medical Center, which provides essential emergency medical services, would have access to both the eastbound and westbound SH 71 frontage roads via Flatrock Boulevard and westbound frontage road access via Baylor Scott & White Boulevard and a driveway entrance. No travel distance addition would result for eastbound SH 71 and southbound US 281 traffic destined for the Medical Center. Westbound SH 71 and northbound US 281 traffic would need to exit to the frontage roads and navigate around the interchange via underpass turnarounds. Westbound SH 71 drivers could utilize the continuous frontage road, which would not result in an increase to travel distance to reach the Medical Center. However, northbound US 281 drivers would have to travel an additional 2 miles. Travel time delay is provided in 1.e below since the Medical Center is a destination for emergency response vehicles.

TxDOT has analyzed and will continue to analyze added distance to and from Baylor Scott & White Medical Center for proposed improvement configurations. TxDOT followed up with Baylor Scott & White for a working session on June 10, 2024, to clarify routes to emergency services and identify potential design modifications to enhance access to emergency services. During the meeting, Baylor Scott & White representatives inquired additional information on the alternative matrix displayed at the public meeting and how the turbine was chosen as the best option for the interchange. The project team explained that more than 12 alternatives were reviewed in the preliminary round of design and narrowed down to the four alternatives presented at the public meeting. The project team discussed some of the alternatives that were evaluated.

Baylor Scott & White had concerns regarding the number of decision points and the proximity of the decision points from the hospital. The project team described that signage would be provided to direct drivers to the hospital and noted that driver expectations would be similar to a traditional direct connector roadway.

Baylor Scott & White requested that a grade separation be placed at Baylor Scott & White Boulevard. The project team described that the elevation/grade of the terrain at Flatrock Boulevard and Baylor Scott & White Boulevard does not allow for both to be connections. The profile of the roadway is constrained by the creek west of the hospital. The project team conveyed the constraints with a graphical representation of the proposed and existing elevations along SH 71.

Baylor Scott & White raised concerns with the level of service of Flatrock Boulevard intersection due to the increased demand of surrounding developments, fire station, and emergency services. The project team described that the proposed design would ensure that intersections would be able to handle traffic projections calculated at an acceptable level of service and noted that ten-foot shoulders would be provided along frontage road to allow for traffic to pull over for emergency vehicles.

Baylor Scott & White raised concerns regarding the delivery trucks access to Baylor Scott & White Boulevard via Flatrock Boulevard. The project team ensured all U-turns would be non-yield controlled (will not have to compete with other traffic to continue its movement) and be sufficiently widen enough to support the turning radius of the delivery vehicles.

The project team highlighted that maintaining access to the hospital during construction will be a priority. The team also discussed trailblazing (guide) signs for the hospital and would provide a signing scheme for Baylor Scott & White to review.

Based on these conversations with Baylor Scott & White, the project team decreased travel distance for Baylor Scott & White by adding US 281 U-turns and SH 71 bypass lanes within the interchange footprint.

- 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.

As explained in 1.d above, vehicles traveling on westbound SH 71 and northbound US 281 would experience some travel time delay in accessing the Baylor Scott & White Medical Center, which would affect emergency vehicles destined for the Medical Center. Estimated delay for vehicles on westbound SH 71 is approximately 2 minutes; for northbound US 281, the delay is estimated at approximately 3 minutes. Based on the access and travel pattern impacts to residences and businesses explained in 1.c and 1.d above, the travel time delay for emergency response vehicles approaching from Marble Falls on southbound US 281 would be approximately 1 minute to reach residences in the Foxwood subdivision via Foxwood Trail, and approximately 2 minutes to reach the businesses in the area northeast of the US 281/SH 71 interchange.

- 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?

Although farming and ranching occur within the community study area, undeveloped properties inhibited by the proposed access changes are planned or proposed for future residential and commercial development (or for ROW acquisition). The project is not anticipated to affect the movement of farm equipment or livestock trailers.

- g. Describe any efforts to avoid adverse impacts to access and/or travel patterns, including any proposed design elements that minimize or mitigate these impacts.

Turnaround lanes passing under the main lanes within 0.4 miles of the interchange on SH 71 and within 1 mile of the interchange on US 281 have been included in the proposed project design to help minimize distance traveled to access residences and businesses near the proposed project.

## *2.0 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)?

<response>

- 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.

<response>

- 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 (e.g. how many of the current cross streets will have access maintained, either through exits provided on controlled access facilities, over/underpasses, etc.).

<response>

- 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.4. would be affected? Do any of the community facilities provide essential services, such as clinics, schools, or emergency response?

<response>

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

<response>

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

<response>

- 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?

<response>

- h. Describe any efforts to avoid adverse impacts to access and/or travel patterns, including any proposed design elements that minimize or mitigate these impacts.

<response>

### *3.0 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.)?

<response>

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

<response>

- c. How many of the current cross streets will have access maintained, either through exits provided on controlled access facilities, or over/underpasses, etc. Please list specific cross streets where possible.

<response>

- d. Describe any efforts to avoid adverse impacts to existing traffic-dependent businesses, including any proposed design elements that minimize or mitigate these impacts, such as new signage.

<response>

## G. 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 H, Limited English Proficiency.*

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

1. Briefly characterize the existing level of community cohesion: Consider the daily travel patterns within any affected neighborhoods, and whether there is a shared reliance on the community facilities and businesses within the study area. Also consider that a shared sense of identity beyond neighborhoods can also represent cohesion within a community, whether from an economic, age-related, social, or other perspective. 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, known community gathering spaces, and observations made during the site visit.

The existing level of community cohesion in the area appears to be low, since the study area is predominantly rural, widely dispersed, and sparsely populated.

Community in the area is comprised primarily of small, scattered rural subdivisions in the southeastern part of the study area, and clusters of small businesses along US 281 north of SH 71. The few recently constructed residential areas (Prose Thunder Rock Apartment Complex, Thunder Rock Subdivision, Flatz 830 Apartment Complex, and Gregg Ranch Subdivision) have only recently become more populated. There is still considerable future residential and commercial development planned in the study area with several projects under construction, which will result in extensive changes to community character and form.

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.

Bicycle and pedestrian movements should be specifically described in this response.

Given the apparent low level of community cohesion across the wider community study area, it is unlikely that the expansion of the US 281 and SH 71 roadways and interchange would substantially affect perceived levels of separation. Existing residential areas are self-contained rural neighborhoods. And recently developed residential areas would maintain similar access to US 281 and SH 71. Furthermore, proposed shared-use-path would abut recently developed residential areas and allow for easier and safer routes for bicyclists and pedestrians to travel around the interchange. This would likely benefit community cohesion. Commercial areas along US 281 north of the interchange lie adjacent to what are mostly undeveloped or agricultural lands and improvements would not be anticipated to create greater separation from their commercial neighbors or their customer base.

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.

No changes associated with the proposed project are anticipated to directly or indirectly result in separation of geographic areas or groups of people. Access and travel pattern impacts would result in travel distance increases of a couple of miles, which would not be anticipated to create separation or isolation.

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.

Three businesses immediately northeast of the US 281/SH 71 interchange, none of which are considered highway-dependent enterprises, would be affected by changes to access and travel patterns, resulting in increases to travel distance by a couple of miles. Impacts on travel patterns would result in increase in travel distance by a couple of miles when accessing Baylor Scott & White Medical Center. These minor inconveniences would not be expected to affect the frequency with which people patronize these businesses or use the medical center's services.

5. Are any design elements proposed to avoid, minimize, or mitigate adverse impacts to community cohesion?

No substantial impacts to community cohesion are anticipated. However, the provision of SUPs for bicycle and pedestrian transportation would be complementary with planned development and expected to benefit future community cohesion. In addition, as described in F.1.g, incorporation of turnaround lanes passing under the main lanes within 0.4 miles of the interchange on SH 71 and within 1 mile of the interchange on US 281 have been included in the proposed project design to help minimize distance traveled to access residences and businesses near the proposed project, which would help to prevent impacts from being more substantial than those described in G.4 above.

## H. Limited English Proficiency

*Based on observations made during desktop review and/or site visit, and interactions or accommodations provided during public involvement, 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, if received with adequate notice.*

*Refer to the Community Impacts Assessment Toolkit or contact the ENV SME for recommendations on how LEP data from the Census Bureau can be collected and incorporated into the responses below. If a virtual online-only public meeting (i.e. no in-person option) is being considered, Section 4.5.1 of ENV's Public Involvement Handbook requires research on internet access. This research often relies on data from the Census Bureau, in which case ENV recommends internet access and LEP data be collected concurrently.*

- No *Do not answer the questions in this section, this is the end of this technical report.*
- Yes *Answer all questions in this section. This is the final section of this technical report.*

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

LEP person within the study area speak Spanish, according to Census Bureau data. Please see Appendix B, Census Data Tables.

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.

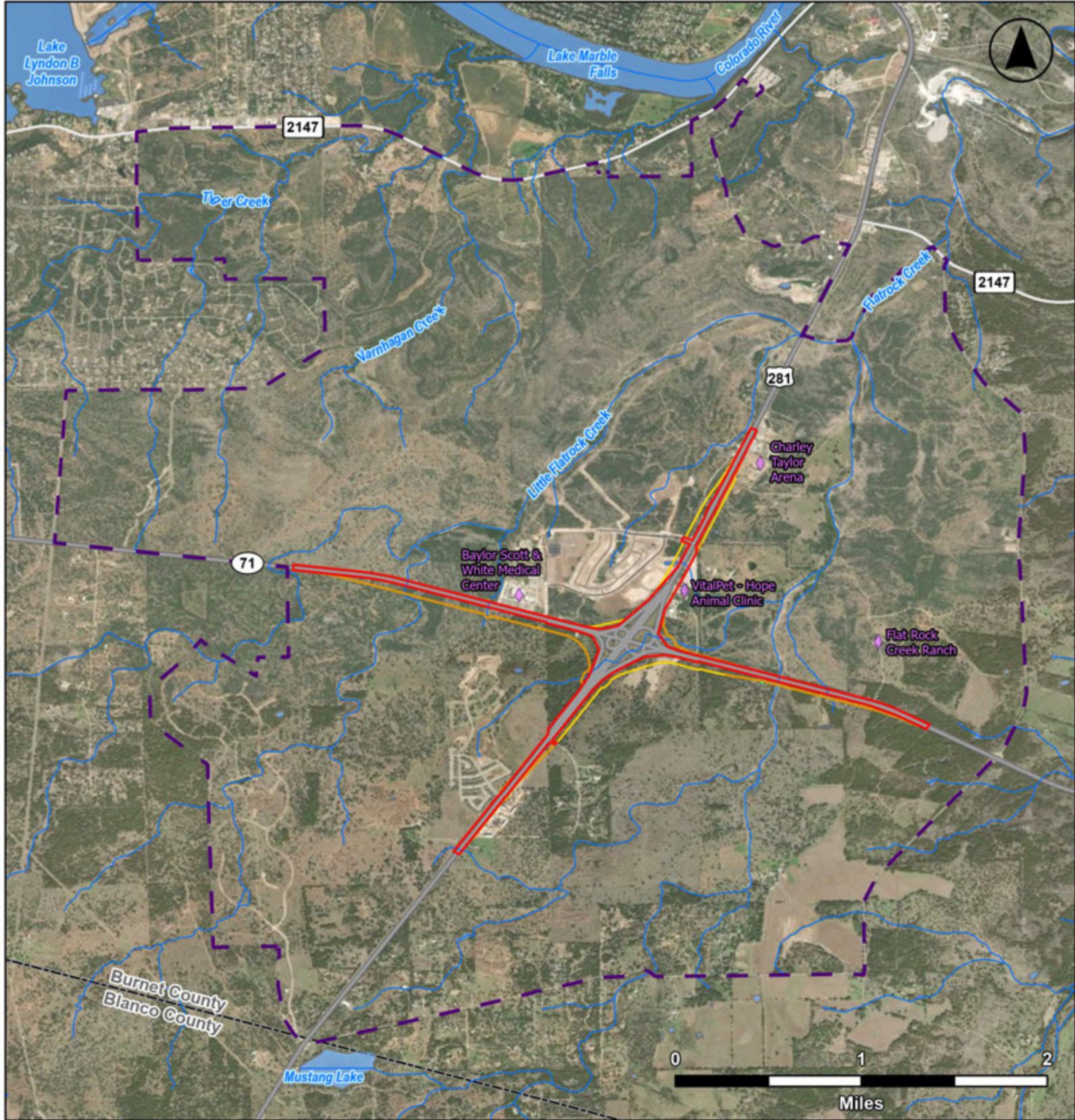
Special communication and accommodations have been available for the ongoing individual meetings with affected property owners and stakeholders, none have yet been requested. Special communication and accommodations were also available for the public meeting conducted on March 28, 2024, none was requested. Spanish-speaking translators/interpreters were available at the public meeting to answer questions. The public meeting notice was published in both English and Spanish languages. In addition, fact sheets and comment forms provided in the public meeting were available in English and Spanish.

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

Yes, a public hearing is planned for Spring 2026. LEP persons will be given opportunities for meaningful involvement in the NEPA process by publication and provision of public notices and public comment forms in Spanish. In addition, Spanish-speaking translators/interpreters would be present upon request to answer questions, if needed. LEP persons will continue to be accommodated at any other public involvement activities that may be planned.

# **Appendix A**

## **Project Maps**



- Existing Right Of Way
- Proposed Right Of Way
- Permanent Easements
- Temporary Easements
- Study Area
- Community Facilities
- NHD Flowline
- NHD Waterbody
- County Boundary

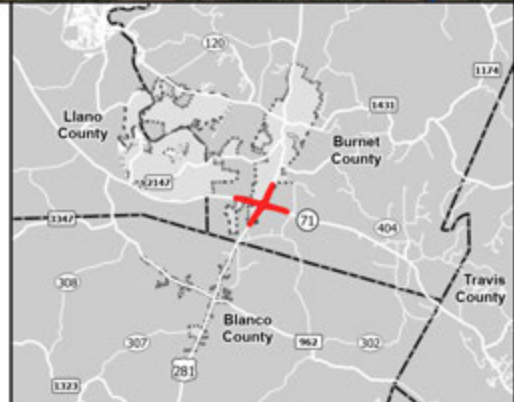
**US 281**

**At SH 71 Interchange**

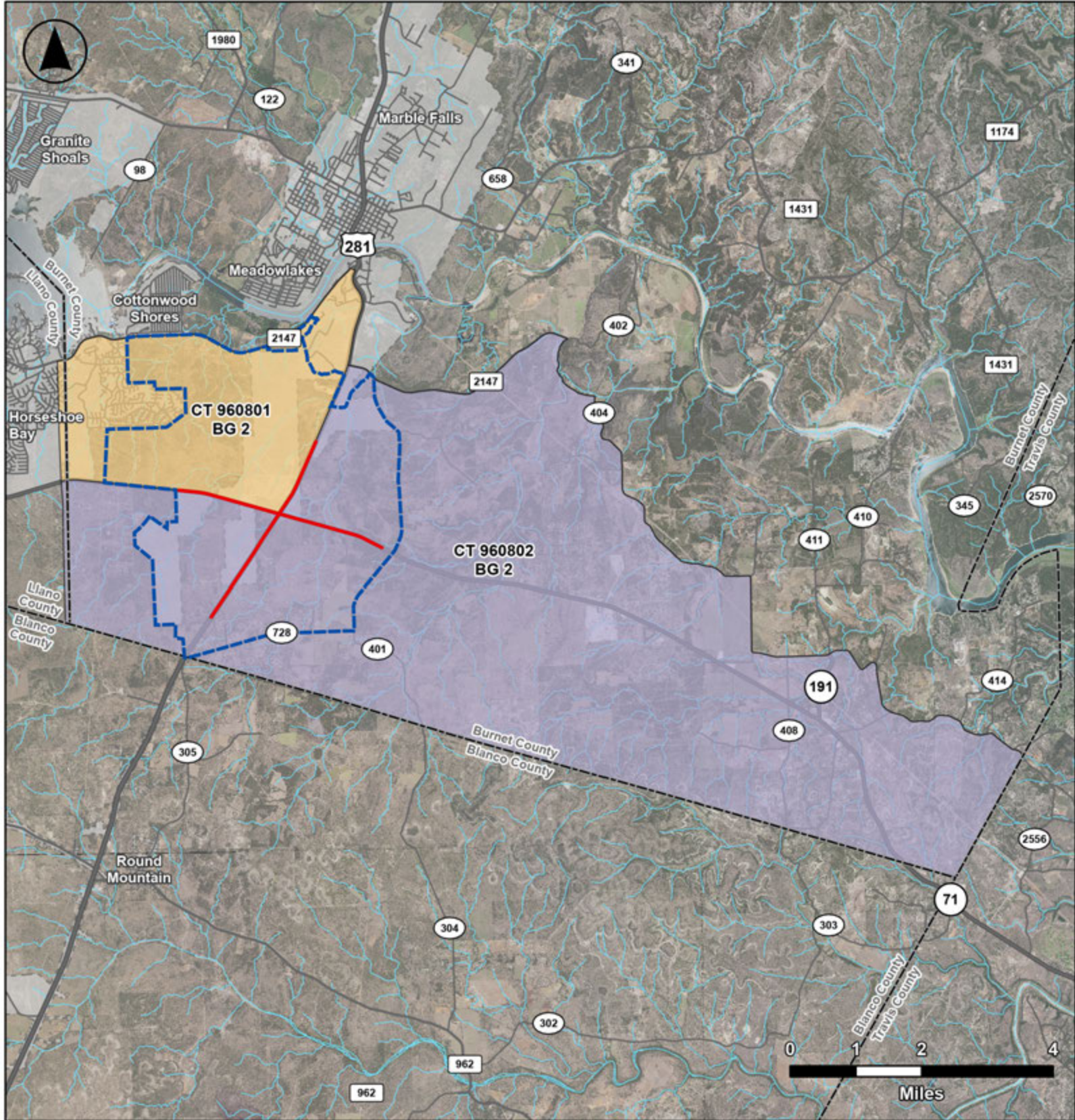
**Community Study Area and  
Community Facilities Map**

**CSJ: 0252-02-058**

**Burnet County, Texas**



Sources: ESRI Aerial Imagery 2023; WSP Study Area Boundaries, 2024; Google Earth Community Facilities, 2025; USGS NHD Data 2023; TxDOT County Boundaries and Roads 2015, 2024



	<b>Project Limits</b>		<b>Block Groups</b>
	<b>Study Area</b>		Census Tract 9608.01, Block Group 2
	<b>NHD Flowline</b>		Census Tract 9608.02, Block Group 2
	<b>Road</b>		
	<b>City Limits</b>		
	<b>County Boundary</b>		

**US 281**  
**At SH 71 Interchange**

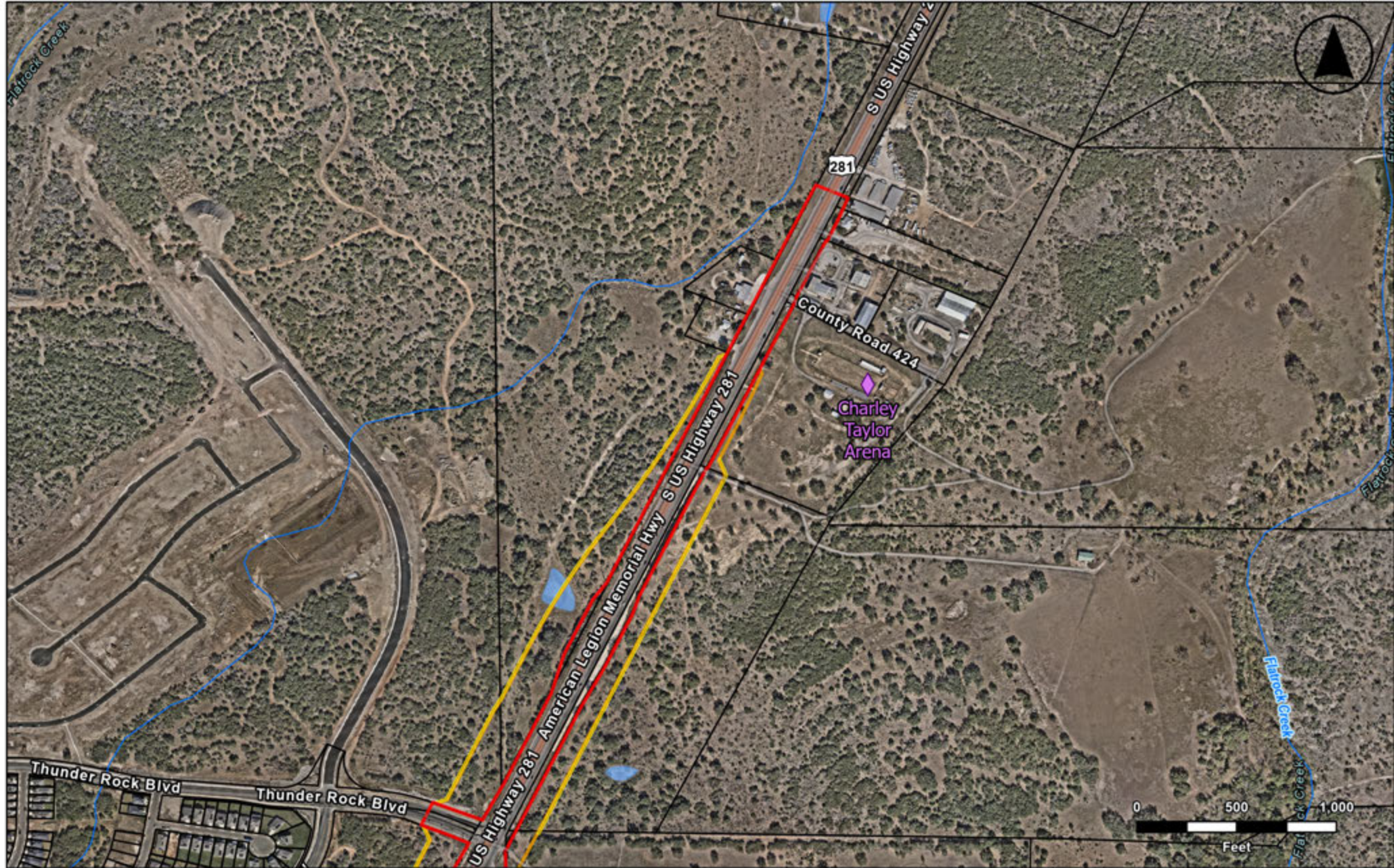
**US Census Geography Map**

CSJ: 0252-02-058

**Burnet County, Texas**



Sources: US CENSUS 2022, USGS NHD 2022, TxDOT 2015

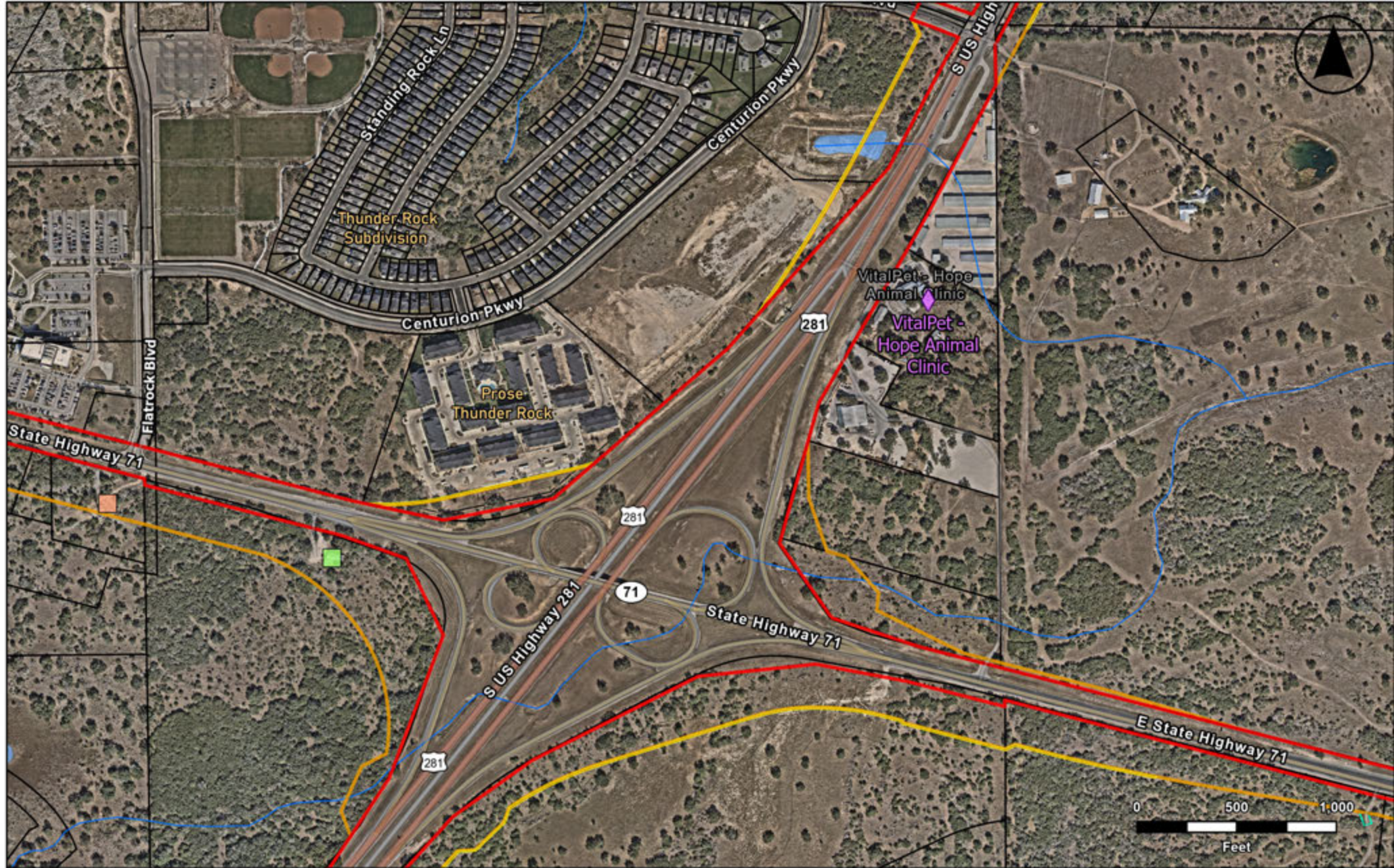


- Existing Right Of Way
- Proposed Right Of Way
- Permanent Easements
- Parcels
- ◆ Community Facilities
- NHD Flowline
- NHD Waterbody

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 1 of 8  
 Burnet County, Texas



Sources: Nearmap Aerial Imagery 2025; USGS NHD 2023; TxDOT Roads 2024; TxDOT Burnet County Parcel Data 2025; Google Earth Community Facilities, 2025

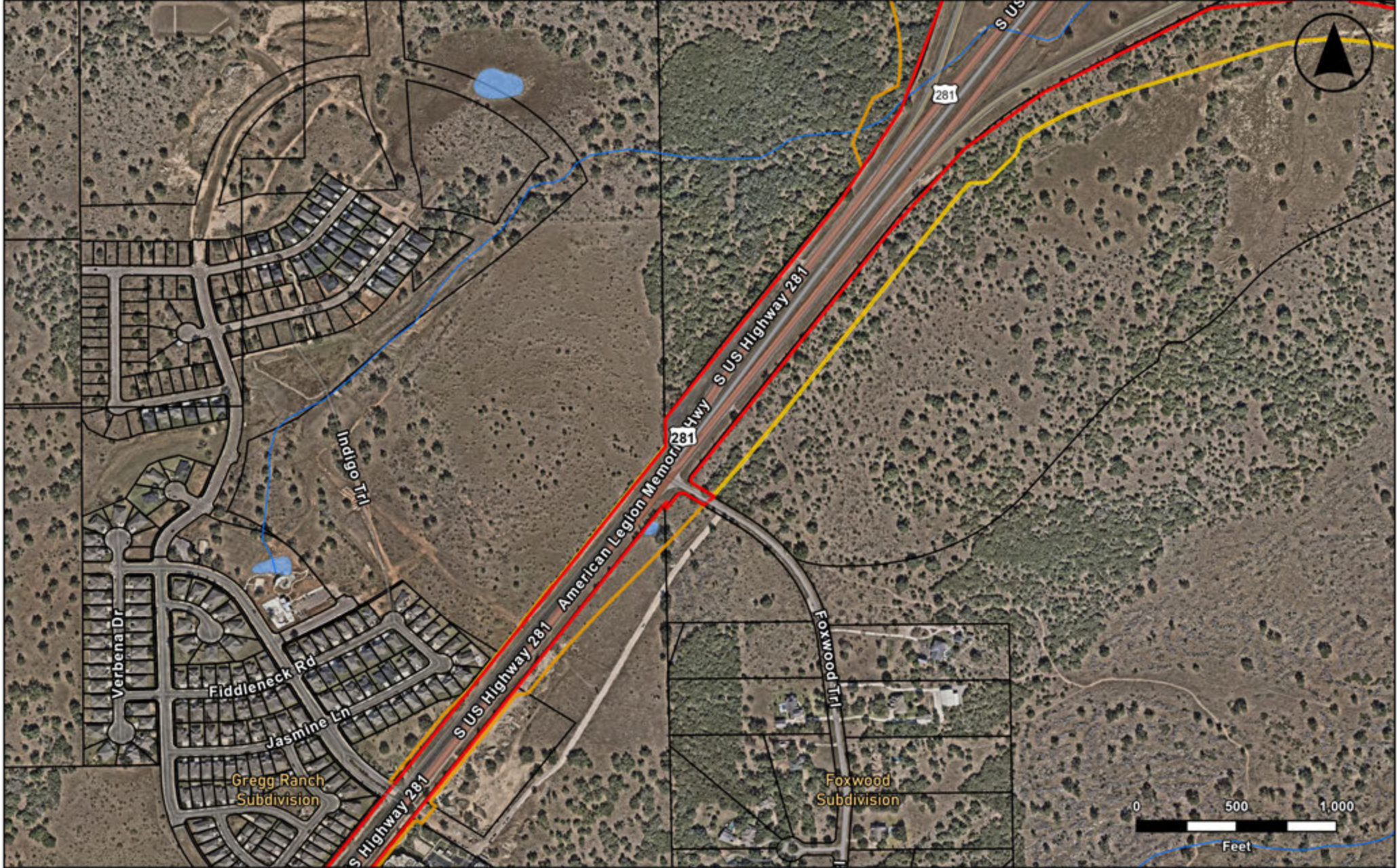


- ▬ Existing Right Of Way
- ▬ Proposed Right Of Way
- ▬ Permanent Easements
- ▬ Temporary Easements
- Parcels
- ◆ Community Facilities
- Residential Displacement
- Other Displacement - Utility
- NHD Flowline
- NHD Waterbody

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 2 of 8  
 Burnet County, Texas



Sources: Nearmap Aerial Imagery 2025; USGS NHD 2023; TxDOT Roads 2024; TxDOT Burnet County Parcel Data 2025; Google Earth Community Facilities, 2025

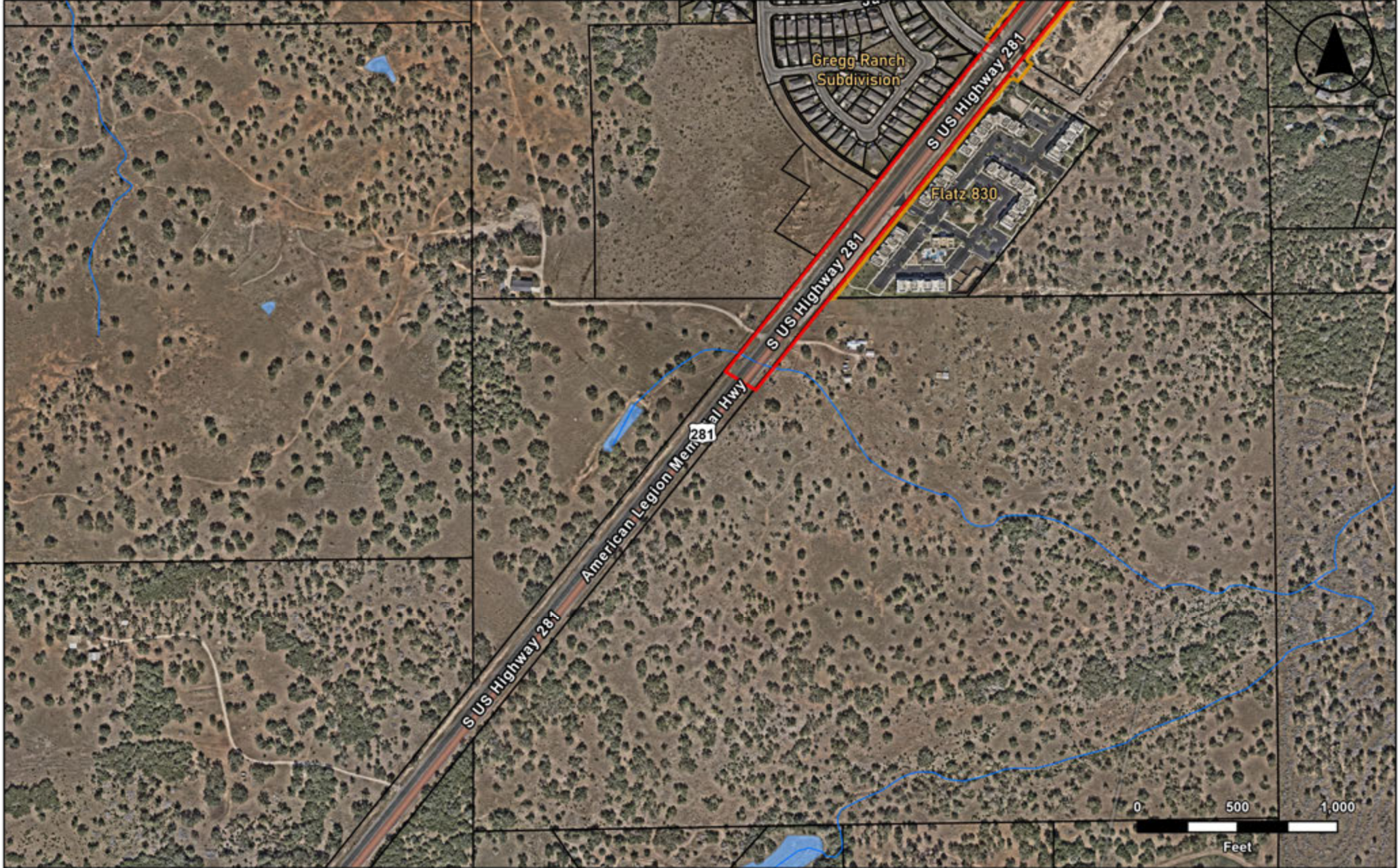


- Existing Right Of Way
- Proposed Right Of Way
- Permanent Easements
- Parcels
- NHD Flowline
- NHD Waterbody

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 3 of 8  
 Burnet County, Texas



Sources: Nearmap Aerial Imagery 2025; USGS NHD 2023; TxDOT Roads 2024; TxDOT Burnet County Parcel Data 2025; Google Earth Community Facilities, 2025

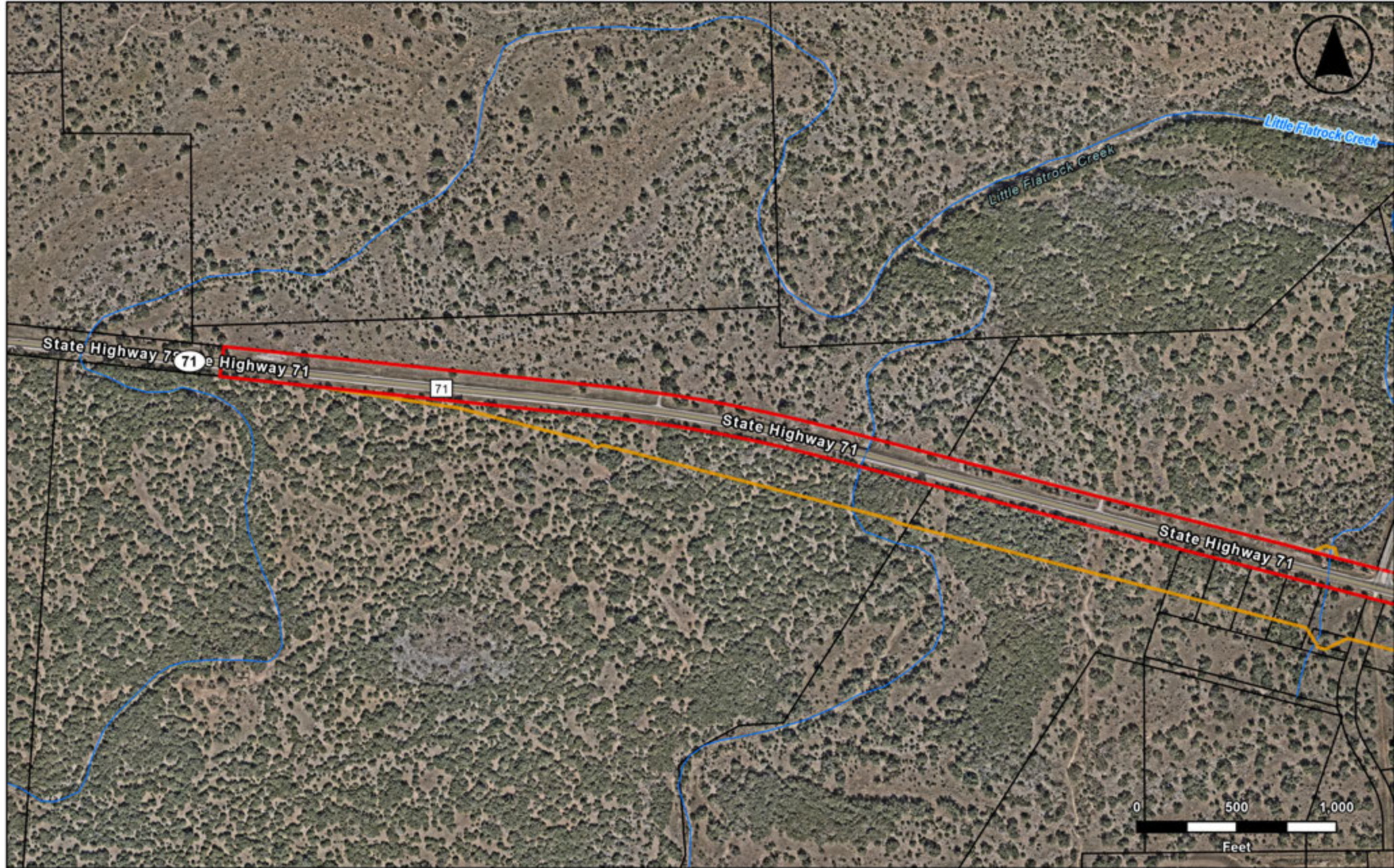


- Existing Right Of Way
- Proposed Right Of Way
- Parcels
- NHD Flowline
- NHD Waterbody

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 4 of 8  
 Burnet County, Texas



Sources: Nearmap Aerial Imagery 2025; USGS NHD 2023; TxDOT Roads 2024; TxDOT Burnet County Parcel Data 2025; Google Earth Community Facilities, 2025

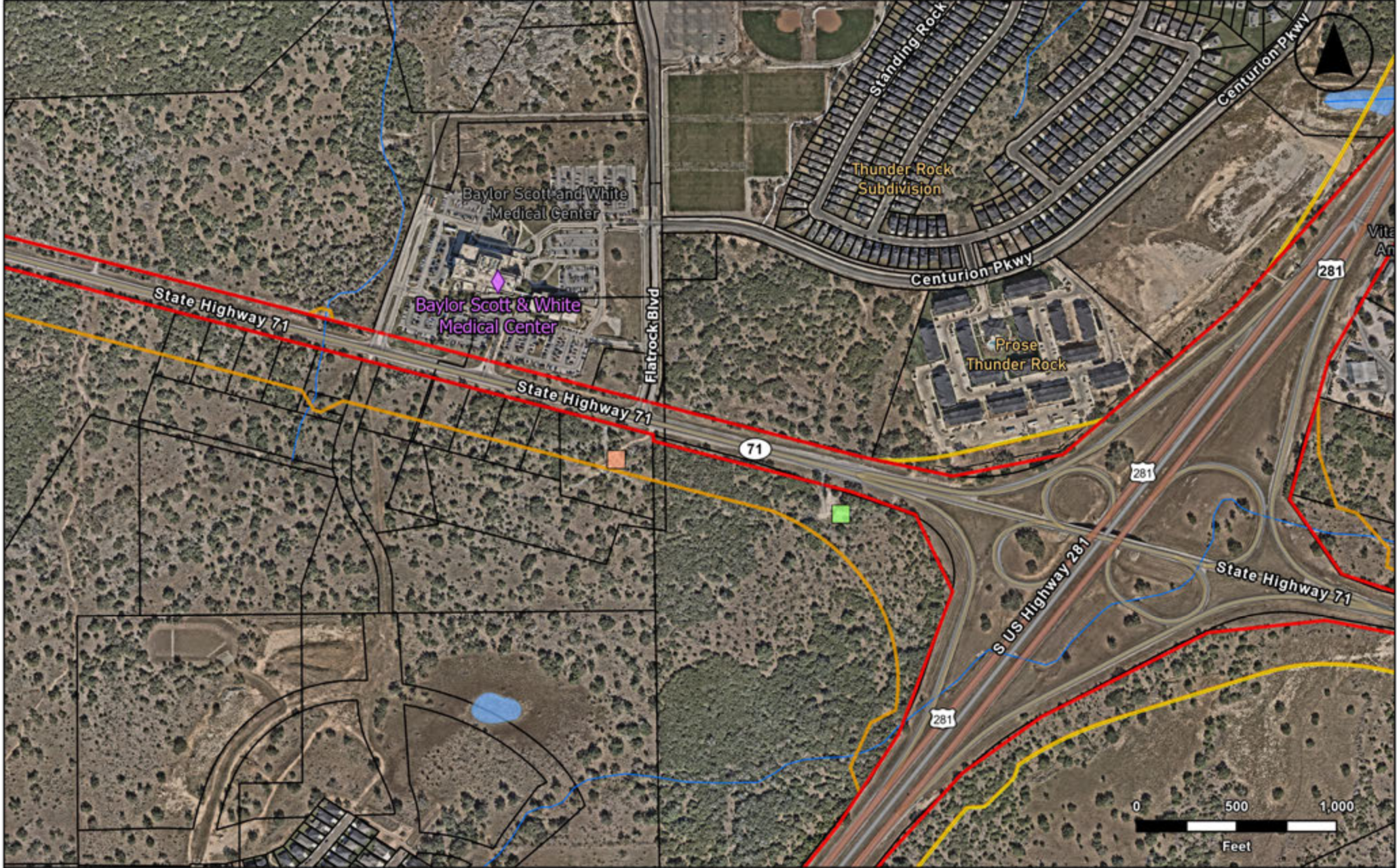


- Existing Right Of Way
- Proposed Right Of Way
- Parcels
- NHD Flowline

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 5 of 8  
 Burnet County, Texas



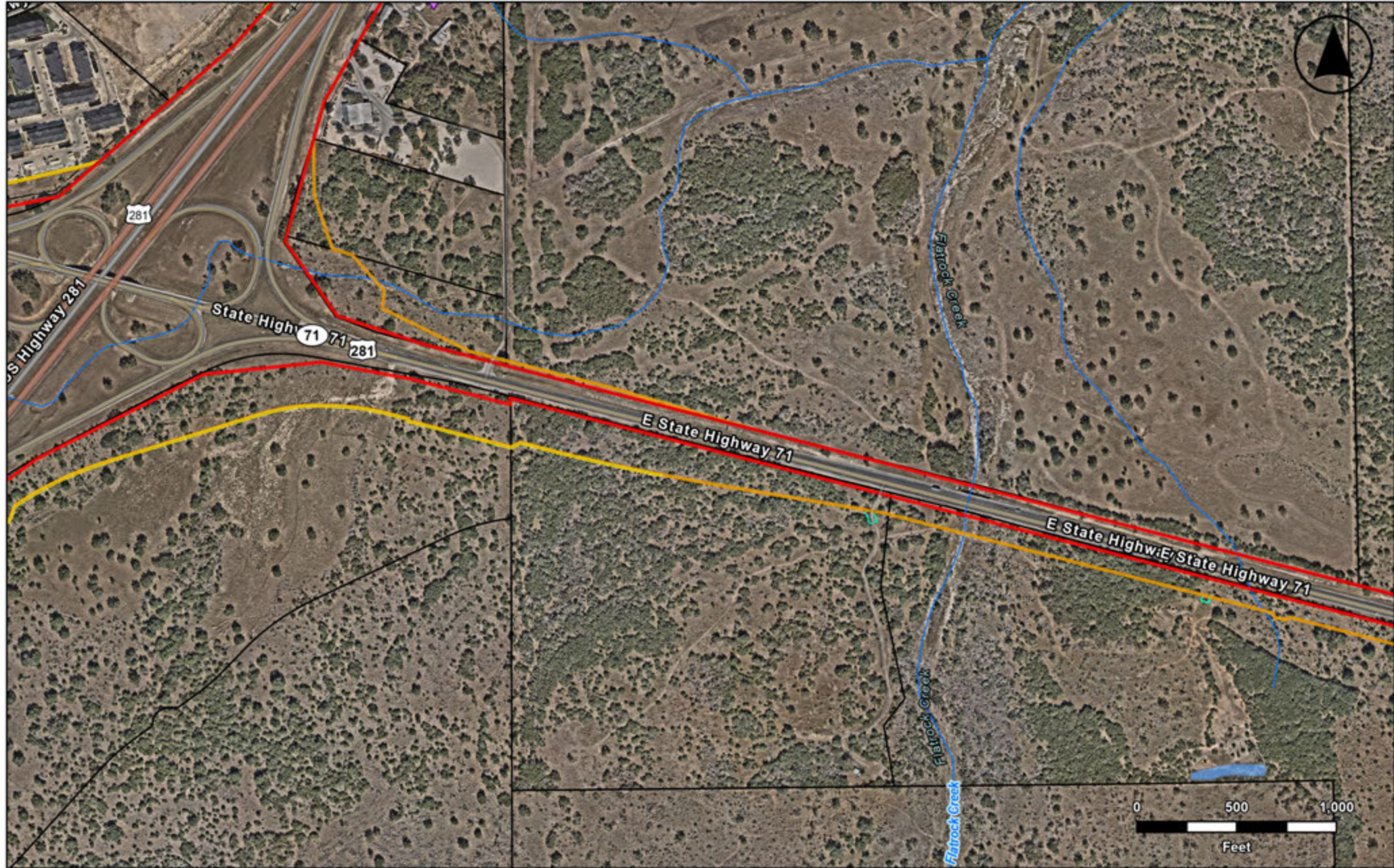
Sources: Nearmap Aerial Imagery 2025; USGS NHD 2023; TxDOT Roads 2024; TxDOT Burnet County Parcel Data 2025; Google Earth Community Facilities, 2025



- ▬ Existing Right Of Way
- ▬ Proposed Right Of Way
- ▬ Permanent Easements
- Parcels
- ◆ Community Facilities
- Residential Displacement
- Other Displacement - Utility
- NHD Flowline
- NHD Waterbody

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 6 of 8  
 Burnet County, Texas



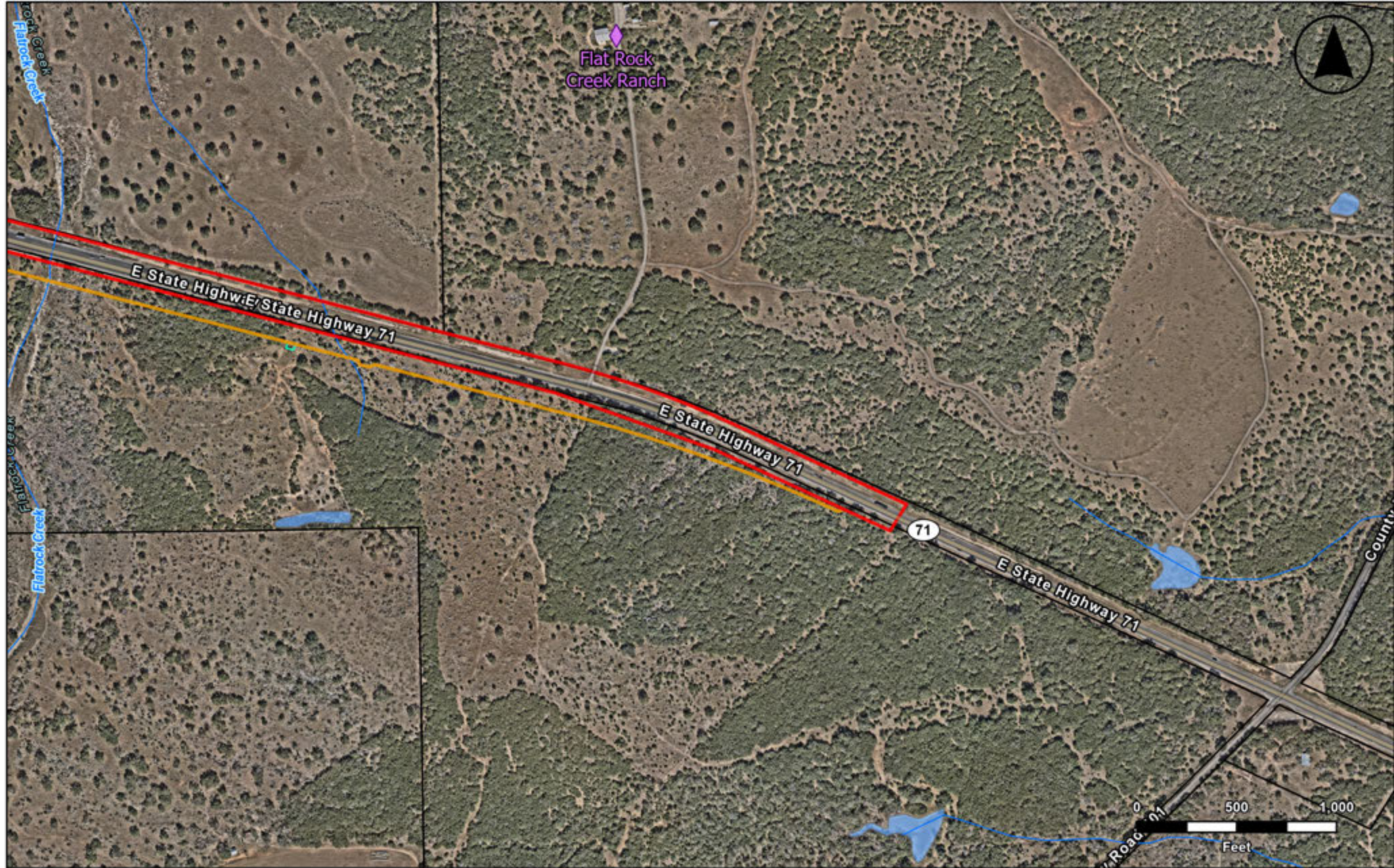


- ▬ Existing Right Of Way
- ▬ Proposed Right Of Way
- ▬ Permanent Easements
- ▬ Temporary Easements
- Parcels
- ◆ Community Facilities
- ▬ NHD Flowline
- NHD Waterbody

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 7 of 8  
 Burnet County, Texas

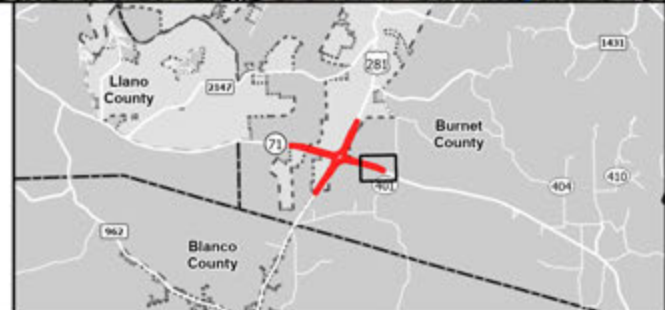


Sources: Nearmap Aerial Imagery 2025; USGS NHD 2023; TxDOT Roads 2024; TxDOT Burnet County Parcel Data 2025; Google Earth Community Facilities, 2025



- Existing Right Of Way
- Proposed Right Of Way
- Temporary Easements
- Parcels
- Community Facilities
- NHD Flowline
- NHD Waterbody

**US 281**  
**At SH 71 Interchange**  
**Community Facilities and Displacements**  
**Map**  
 CSJ: 0252-02-058  
 Page 8 of 8  
 Burnet County, Texas



Sources: Nearmap Aerial Imagery 2025; USGS NHD 2023; TxDOT Roads 2024; TxDOT Burnet County Parcel Data 2025; Google Earth Community Facilities, 2025

**Appendix B**  
**Census Data Tables**

## American Community Survey Estimate Data

### Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over

	Block Group 2, Census Tract 9608.01		Block Group 2, Census Tract 9608.02	
	Number	Percent	Number	Percent
Total:	1,466	100%	1,921	100%
Speak only English	1,093	75%	1,862	97%
Speak Spanish:	373	25%	59	3%
Speak English "very well"	134	9%	28	1%
Speak English less than "very well":	239	16%	31	2%
Speak English "well"	14	1%	31	2%
Speak English "not well"	225	15%	0	0%
Speak English "not at all"	0	0%	0	0%
Speak any other language	0	0%	0	0%

Source: US Census Bureau, American Community Survey, 2018-2022 5-Year Estimates, Table B16004

### Disability Status

	Block Group 2, Census Tract 9608.01		Block Group 2, Census Tract 9608.02	
	Number	Percent	Number	Percent
Total:	1,285	100%	1,565	100%
18 to 64 years:	945	74%	1,135	73%
With a disability	46	4%	116	7%
No disability	899	70%	1,019	65%
65 years and over:	340	26%	430	27%
With a disability	71	6%	157	10%
No disability	269	21%	273	17%

Source: US Census Bureau, American Community Survey, 2018-2022 5-Year Estimates, Table C21007

**Appendix C**  
**Community Study Area Photographs**

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 1.** Typical view of proposed project, facing north along US 281, approximately 1.5 miles south of SH 71. Taken on November 13, 2025.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 2.** Typical view of proposed project, facing west-northwest along SH 71, approximately 0.25 mile west of US 281 (cell tower on left would require relocation). Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 3.** Rural residence proposed for acquisition and displacement along SH 71, approximately 0.25 miles west of US 281, facing south. Taken on November 13, 2025.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 4.** Agricultural activity observed on property located along US 281, 1.3 miles southwest of SH 71, facing southeast. Taken on January 30, 2024. This property would have experienced acquisition and displacement under previous design, but refined design completely avoids displacement and acquisition.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 5.** Flatz 830 multifamily residential complex located at 6025 US-281, Marble Falls, TX 78654, approximately 1.25 miles southwest of SH 71, facing east. Taken on November 13, 2025. This property would have experienced displacement of six buildings and common spaces under previous design, but refined design completely avoids displacement and reduces acquisition to a minimal strip that would become proposed shared-use-path.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 6.** Entrance to Foxwood rural residential subdivision on Foxwood Trail, approximately 0.15 mile southeast of US 281, facing southeast. Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 7.** Entrance to Gregg Ranch residential subdivision from US 281, approximately one mile southwest of SH 71, facing southwest. Taken on January 30, 2024. Property would experience minimal partial acquisition under current design.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 8.** Recently built single-family residences in Gregg Ranch subdivision, view from along US 281, facing south-southwest. Taken on November 13, 2025.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 9.** Entrance to Thunder Rock residential subdivision, US 281 and Thunder Rock Boulevard, 0.6 mile north-northeast of SH 71, facing west. Taken on November 13, 2025.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 10.** Recently built single-family residences in Thunder Rock subdivision, Lone Cedar Road and Bluffview Drive, facing north-northeast. Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 11.** View of recently built multi-family residences of Prose Thunder Rock, immediately northwest of US 281/SH 71 interchange, facing northwest. Taken on November 13, 2025. This property would have experienced displacement of four buildings, substantial number of parking spaces, and planned common areas under previous design, but refined design completely avoids displacement of buildings and parking spaces and only requires acquisition of planned common areas.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 12.** Commercial uses along US 281, Rodeo Drive/County Road 424, approximately 1.15 miles north-northeast of SH 71, facing northeast. Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 13.** Commercial uses along US 281, approximately 0.5 mile north-northeast of SH 71, facing southwest. Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 14.** Entrance to Baylor Scott & White Medical Center campus, a community facility located at 810 SH 71, Marble Falls, from SH 71, facing west. Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 15.** Baylor Scott & White Medical Center located at 810 SH 71, Marble Falls, facing north. Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 16.** Charley Taylor Arena, a community facility, located at 3053 US 281, Marble Falls, from Rodeo Drive/CR 424, facing east-southeast. Taken on January 20, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 17.** Charley Taylor Arena, 3053 US 281, Marble Falls, from Rodeo Drive/CR 424, facing south-southwest. Taken on January 20, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 18.** Sign about the Phase 2 Thunder Rock subdivision houses being built and sold by Lennar (homebuilder company). Sign located along SH 71 approximately 0.25 mile west-northwest of US 281, facing north. Taken on November 13, 2025.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 19.** Sign on property planned for commercial development, US 281 approximately 1.25 miles southwest of SH 71, facing southeast. Taken on January 30, 2024.

US 281 and SH 71 Interchange, Burnet County, CSJ 0252-02-058  
Community Study Area Photographs  
Taken on January 30, 2024 and November 13, 2025



**Photo 20.** Sign on property planned for commercial development, US 281 approximately 0.5 mile southwest of SH 71, facing southeast. Taken on January 30, 2024.