



# Form Community Impacts Assessment Technical Report

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**Project Name:** US 59/US 259 North Interchange

**Control Section Job Number (CSJ):** 2560-01-085, 0175-07-059, 0175-07-060, 0138-06-046

**Report Date:** 8/7/2024

**District:** Lufkin

**County(ies):** Nacogdoches

**Let Date:** 03/2029

**Project Classification:** The project classification is to be determined, pending approval of the Open-Ended (d) Categorical Exclusion Classification Request Form.

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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.
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  - **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 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>
<Insert Text Here>
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 proposed project is needed to upgrade US 59 to meet interstate design standards and to improve safety and mobility. The project limits extend approximately 3.7 miles along US 59 from 2.4 miles south of the US 59/US 259 North Interchange to 1.3 miles north of the interchange, and about 1.6 miles along US 259 from 0.4 miles south of the US 59/US 259 North Interchange to 1.2 miles north of the interchange. The proposed project would convert US 59 to a four-lane controlled access freeway with access provided through frontage roads and designated entrance and exit ramps, and also includes reconstruction of the US 59/US 259 interchange with an underpass and two direct connectors. Intersection improvements, including overpasses, would also be constructed at Loop 224 (Stallings Drive/Westward Drive) and FM 343 (Industrial Drive). The project would also add frontage roads as operational improvements along both highways and would construct a truck parking area on the southbound frontage road between Stallings Drive and FM 343.

- 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 for the project includes the area within a 0.25-mile buffer from the proposed right-of-way for the length of the project along US 59 and US 259, including the intersections of FM 343 and Loop 224. The majority of impacts would be expected to occur along or adjacent to the facility where improvements are proposed. See **Appendix A** for figures showing the Community Study Area. The boundaries were chosen to accurately assess the population that would be directly and indirectly impacted by the proposed project.

- 3. Describe existing land use and community character.**

The project is located in Redfield, a suburban/rural area within Nacogdoches County. The Community Study Area includes primarily single-family residential properties, commercial businesses, and maintained agricultural land. Substantial traffic generators in the area include Central Heights High School, Stephen F. Austin State University, Walmart, residential commuting, and logging/timber trucks.



# Form Community Impacts Assessment Technical Report

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
CF-1	Burke Early Childhood Intervention	Healthcare	Private	Children	Yes	4611 NW Stallings Drive, Nacogdoches
CF-2	Grace Manor Foster Care and Adoption	Foster Care/Adoption Agency	Private	Children	Yes	2717 Westward Drive, Nacogdoches
CF-3	Advantage Plus Homecare	Healthcare	Private	No	Yes	2719 Westward Drive, Nacogdoches
CF-4	Westward Trails Nursing and Rehabilitation	Healthcare	Private	Elderly	No	3001 Westward Drive, Nacogdoches
CF-5	The Arbor Assisted Living and Memory Care	Healthcare	Private	Elderly	No	3002 Westward Drive, Nacogdoches
CF-6	Christian Life Center   Pentecostal Church	Place of Worship	Private	No	Yes	2604 Stallings Drive North, Nacogdoches
CF-7	Texas Department of Public Safety	Government	Public	No	Yes	5709 US 59, Nacogdoches (Proposed Displacement)
CF-8	Power of the Word Ministries	Place of Worship	Private	No	Yes	1501 Industrial Drive, Nacogdoches



#	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
CF-9	Nacogdoches Parole Office	Government	Public	No	Yes	1113 Industrial Drive, Nacogdoches
CF-10	TxDOT Nacogdoches Area Engineer and Maintenance Facility	Government	Public	No	Yes	918 Industrial Drive, Nacogdoches
CF-11	Stephen F Austin University Science Research Center	Higher Education	Public	No	Yes	7308 US 59, Nacogdoches
CF-12	Nacogdoches County Justice of the Peace	Government	Public	No	Yes	9373 US 259, Nacogdoches (Proposed Displacement)



## 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: 2/05/2021, 7/19/2023, and 9/20/2023
- Current and/or historic aerial photographs
- Other – TxDOT Community Impacts Data Tool

### 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.

The 2020 American Community Survey (ACS) Decennial Census was reviewed for demographic data for the Community Study Area. Race and ethnicity data was evaluated at the census block level. Seven of the 71 census blocks within the Community Study Area have 50 percent or greater minority population (Nacogdoches County: census tract [CT] 9503.03, blocks 1011, 1030, 1036, 1046, and 2029, CT 4504.02, block 1101, and CT 9507.00, block 2003). The majority of the minorities within CT 9503.03 blocks 1011, 1036, 1046, 2029 and CT 9507.00 block 2003 are

Hispanic or Latino ethnicity. The majority of the minorities within CT 9503.03 block 1030 and CT 9504.02 1101 are Black or African American ethnicity. Block 1036, on the west side of US 59, south of the interchange, appears to include small portions (approximately 100 feet) of the back portions of several parcels within the Community Study Area. This block is classified as minority; however, the majority of these parcels (and their structures) fall within block 1035, which is a non-minority block. Therefore, these parcels were not counted as EJ displacements that are occurring within minority census blocks. See **Appendix A** for a map of the EJ census geographies and **Appendix C** for detailed census tables for the Community 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 2024 HHS poverty level for a family of four is \$31,200.

**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.**

One of the census block groups has a median household income below the poverty level (Nacogdoches County: CT 9507.00, block group 2). There are five census block groups within the Community Study Area and the median household income ranged from \$26,481 to \$127,000.

**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.**

Three of the five block groups within the Community Study Area had the presence of persons with limited English proficiency (LEP) who speak English “less than very well” (Nacogdoches County: CT 9503.03, block group 1 [12.43% LEP]; CT 9503.03, block group 2 [2.42% LEP]; and CT 9507.00, block group 2 [8.28% LEP]). Spanish and Asian languages were the only languages spoken by the limited English proficiency populations within the Community Study Area. The remaining block groups contain no known LEP populations.

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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 February 5, 2021, July 19, 2023, and September 20, 2023. Photographs from the site visits are attached in **Appendix D**.

- 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.).**

No signs in any languages besides English were observed within the Community Study Area during the site visit.

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

No places of worship, businesses, services, or other community facilities that target specific minority groups were observed during the site visit.

- 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?**

No signs of persons with disabilities were noted within the Community 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?**

One nursing home, Westward Trails Nursing and Rehabilitation (Photo 27, **Appendix D**), and one assisted living facility, The Arbor Assisted Living and Memory Care, are located within the Community Study Area (on Westward Drive). Additionally, Grace Manor, a foster care and adoption placement agency is located within the Community Study Area, also on Westward Drive. No schools, daycares, or other signs of vulnerable populations within the Community Study Area were observed.



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

Some trailer homes and properties in disrepair are located within the Community Study Area (Photos 11 and 12, **Appendix D**).

**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.**

The Brazos Transit District operates a bus line in the southern end of the Community Study Area along Stallings Drive, BUS 59, and Industrial Drive. There are no actual bus stops provided by the Brazos Transit District; however, there does appear to be one bus shelter at the corner of US 59 and Ernest McLain Road, at the Science Research Center (Photo 23, **Appendix D**), which is likely provided by Stephen F. Austin State University shuttle bus services.

The Nacogdoches Amtrak Bus Stop station is just north of the project limits along US 259 at its intersection with Central Heights. No designated bike lanes or signage, sidewalks, trails, or signs of pedestrian or bike activity were observed within the Community Study Area.

**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.**

The general character of the Community Study Area is rural residential with light agricultural and industrial land uses, and scattered businesses at intersections.

## 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 virtual public meeting with an in-person option was held on May 17, 2022, from 5 p.m. to 7 p.m. at the Nacogdoches County Exposition and Civic Center at 3805 NW Stallings Drive, Nacogdoches. The total number of attendees was approximately 120 for the in-person meeting; 103 for the public meeting webpage; and 108 for the interactive website.

The TxDOT Lufkin District also held over twenty one-on-one in-person meetings on July 26, 2022, from 1 p.m. to 6 p.m. and July 27, 2022, from 9 a.m. to 5 p.m. at the TxDOT Nacogdoches Area Office at 918 Industrial Boulevard, Nacogdoches, TX 75964. Letters announcing the meetings were mailed to 154 stakeholders/property owners. Property owners were able to come and go during these times to discuss the proposed project and provide feedback.

TxDOT conducted an online virtual public meeting on the proposed project with an in-person option on Thursday, August 3, 2023, from 5 p.m. to 7 p.m. at the Nacogdoches County Exposition & Civic Center located at 3805 NW Stallings Drive, Nacogdoches, TX 75964. The virtual meeting consisted of a pre-recorded video presentation and included both audio and visual components. The in-person attendees were able to view the same presentation delivered in the online public meeting, which was playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants, and leave written comments. Approximately 139 attendees (including staff and consultants) visited the in-person meeting, and 413 visitors accessed the public meeting webpage and/or interactive website.

A Public Hearing is planned for Thursday, September 5, 2024, from 5 p.m. to 7 p.m. at the Nacogdoches County Exposition & Civic Center located at 3805 NW Stallings Drive, Nacogdoches, TX 75964.

**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).**

The virtual public meeting with an in-person option held on May 17, 2022, resulted in 18 comments including some in support of the project and some with requests for design considerations. Design change requests were generally about access and ROW impacts to properties.

The in-person one-on-one meetings held on July 26, 2022, and July 27, 2022 resulted in discussions on access and ROW impacts to properties.



The virtual public meeting with an in-person option held on Thursday, August 3, 2023, resulted in 15 comments, which included topics regarding access, displacements, safety, drainage, sidewalk improvements, and trees.

**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?**

Based on concerns from comments made at the virtual public meeting with an in-person option held on May 17, 2022, and from additional comments made at the in-person meetings held on July 26 and 27, 2022, adjustments were made to the project design, including adding an access road to the North Fork Estates neighborhood, adding an improved turn-around at County Road (CR) 205, providing additional truck parking, and extending the project limits to provide frontage roads south to Stallings Drive/Loop 224. These improvements were shared at the second public meeting held on August 3, 2023, and are anticipated to improve safety and access in this area for local development.



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

#### 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.)? Include sufficient information to disclose which residential structures will potentially be displaced, but do not include the name of the owner or resident.

Fifteen single family residential displacements are anticipated, listed here with their address, property (prop) ID number from Nacogdoches Central Appraisal District website, and their associated photo numbers (photos included in **Appendix D**):

8776 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 11163, Photo 15)

9589 US HIGHWAY 259 NACOGDOCHES, TX (Prop ID 4826, Photo 1)

122 N VILLAGE LN NACOGDOCHES, TX (Prop ID 4817, Photo 2)

120 ECHO LN NACOGDOCHES, TX (Prop ID 4823, Photo 3)

9370 US HIGHWAY 259 NACOGDOCHES, TX (Prop ID 4495, Not visible from ROW)

8888 US HIGHWAY 259 NACOGDOCHES, TX (Prop ID 4508, Photo 4)

8712 US HIGHWAY 259 NACOGDOCHES, TX (Prop ID 4504, Photo 8)

8709 US HIGHWAY 259 NACOGDOCHES, TX (Prop ID 4468, Not visible from ROW)

8358 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 11164, Not visible from ROW)



- 8316 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 19149, Photo 16)
- 8319 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 4523, Photo 13)
- 8293 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 4522, Photo 13)
- 8307 NORTH ST NACOGDOCHES, TX (Prop ID 67151, Photo 9)
- 7906 NORTH ST NACOGDOCHES, TX (Prop ID 11206, Not visible from ROW)
- 8207 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 4515, Photo 14)

**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.*

In 2024, the residential properties proposed for displacement had appraisal values ranging from \$22,220 to \$399,271 with an average of \$127,819, according to the Nacogdoches Central Appraisal District (CAD). Appraised values are objective accounts of a property including things like location, size, and market trends, while market values are more subjective and include what an average buyer would be willing to pay for a property at a particular time. Zillow was consulted for market data on the availability of comparable replacement homes. Zillow (accessed July 31, 2024) lists 76 single-family homes and manufactured homes listed below \$450,000 in Nacogdoches, Texas. Of those, two homes are listed under \$50,000, while 32 lots (land only) under \$50,000 are for sale in Nacogdoches.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (Uniform Act) contains specific requirements that determine the manner in which a government entity acquires private property for public use when federal funds are used for a project. The purpose of this act is to provide a uniform policy for fair and equitable treatment of persons and businesses displaced as a result of federal and federally assisted programs. Consistent with the U.S. Department of Transportation (DOT) policy as mandated by the Uniform Act, all property owners from whom property is needed are entitled to receive just compensation for their land. Just compensation is based on fair market value of the property. TxDOT would provide information and resources to the affected property owners.

**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.)?**

Within the Community Study Area there are several restaurants, a veterinary clinic, motel, church, gas stations, RV parks, auto shops, a shipping center, civic buildings, landfill, and numerous retail and industrial businesses (lawn care, electric supply, portable building sales, a propane company, a millwork shop, an industrial equipment supplier, plumbing, a swimming pool contractor, and a storage facility). See **Appendix B** for the Detailed Economic Analysis.

**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.)?**

Ten commercially zoned properties are anticipated for displacement, listed here with their address, property (prop) ID number from Nacogdoches Central Appraisal District website, and their associated photo numbers (photos included in **Appendix D**):

A commercially zoned property (the former Tumble Weed Shoppe) 7361 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 11208, Photo 21)

EasTex Veterinary Clinic 7417 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 62883, Photo 20)

FedEx Ship Center 7645 US HIGHWAY 59 N NACOGDOCHES, TX – permanently closed (Prop ID 4462, Photo 18)

Purvis Industries 135 MYRL RD NACOGDOCHES, TX (Prop ID 11271, Photo 17)

Duran Pools and Spas 8724 US HIGHWAY 259 NACOGDOCHES, TX (Prop ID 4503, Photo 7)

Tejas Paper and Chemical 7608 US HIGHWAY 59 N NACOGDOCHES, TX (Prop ID 19180 and 19181, Photo 19)

Bobby York Air Conditioning and Heating 8225 NORTH ST NACOGDOCHES, TX (Prop ID 4529, Photo 10)

Auto Body Shop COUNTY ROAD 809 NACOGDOCHES, TX (Prop ID 11218, Photo 24)

Duprees Driveway and Landscape Supplier 144 OLDSMOBILE DR NACOGDOCHES, TX (Prop ID 4500, Photo 6)

Western Pines RV Park 5011 NW STALLINGS DR, NACOGDOCHES, TX (Prop ID 26729, Photo 26) - While this property would lose approximately 8-12 of 41 existing RV campground sites, some of which may be used as long-term rentals,

there appears to be capacity for expansion at the rear of the parcel. TxDOT contacted the owner by telephone on 1/12/2024 to discuss their plans for the property. The owner indicated drainage problems that could prevent potential expansion. TxDOT will continue to work with the property owner to resolve issues as designs continue.

Power of the Word Ministries 1501 INDUSTRIAL DRIVE, NACOGDOCHES (Prop ID 26652, Photo 28) would lose approximately seven parking spaces at the front of their parcel but may have the capacity to allow for parking in the back. The property owner has not indicated their plans.

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

The majority of the businesses proposed for displacement are not unique to the area. A person would have to travel less than 2.5 miles to access similar businesses to an auto body shop, EasTex Veterinary Clinic, and Bobby York AC. The nearest landscaping services to Dupree's Driveway and Landscape Supply is approximately 5.5 miles away. The nearest industrial equipment supply company to Purvis Industries is approximately 6.3 miles away. The nearest pool supply to Duran Pools and Spas is approximately 11.4 miles away. The nearest landscaping company is 2.5 miles away. Tejas Paper and Chemical is unique to the area: the nearest paper company is located approximately 69 miles away.

**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?**

No, the displaced commercial businesses do not serve a specific population.

**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.**

The business owner of EasTex Veterinary Clinic indicated they would be interested in relocating during a conversation with TxDOT staff at the July 2022 in-person meetings. It is unknown at this time if any other business owners would or would not relocate if the proposed project is implemented.

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

These businesses would generally be accessed by car.

- 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)?**

According to Loop Net, accessed on July 31, 2024, there were 26 commercial properties for sale in Redfield and Nacogdoches, TX, on sizeable/comparable lots.

The Uniform Act contains specific requirements that determine the manner in which a government entity acquires private property for public use when federal funds are used for a project. Consistent with the DOT policy as mandated by the Uniform Act, all property owners from whom property is needed are entitled to receive just compensation for their land. Just compensation is based on fair market value of the property. TxDOT would provide information and resources to the affected property owners.

### **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?**

Yes, three proposed other displacements are located within the Community Study Area including two civic displacements and one non-occupied structural displacement. The Nacogdoches County (Precinct 1) Justice-of-the-Peace Court (Prop ID 4824, Photo 3) is located at 9373 US 259. The parcel is zoned as residential but is operating as a civic building. The Department of Public Safety (DPS) is located at 5407 US 59 (Prop ID 26742, Photo 25) and is operating as a civic building. Additionally, one non-occupied structure is located at 8987 US 259 (Prop ID 4471, Photo 29).

- 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?**

No, the potential “other” displacements do not serve a specific population.



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

Yes. According to Loop Net, accessed on July 30, 2024, there are 14 properties of comparable size and zoning to the civic displacements within approximately eight miles of the property.

The non-occupied structural displacement is not unique to size or zoning of the parcel and could be relocated on its current parcel to serve the same function.

The Uniform Act contains specific requirements that determine the manner in which a government entity acquires private property for public use when federal funds are used for a project. Consistent with the DOT policy as mandated by the Uniform Act, all property owners from whom property is needed are entitled to receive just compensation for their land. Just compensation is based on fair market value of the property. TxDOT would provide information and resources to the affected property owners.

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

The nearest facility offering similar services to the Nacogdoches County (Precinct 2) Justice-of-the-Peace is located approximately 6.1 miles south. The nearest Department of Public Safety driver license office is located in Lufkin, TX and is approximately 28 miles south.

The non-occupied structural displacement does not offer any services.

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

During schematic development, a conceptual design alternative was selected based on minimizing impacts while also meeting the project's need and purpose. The selected conceptual design alternative was then optimized to minimize impacts further. By shifting the roadway expansion to the west in some areas instead of expanding on both sides, the preferred alternative was developed to avoid as many impacts as possible. A summary of this analysis was included in the May 17, 2022 Public Meeting Presentation.

The addition of frontage roads would provide improved access to the majority of facilities due to their proximity to the frontage road ramps to easily access US 59 and US 259. Additionally, pedestrian travel would be improved in both safety and travel time due to the installation of sidewalks throughout the proposed project.

## 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 cars as the predominate form of access to destinations within the Community Study Area. No designated bike lanes or signage, sidewalks, trails, or signs of pedestrian or bike activity were observed within the Community Study Area. Pedestrian fatalities have occurred on US 259 northwest of the US 59/US 259 interchange, indicating that pedestrians may walk to businesses and destinations within this portion of the Community Study Area.

The Brazos Transit District operates a bus line in the southern end of the Community Study Area along Stallings Drive, BUS 59, and Industrial Drive. There are no actual bus stops provided by the Brazos Transit District; however, there does appear to be one bus shelter at the corner of US 59 and Ernest McLain Rd., at the Science Research Center, which is likely provided by Stephen F. Austin State University shuttle bus services.

The Nacogdoches Amtrak Bus Stop station is just north of the project limits along US 259 at its intersection with Central Heights.

**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.**

The existing facility is a major interchange mainly serving through traffic. Most of the travel within the project limits includes trips to and from Nacogdoches for those coming from/travelling to the north, and for trips to access nearby cities such as Appleby, Garrison, and Central Heights schools.

- 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 project would not result in substantial changes to access and travel patterns along the facility and within the Community Study Area. The addition of frontage roads and elimination of existing crossovers would require approximately 1-3 minutes additional time for some to travel to turnarounds for access (as opposed to using existing crossovers). Additional time was calculated by comparing existing and proposed routes using distance, speed limits, and crossover and signal delay inputs. The northeast side of US 59 near CR 101 would be most impacted with a travel increase of about 3 minutes, as described further in the section below. Additional specific areas impacted are described below.

Other areas would have improved access due to their proximity to the frontage road ramps and/or two-way access roads to US 59 and US 259. Additionally, pedestrian travel would be improved in both safety and travel time due to the installation of sidewalks throughout the proposed project.

None of the affected facilities provide essential services.

- 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?**

Properties adjacent to the interchange would benefit from new frontage road ramps along US 59, which would allow access directly onto US 259, as well as additional two-way access roads that would provide local access to neighborhoods and businesses surrounding the interchange. On the west side of the US 59/US 259 interchange, a two-way access road would be provided between the north and south sides of the interchange in place of the current one-way access road. Whereas currently, residents and businesses using that access road can only turn south on US 59, the new two-way access road would allow travelers to turn north or south onto US 59 or onto US 259. Likewise, on the east side of the US 59/US 259 interchange, a two-way access road would be provided between the north and south sides of the intersection in place of the existing one-way access road to provide local access to the North Fork Estates and other neighborhoods located there, allowing them to head north or south on US 59 or US 259.

All crossovers along the existing highways would be removed which would impact some residences' and businesses' travel times, described as follows. Travelers heading northwest

on US 259 (south of the interchange) who want to access residences or businesses (the Red Barn, Adair Construction, Critter Cuts, or Bobby York Air Conditioning and Heating) on the west side of US 259, would no longer be able to use existing crossovers and would need to travel further northwest by approximately 0.35 mile to the U-turn at US 59 to turn south for access (less than 1 minute additional time). Similarly, travelers heading southeast on US 259 south of the interchange would need to travel an additional approximate 0.125 mile to the new proposed two-way access road at the North Forks Estate entrance in order to access that neighborhood (less than 1 minute additional time), or would need to travel further by approximately 0.6 miles to the next existing turnaround in order to access Paws Here Pet Grooming (less than 1 minute additional time).

Similar impacts would occur along US 59: travelers heading north on US 59, north of Industrial Drive and south of the interchange, who want to access residences or businesses on the west side of US 59 (the Tumble Weed Shoppe [closed], the EastTex Veterinary Clinic, the FedEx Shipping Center [permanently closed], or the Auto Body Shop) would not be able to use the crossover at Ernest McLain Road as they currently do, and would need to head further northeast by approximately 1 mile to use the U-turn at US 259 to return approximately 1 mile southwest for access (about 2 minutes additional time). Likewise, those heading southwest that need to go north to access residences or businesses (Purvis Industries, Sick Pig Customz, Tejas Paper and Chemical, Wingate Millwork, or the Science Research Center) would need to travel approximately 1 mile further to turn around at Industrial Drive to return approximately 1 mile northeast (about 3 minutes additional time). In addition, the existing two-way DPS Road east of US 59 and north of Loop 224/Westward Drive, would be converted to a one-way frontage road. Therefore, travelers heading northeast on US 59 that need access to the DPS, Western Pines RV Park, Lowboy (carwash), or Morgan Oil Travel Plaza (truck stop and gas station), would need to continue northeast along US 59 from the intersection at Loop 224 for approximately 1 mile to use the proposed turnaround at Industrial Drive intersection, and access these properties heading south for approximately 1 mile by way of the proposed frontage road (about 2 minutes additional time).

Northeast of the interchange, travelers heading northeast on US 59 would need to head approximately 1 mile further to turn around at the proposed loon near CR 205 to return approximately 1 mile southwest for access to residences on the northwest side of US 59 (about 2 minutes additional time); those heading southwest on US 59 would need to travel approximately 1 mile to use the US 259 turnaround to travel along northbound US 59 for approximately 1.2 miles to CR 205 and continue on CR 205 approximately 0.3 miles south to CR 101 for access to residences on the southeast side of US 59 near CR 101 (about 3 minutes additional time).

Lastly, travelers heading northwest on US 259, northwest of the interchange, who need to access residences or businesses on the west side of US 259 (Nacogdoches County Justice of the Peace, Taco Riendo, or American Fireworks) would be required to travel approximately 0.5 mile further to turn around at the proposed loon to head approximately 0.5 mile south for access (about 2 minutes additional time). Alternatively, those traveling southeast in the same section of the facility would need to head further by approximately 1 mile to the turnaround at US 59 and return 0.2 mile northwest (about 1 minute additional time) to access residences or businesses on the east side of the facility for access

(Suburban Self Storage, Adkison Body Repair, Duran Pools and Spas, Barrett's Automotive and Motorsports, and Old Town Athletics).

The total extra travel time for all the scenarios described above would be 1-3 minutes, calculated by comparing existing and proposed routes using distance, speed limits, and crossover and signal delay inputs. None of the affected facilities provide essential services.

- 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.**

Emergency response times would not be substantially affected by the proposed changes. Emergency medical services (EMS) would benefit from proximity to frontage road ramps allowing access directly onto US 59 and US 259, direct connectors, two-way access roads, and the removal of the cloverleaf interchange. Maximum additional travel time could be 1-3 minutes for an emergency vehicle accessing proposed turnarounds.

- 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?**

According to Google Earth imagery and Nacogdoches CAD data online, there appear to be 2-4 active farms and ranches in the Community Study Area. The introduction of a concrete barrier would prevent movement of farm equipment from crossing the roadway via existing crossovers; however, all travelers would be able to access loons or U-turns within 1 mile and 1-3 minutes of their property for access. In addition, farm vehicles would benefit from safer travel by using turnarounds via low-speed, one-way frontage roads rather than turning from the center of the existing two-way freeway for access. Farm vehicles would also benefit from the increased turning radii that would be provided at U-turns and loons, as opposed to the tighter radii provided at the current crossovers. Maximum additional travel time could be 1-3 minutes for farm vehicles accessing proposed turnarounds.

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

The addition of frontage roads along the corridor, loons, and two-way access roads and direct connectors at the US 59/US 259 interchange would mitigate travel and access impacts. The frontage roads would provide improved access to the majority of properties due to their proximity to the frontage road ramps to easily access US 59 and US 259. The conversion of one-way to two-way access roads would improve travel patterns within the immediate US 59/US 259 interchange, at North Fork Estates and other neighborhoods, by allowing those residents to travel north or south along US 59 or US 259. The addition of loons would mitigate for large vehicle/truck turnaround safety. Additionally, pedestrian travel



would be improved in both safety and travel time due to the installation of sidewalks throughout the proposed project.



**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>





## 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.**

The current level of community cohesion within the Community Study Area appears to be low; the US 59 and US 259 existing facilities separate mostly larger rural residential, commercial and agricultural properties. There are no pedestrian or bicycle facilities and most properties are currently accessed by cars or trucks.

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.**

Changes in the existing level of separation near the project area would include the construction of a center barrier along the US 59 and US 259 mainlanes as well as access-controlled frontage roads. Additionally, a grade separation and 2 direct connectors are proposed at the US 59/US 259 interchange and minor grade separation changes at intersections. These features would contribute

to the existing level of separation in the Community Study Area; however, the changes should not be substantial, as the existing level of cohesion is already low.

The Community Study Area is generally accessed by car; however, some pedestrian fatalities have occurred within the Community Study Area due to pedestrians walking to nearby businesses along US 259 northwest of the US 59/US 259 interchange. The proposed project would improve community cohesion for bicyclists and pedestrians by providing sidewalks throughout the project.

- 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.**

The proposed project would not result in the separation or isolation of any geographic areas or groups of people.

- 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.**

The majority of services rendered by commercial facilities that would be potentially displaced by the proposed project can be obtained nearby from other facilities. The project would not be expected to change the frequency with which people access other parts of the community. Residents on the southeast side of US 59 near CR 101 would incur the biggest increase in travel time of approximately 3 minutes.

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

The conversion of one-way to two-way access roads would improve travel patterns within the immediate US 59/US 259 interchange, at North Fork Estates and other neighborhoods and communities, by allowing those residents to travel north or south along US 59 or US 259. Additionally, pedestrian travel would be improved in both safety and travel time due to the installation of sidewalks throughout the proposed project.

## 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?**

Out of the 28 proposed displacements, 7 would be located in EJ census geographies (2 commercial and 5 residential). One census block (Tract 9503.03, Block 1036) on the west side of US 59, south of the interchange, appears to include small portions (approximately 100 feet) of the back portions of several parcels within the Community Study Area. This block is classified as a minority block; however, the majority of the parcels within block 1036 (and their structures) fall within block 1035, which is a non-minority block. Therefore, these parcels were not counted as EJ displacements that are occurring within minority census blocks. One additional residential displacement and three commercial displacements are located within this census block and are not counted towards the total number of displacements located in EJ census geographies. Additionally, one other (non-occupied structure) displacement is partially located within two minority blocks (block 1036 mentioned above and block 1030). The non-occupied structure and associated residential structure fall outside the minority block boundaries, and as such, this displacement was not considered EJ.

**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?**

Yes. Blocks 1011 and 1030 are EJ blocks on the west side of US 259 just north of Old Highway 26, which would be slightly impacted since residents and business owners traveling north on US 259 in this area would no longer be able to turn directly onto Old Highway 26, but would be required to travel further north approximately 0.5 mile to turn around at the proposed loon to access their property. Access going southbound would be unchanged.

Block 1101 which is located north of the intersection in the “cradle”, between US 59 and US 259, is an EJ block which would incur increased travel times. Those traveling northeast along US 59 (southwest of the US 59/US 259 interchange) who want to access property on the northeast side of US 259 in Block 1101, would access the area by way of the frontage roads and would not require any increased travel time. For those that live or own property in this block along the northwest side of US 59, extra time would be required for access when traveling northeast on US 59, as travelers would not be able to use existing crossovers, but would be required to turn around at the proposed loon at CR 205. Additionally, when traveling northwest on US 259 (south of the interchange)

additional time would be required to turn onto the US 59 northbound frontage road and turn around at the proposed loon. When traveling southeast on US 259, north of the interchange, travelers could turn left onto the US 59 northbound frontage road and turn around at the proposed loon at CR 205. Access traveling south along US 59 would be directly from the southbound frontage road.

**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?**

Changes to community cohesion include the construction of a center barrier, access-controlled frontage roads, a grade separation and 2 direct connectors at the US 59/US 259 interchange, and minor grade separation changes at intersections. These features would contribute to the existing level of separation in the Community Study Area; however, the changes should not be substantial, as the existing level of cohesion is already low. All of these features would be proposed throughout the project and not specifically in EJ census geographies.

**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.**

The proposed project would not displace any community facilities or businesses which cater specifically to minority or low-income populations.

**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 other technical documentation prepared to date indicates any impacts to the human environment. There would not be any impacts to air quality, as the area is in attainment. Noise technical documentation is in progress.

**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.**

No, the community has not experienced substantial impacts from past transportation projects.

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

According to historic aerials, there does not appear to have been any major infrastructure projects, industrial facilities, or other large-scale developments constructed in or adjacent to the Community Study Area in at least the last 20 years.

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

No mitigation is planned at this time; however, the addition of frontage roads would provide improved access to the majority of facilities due to their proximity to the frontage road ramps providing easier access to US 59 and US 259. Additionally, pedestrian travel would be improved in both safety and travel time due to the installation of sidewalks throughout the proposed project.

**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.**

Impacts to EJ populations would not be disproportionately high and adverse when compared to impacts to non-EJ populations because only 7 out of 28 properties (or 25%) proposed for displacement would be in EJ census blocks. Some residences and businesses in Blocks 1011, 1030, and 1101 would be required to travel approximately 1-3 minutes further for access to their property; however, the addition of frontage roads would provide improved access to the majority of property owners due to their proximity to the frontage road ramps and two-way access roads providing easier access to US 59 and US 259. Additionally, pedestrian travel would be improved in both safety and travel time due to the installation of sidewalks throughout the proposed project.

## 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?

LEP persons within the Community Study Area would be expected to speak Spanish and Asian languages based on the census data.

### 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.**

A Virtual Public Meeting with an In-Person Option was held on August 3, 2023. Materials such as the PowerPoint presentation, meeting notice, postcard, and newspaper ad were all translated to Spanish. In addition, the on-demand public meeting website contained a translation widget that would translate the material into different languages. No other translation or accommodation requests were made throughout the public involvement process; however, if requests had been made, the project team would have met the request to ensure all materials and engagement opportunities were accessible to all populations.

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

At this time, additional public involvement planned includes a public hearing and additional meetings with property owners as requested. The project team will continue to provide materials in Spanish or other languages as requested and provide an in-person translator at property owner meetings if requested.

## 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.”).**

EJ populations are present within the Community Study Area. Twenty-eight potential displacements are required for the proposed project. Of these, 7 displacements would be located within EJ census geographies.

Access and travel patterns would not be substantially changed by the proposed project. Most properties adjacent to the interchange would benefit from proximity to frontage road ramps with access directly onto US 59 and US 259. Some travelers would need to travel to the nearest turnaround from 1 to 3 additional minutes to access a property; however, overall, the improvements would increase safety and mobility for everyone.

No substantial impacts to community cohesion would be anticipated with the proposed project.

Impacts to EJ populations would not be disproportionately high and adverse when compared to impacts to non-EJ populations because only 7 out of 28 properties proposed for displacement (or 25%) would be in EJ census blocks.

LEP populations within the Community Study Area are mostly Spanish speaking. Public involvement materials such as the presentation, meeting notices, postcards, and newspaper ad were provided in English and Spanish. No other translation or accommodation requests were made throughout the public involvement process to date. Feedback from the LEP community would continue to be solicited during the project and future public involvement activities would continue to engage the LEP community.



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