



Community Impacts Assessment Technical Report Form

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Project Name: SH 71 at FM 1209

CSJ Number: 0265-03-041

District(s): Austin

County(ies): Bastrop

COMMUNITY PROFILE

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

I. General Information

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

The proposed project is located on State Highway (SH) 71 from County Road (CR) 206 to SH 21 for a total length of 2.27 miles. The proposed project is located in the Extraterritorial Jurisdiction (ETJ) of the City of Bastrop, in Bastrop County, Texas, and is also part of the census-designated place (CDP) of Wyldwood. See Figures 1 and 2 in Appendix A for project location maps, Appendix B for tables summarizing census data for the project area, and Appendix C for project area photos.

II. Project Description

Briefly describe the proposed project.

The proposed project would add a grade separation at FM 1209 and construct new frontage roads along SH 71 while maintaining access to adjacent properties. Access to FM 1209 would be provided via ramps to the anticipated signalized intersection. If completed, the mainlanes of the SH 71 facility would consist of two 12-foot-wide lanes in each direction with 4-foot-wide inside shoulders and 10- to 22-foot-wide outside shoulders. Directions of travel would be separated by a grassy median that would be approximately 64 feet in width. Each frontage road would consist of two 12-foot-wide travel lanes with 2-foot-wide inside and outside curb and gutter. Ramps would have a 14-foot-wide travel lane with a 4-foot-wide inside shoulder, a 6-foot-wide outside shoulder, and 2-foot-wide curb and gutter on both sides. Median openings would be removed along SH 71 at the CR 206, River Oaks Drive, Blue Flame Road, and Stephen F. Austin Boulevard intersections, and farther east just past the Shell gas station near the eastern project limit. Deceleration and acceleration lanes would be added to the median break along SH 71 just west of the CR 206 intersection. The proposed improvements to FM 1209 at SH 71 include construction of one 12-foot-wide travel lane and a 12-foot-wide left turn lane in each direction. Twenty-four-foot-wide at-grade turnarounds for east/west traffic would be added at the SH 71/SH 21 intersection, and an east/west turnaround would be added on the west side of the SH 71/SH 21 intersection. A 10-foot-wide shared-use path would be constructed on each side of SH 71 and FM 1209. The proposed project would be approximately 2.5 miles long and would require approximately 32.5 acres of additional right-of-way (ROW). Displacements may consist of seven residential sites, 25 commercial sites, and 28 other displacements that consist of billboards, outbuildings, and signs. See Photos 1 and 2 in Appendix C for photos of the existing SH 71 and FM 1209 intersection.

III. General Character of the Community

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

The project area falls within the ETJ of City of Bastrop. Land use in the project area is a combination of mixed residential, commercial, and religious properties. The project area hosts a number of small locally owned restaurants and businesses,



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and larger scaled businesses, like mobile home dealers and stone suppliers. Neighborhood subdivisions are located north and south of the project area. See Figures 3.1 through 3.5 in Appendix A for maps of adjacent properties.

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

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
McKinney Roughs Nature Park	Nature Park	Public	No	
Wyldwood Baptist Church	Church	Private	No	Photo 3 in Appendix C.
Rev's Motorcycle Shop	Motorcycle Auto Shop	Private	No	Potential displacement. Based on desktop review, the Heirs of Grace Freedom Church uses the building for services on Wednesdays and Saturdays. However, no signs for the church were observed during the site visit. The church's website was last updated September 6, 2018; therefore, it is anticipated the church is still active. See Photo 4 in Appendix C.
Wiggles N Giggles Child Development	Child Daycare Center	Private	Yes	Provides child care services for children from infants to pre-kindergarten.
Bluebonnet Elementary School	Elementary School	Public	Yes	Bluebonnet Elementary School is not located within the census blocks directly adjacent to the proposed project, but is located adjacent to the census blocks; therefore, the school was included in this study. This school serves children from pre-kindergarten to fourth grade.
God's Word in Time Scripture Planners	Unknown	Private	No	During the site survey, it was unclear if this facility served as a church. No additional information was available.
New Covenant Church	Church	Private	No	



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IV. Data

1. What data sources were used?

Yes **U.S. Census Bureau**

Yes **American Community Survey (ACS)**

No **Texas State Data Center**

No **Other**

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

2. What is the current DHHS poverty level? \$25,100.00

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

Describe:

According to Executive Order (EO) 12898, a person meeting any of the following criteria is considered a minority. Black: a person having origins in any of the black racial groups in Africa; Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race; Asian American: a person having origins in any of the original peoples of Far East, Southeast Asia, or the Indian subcontinent; American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America, and Central American, who maintains cultural identification through tribal affiliation or community recognition; and Native Hawaiian and other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. A minority population can include any readily identifiable groups of minority persons living in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons, such as migrant workers or Native Americans, similarly affected by a proposed TxDOT project. The U.S. Census Bureau classifies minority populations as Black; Hispanic or Latino; Asian or Pacific Islander; American Indian, Eskimo, or Aleut; or other non-white persons.

Census data was gathered for all census blocks adjacent to the proposed project. See Figures 4.1 and 4.2 in Appendix A for maps of census block boundaries.

According to the 2010 U.S. Census, minority populations are present within the project area. Three blocks contain a predominantly minority population. Block 2039 (part of Block Group 2) contains 76.19 percent minority population; Block 2040 (part of Block Group 2) is 87.72 percent minority population; and Block 3039 (part of Block Group 3) contains 75.00 percent minority population. See Figures 4.1 and 4.2 in Appendix A and Table 1 in Appendix B.

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

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

Describe:

Executive Order (EO) 13166, "Improving Access to Service for Persons with Limited English Proficiency," requires federal agencies to examine the services they provide, identify any need for services to those with "Limited English Proficiency" (LEP), and develop and implement a system to provide those services so that



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LEP persons can have meaningful access to them. To determine if specific LEP populations may be affected by the proposed project, census data was collected from the 2012-2016 U.S. Census ACS regarding LEP populations, classified here as populations who speak a language other than English and speak English "less than very well."

According to the 2010 U.S. Census, LEP populations are present in the project area. The percentage of Spanish-speaking LEP populations ranged from 5.21 percent in Block Group 2 to 0.65 percent in Block Group 3. The percentage of other Indo-European Languages LEP populations in the project area were reported as 0.65 percent in Block Group 2 and 4.41 percent in Block Group 3. There were no LEP populations speaking 'Asian and Pacific Island languages' or other languages identified within the project area. No LEP populations were listed in Block Group 4 (See Table 3 in Appendix B).

V. Site Visit

1. Yes Was a site visit conducted?

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

2. Yes Were there any signs observed in languages other than English?

Describe the languages(s) observed, frequency, and general location of signs in other languages (throughout the study area, concentrated in a particular vicinity, etc.):

One mobile food truck, Sabados Barbacoa de Chivo y Menudo, provide menus in both English and Spanish. Also, a sign in Spanish was observed in front of Wyldwood Baptist Church. See Photos 5 and 6 in Appendix C.

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

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

5. No Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?

6. Yes Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?

Describe:

Cars in need of repair were observed near the Chinese Dragon restaurant and in the Wyldwood RV Park. Shady Oaks R.V. Park and Wyldwood R.V. Park are located north and south of the project area and could indicate the presence of low-income households (Photo 7 in Appendix C).

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

No Are there bus or train stops?

No Are there marked bike lanes or bicycle lane signage?

Yes Did you observe cyclists in the area?

Describe:

A cyclist was observed riding along the shoulder on SH 71 during the site visit.



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No Are there sidewalks?

No Did you observe "goat paths" or dirt pathways adjacent to the project area?

8. No Is there any additional information about this community that will be helpful?

9. Yes Is public involvement planned for this project?

Results from the Scope Development Tool

1. Yes Did the Scope Development Tool identify the need for a residential displacements analysis?

2. Yes Did the Scope Development Tool identify the need for a commercial displacements analysis?

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

- Low level commercial displacements analysis
- Medium level commercial displacements analysis
- High level commercial displacements analysis

3. Yes Did the Scope Development Tool identify the need for an other displacements analysis?

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

- Medium level other displacements analysis
- High level other displacements analysis

4. Yes Did the Scope Development Tool identify the need for an access and travel patterns analysis?

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

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

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

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

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

Residential Displacements

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

1. How many residences will be displaced or impacted in a manner that would prevent them from being occupied (loss of parking or access)?

Seven residential properties would be displaced by the proposed project. See Figures 3.1 through 3.5 in Appendix A.



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2. What type of residences will be displaced (single family homes, apartment, duplexes, etc.)?

All seven residential homes are classified as single family homes. See Photos 7 and 8 in Appendix C for examples of residences along SH 71.

3. Yes Is there comparable replacement housing available?

Explain:

There are single family homes located north and south of the project area of similar size. According to the Bastrop County Appraisal District website and a search on Zillow.com, an online real estate website, in November 2018, there were approximately 75 houses for sale that are within 10 miles of the seven potentially displaced residential properties.

4. No Would displacements impact community cohesion?

Explain:

Seven residential displacements are anticipated. Residents living in the seven potentially displaced properties outlined above are expected to be able to relocate within the community. The proposed improvements would occur along the existing roadway, and therefore, no neighborhoods or communities would be bisected. Therefore, it is anticipated that these displacements and the proposed improvements would not impact community cohesion.

Commercial Displacements

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

1. What types of businesses exist in the study area?

Businesses within the study area include restaurants, material supply and contracting, barber shop, convenience stores, fireworks stands, pet store, storage facilities, auto shops and car dealerships, outdoor equipment store, mobile home retailers and campgrounds, liquor store, furniture retail store, clothing retail store, dry cleaners, gas stations, and food trucks. The adjacent businesses are labeled on figures 3.1 through 3.5 in Appendix A.

2. How many businesses will be displaced or impacted in a manner that would prevent them from continuing to operate (loss of parking or access)?

The proposed project would result in impacts to structures on 25 commercial properties throughout the project area: Benny’s Bar-B-Q, Texas Critical Systems (TCS), Town and Country Barber Shop, Amazin’ Fireworks, Johnson’s Pet and Kennel Supply, Chinese Dragon Restaurant, Redline Auto Sales, Brit-Tex (Plastering and Brick Paving), Rev’s Motorcycle Shop, Bastrop Powersports, a closed commercial building (west of Sunshield Window Tinting), Sunshield Window Tinting, a closed commercial building (formerly Rustic Furniture Gallery [Furniture Liquidation]), Saigon Garden Restaurant (formerly known as Hunan Tiger Restaurant), The Plain Heritage, Cedar Creek Dry Cleaners, DJ Clothing - Menswear, Alexander’s Steakhouse & Seafood, Shady Oaks R.V. Park, Texas One Star Realty, Fitties BBQ, Amazing Floors LP, Mai Thai Restaurant, Travel Center & Truck Stop/Shell Gas Station, and Storage R.V. & Boats. See Figures 3.1 through 3.5 in Appendix A for maps showing potential displacements. See Photos 9 and 10 in Appendix C for representative photos of commercial properties along SH 71.

There are two mobile food trucks, Sabados Barbaocoa de Chivo y Menudo and Wyldwood Tacos, that could potentially be displaced as well. However, since the food trucks are mobile, these businesses could relocate within the community, and are not considered displacements. See Photos 5 and 11 in Appendix C.

3. Yes Are these businesses unique to the area?



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How far away would one have to travel to find a similar business offering similar services?

Johnson's Pet and Kennel Supply is a specialty pet store for Pitbull breeds and hosts regular "meet and greet" events at this location. Customers would have to travel approximately 7.3 miles to Whole Pets Market to find a business offering similar services.

Also, Revs Motorcycle Shop is not a unique business to the area, but serves as a venue for Heirs of Grace Freedom Church on Wednesdays and Saturdays. No signs for the church were observed during the site visit; however, the church's website was last updated September 6, 2018. Therefore, it is anticipated the church is still active. (See Photo 4 in Appendix C).

4. No **Do these businesses serve a specific population (specific ethnic group, disabled, low-income families, etc.)?**

Explain:

None of the displaced businesses throughout the study area serve a specific population.

5. No **Have the businesses indicated if they would relocate?**

6. **How are these businesses generally accessed (via car, mass transit, walking, etc.)?**

All businesses within the project area are accessed via vehicles. No modes of mass transit are present in the area, and no goat-paths or pedestrian walkways were observed during desktop review or the site visit.

7. Yes **Are there comparable replacement properties available for relocation of the business(es)?**

Explain:

None of the businesses adjacent to the project exhibit unique needs which would preclude them from relocating in the area. According to a preliminary search on LoopNet.com, a commercial real estate website, in November 2018, should the potentially displaced businesses choose to relocate in the area or around the area, it is anticipated that approximately 46 available properties for sale within 10 miles of the project area would be capable of meeting the needs of these businesses.

8. **If the businesses do not relocate, how many jobs would be lost?**

Should the adjacent businesses choose not to relocate if displaced, employees would have to seek employment elsewhere. It is estimated that between 1 and 10 percent of local area employment would be affected by the proposed project.

9. **If the businesses do not relocate, are there comparable job opportunities for the affected employees?**

A search on Indeed.com, an employment-related search engine for job listings, in November 2018 found approximately 274 advertised jobs at similar businesses near the potentially displaced businesses within the community or within 10 miles of the project area. It is anticipated that employees of the businesses displaced by the proposed project would be able to find alternative employment, if necessary, and that impacts to displaced employees would be temporary.

Other Displacements

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



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1. What non-residential and non-commercial displacements would occur?

There is potential for 28 other displacements. These other displacements consist of 14 commercial billboards, 12 outbuildings, and two signs. See Figures 3.1 through 3.5 in Appendix A for a map showing adjacent properties, including other displacements. See Photos 12 through 15 in Appendix C.

2. No Do these facilities serve a specific population (disabled persons, children, elderly, a specific ethnic group, a specific religious denomination, etc.)?

Explain:

None of the billboards advertise for a specific local business, or for any specific population.

3. Yes Would these facilities be able to relocate?

Explain:

Much of the surrounding land adjacent to the proposed project area is undeveloped and could be used for the potentially displaced billboards, outbuildings, or signs.

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

Conclusion: Based on the information above, how will displacements associated with the proposed project impact the community?

The proposed project would result in seven residential displacements. Based on a search on Zillow.com, there are 75 comparable replacement properties. No communities would be bisected by the project. The proposed project would result in 25 commercial displacements. Based on a search on LoopNet.com, there are 46 comparable replacement properties. Additionally, based on a search on Indeed.com, there are approximately 274 advertised jobs at similar businesses near the potentially displaced businesses within the community or within 10 miles of the project area, indicating employees of the businesses displaced by the proposed project would be able to find alternative employment, if necessary, and that impacts to displaced employees would be temporary. The proposed project would result in 28 other displacements, consisting of billboards, outbuildings, and signs.

ACCESS AND TRAVEL PATTERNS

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

Adjacent residential and commercial facilities are accessed predominantly by vehicles. The existing SH 71 facility does not contain sidewalks or bicycle lanes, and mass transit stops were not observed in the project area. One cyclist was observed riding on the shoulder along SH 71 during the site visit, but no pedestrians or goat-paths were observed.

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

The proposed project would maintain the existing SH 71 alignment, but would reconstruct the mainlanes for a grade-separation over FM 1209, construct new frontage roads, and construct driveway improvements. Access to adjacent properties would be maintained via the new frontage roads. Five existing median breaks along SH 71 would be removed at the following locations: CR 206 (Colorado Circle), River Oaks Drive (CR 205) intersection with SH 71, Blue Flame Road intersection with SH 71, Stephen F. Austin Boulevard intersection with SH 71, and east of the Travel Center and Truck Stop/Shell gas station. However, east/west turnarounds would be added to either side of the the SH 71/FM 1209 intersection and to the west side of the SH 71/SH 21 intersection to allow traffic to turn around and/or access the other side of SH 71. Drivers would be required to travel up to approximately 0.85 mile farther than they currently travel



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to turn around due to the median break removals; however, the additional time needed to travel this extra distance is anticipated to be offset by the overall improved mobility. The proposed project would also provide pedestrian and bicycle accommodations throughout the project area by constructing shared-use paths on each side of SH 71 and FM 1209.

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

Several residential neighborhoods exist along the project corridor, including River Oaks, Bluebonnet Acres, Shadow Oaks Trailer Park, The Colony, Green Fields, Wyldwood RV Park, Shady Oaks RV Park, and The Woodlands. A list of commercial properties is provided in the table in Section III of this form. The removal of median breaks may increase the travel time needed to access adjacent businesses and residences, but the proposed project is anticipated to improve mobility for roadway users overall. Access to all adjacent residences and businesses would be maintained throughout the project area.

4. Yes Are any community facilities affected?

Are any of them “essential services” such as clinics, schools, or emergency responders?

A motorcycle auto shop facility also serves as a church on Wednesdays and Saturdays. The proposed project would displace the motorcycle shop and remove the median break along SH 71 that eastbound travelers would use to turn left to access the motorcycle shop. However, this facility does not provide essential services.

5. How will emergency response times be affected?

Temporary detours and changes in access could occur during construction; however, access to all adjacent properties would be maintained throughout construction of the project. The removal of the five median breaks could potentially increase emergency response times; however, emergency vehicles would be able to turn around at the SH 71 and FM 1209 intersection. It is anticipated that the proposed project would reduce congestion and improve mobility and response times for emergency response vehicles.

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

The existing SH 71 facility does not currently include sidewalks or bicycle lanes, and mass transit stops were not observed along the project corridor during the desktop review nor the site visit. The proposed project does not include improvements to mass transit routes or stops; however, the proposed project would provide pedestrian and bicycle accommodations throughout the project area by constructing shared-use paths on each side of the SH 71 and FM 1209, allowing for improved walking and cycling along SH 71 and FM 1209.

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

Access to all adjacent businesses and residences would be maintained throughout the project area. Five median breaks would be removed; however, eastbound to westbound and westbound to eastbound turnarounds would be added to the SH 71 and FM 1209 intersection to allow traffic to turn around and/or access the other side of SH 71. Drivers would be required to travel up to approximately 0.85 mile farther than they currently travel to turn around due to the median break removals.

8. No Are any design elements proposed to mitigate adverse impacts to these modes?



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

The proposed project would improve mobility by constructing a grade separation over the FM 1209 intersection, and reduce congestion by constructing frontage roads throughout the project limits. Five median breaks would be removed and could result in increased travel distances; however, east/west turnarounds would be added to the SH 71 intersections at FM 1209 and SH 21. The proposed project would also enhance pedestrian and bicycle accommodations by adding shared used paths on each side of SH 71 and FM 1209. Access to adjacent properties would be maintained via the new frontage roads. It is not anticipated that the proposed project would isolate any businesses or distinct neighborhoods.

Community Cohesion

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

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

The proposed project would maintain the existing SH 71 alignment, but would reconstruct the mainlanes for a grade-separation over FM 1209 and construct new frontage roads. Access to FM 1209 would be maintained via ramps to the intersection, and access to adjacent properties would be maintained via the new frontage roads. Five median breaks would be removed, which could increase travel times to access community facilities, but median breaks farther west on SH 71 and east/west turnarounds that would also be added at the SH 71 and FM 1209 intersection would provide ways for the public to access adjacent properties. The proposed project would not isolate any businesses or distinct neighborhoods.

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

Access to adjacent properties would be maintained, and no new access points would be added as a result of the proposed project. The proposed project may remove five median breaks along the project corridor, which could increase travel times to community facilities, mainly Wyldwood Baptist Church and Rev's Motorcycle Shop which also acts as a venue for Heirs of Grace Freedom Church; however, median breaks farther west along SH 71 and proposed turnarounds at the SH 71 and FM 1209 intersection would provide ways for the public to access these locations. The proposed project is intended to improve mobility at the SH 71 and FM 1209 intersection, which could result in decreased travel times overall for local commuters, including people traveling to Bluebonnet Elementary School and Wiggles N Giggles Child Development. Users would also be able to access the frontage roads along SH 71 to reach local businesses, residences, and the ramps at the SH 71 and FM 1209 intersection, as well as the existing SH 71 alignment to commute through the area. The current roadway only allows for transportation via car, while the proposed project would add shared-use paths to each side of SH 71 and FM 1209, allowing for easier and safer pedestrian and bicycle travel. The proposed project would not isolate any businesses or distinct neighborhoods, and access to all adjacent residences and businesses would be maintained throughout the project area.

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

The public would still be able to use local services and facilities in the project area as access would be maintained to all of the adjacent properties, and the project would not isolate any businesses or distinct neighborhoods. The addition of the shared-use paths would allow for enhanced pedestrian and bicycle travel.



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

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

The proposed project would maintain the existing SH 71 alignment, but would reconstruct the mainlanes for a grade-separation over FM 1209 and construct new frontage roads. Access to FM 1209 would be maintained via ramps to the intersection, and access to adjacent properties would be maintained via the new frontage roads. Five median breaks would be removed, which could increase travel times to access community facilities, but median breaks farther west on SH 71 and proposed turnarounds that would be added at the SH 71 and FM 1209 intersection and the SH 71 and SH 21 intersection would provide ways for the public to access adjacent properties. The proposed project would not isolate any businesses or distinct neighborhoods. Therefore, direct adverse impacts to the character or community cohesion in the project vicinity are not anticipated since access to all adjacent properties would be maintained throughout the project area. The proposed project would not result in the division or isolation of any businesses, distinct neighborhoods, ethnic groups, or other specific groups, nor would access be denied to existing facilities. The proposed project would not result in new or additional barriers between communities.

ENVIRONMENTAL JUSTICE

1. Yes Will there be displacements?

How many are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

According to the 2010 U.S. Census, there are no low income populations within the project area. However, out of the 32 census blocks within and adjacent to the project area, there were three blocks with a predominantly minority population: Blocks 2039, 2040, and 3039. Within these three census blocks, there would be one residential displacement, five commercial displacements, and seven other displacements. There would be a total of seven residential displacements, 25 commercial displacements, and 28 other displacements within the project area. Although the project area does contain environmental justice (EJ) populations, impacts to these three census blocks are not expected to be disproportionately high or adverse due to the fact that displacements would occur in other areas along the project area where there are predominantly non-minority populations. The proposed project is expected to benefit the entire community, including EJ populations.

2. Yes Will there be access and travel pattern impacts?

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

A median break would be removed along SH 71 near the census blocks with predominantly minority populations; however, median breaks would be removed in other areas along the project corridor where there are predominantly non-minority populations. Therefore, any potential impacts to EJ populations would not be disproportionately high or adverse.

3. No Will there be community cohesion impacts?

4. Yes Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?



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

The proposed project would result in noise impacts to some adjacent receivers within the census blocks with predominantly minority populations and within census blocks with non-minority populations. Therefore, any potential noise impacts to EJ populations would not be disproportionately high or adverse. There would be no air quality or water quality impacts or hazardous materials concerns for the predominantly minority population census blocks as a result of the proposed project.

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

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

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

The project area contains three blocks with minority populations. Although the project area does contain minority populations, impacts are not expected to be disproportionately high or adverse due to the fact that displacements and noise impacts also take place outside of these census blocks. The improved mobility from the proposed project is expected to benefit the entire community, including minority populations.

Limited English Proficiency

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

What languages do they speak?

According to the 2010 U.S. Census, LEP populations are present in the project area. The percentage of Spanish-speaking LEP populations ranged from 5.21 percent in Block Group 2 to 0.65 percent in Block Group 3. The percentage of other Indo-European Languages LEP populations in the project area were reported as 0.65 percent in Block Group 2 and 4.41 percent in Block Group 3. There were no LEP populations speaking 'Asian and Pacific Island languages' or other languages identified within the project area. No LEP populations were listed in Block Group 4 (See Table 3 in Appendix B).

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

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

In order to comply with EO 13166, letters were sent to adjacent property owners and stakeholders on October 30, 2018 and provided opportunities for citizens to request language interpreters. Public meeting announcements in both English and Spanish were published in the Bastrop Advertiser in English and in El Mundo in Spanish on



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November 1, 2018. A Facebook event and twitter posts were created to invite people from the public, and TxDOT posted public meeting information on the project website and published a news release as well.

TxDOT will continue to comply with EO 13166 by offering to meet the needs of persons requiring special communication or accommodations in all future public involvement activities and notices. Therefore, the requirements of EO 13166 will be met. Public involvement/outreach will continue to be conducted in a manner such that all interested parties would be given an opportunity to provide both verbal and written comments concerning the proposed project. This may include but is not limited to: letters sent to adjacent property owners to notify them of the proposed project and invite them to public meetings, notices of public meetings published in English and Spanish, and public meeting handouts and comment cards in both English and Spanish.

3. No Was assistance in a language other than English requested or is it anticipated to be requested?

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

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

In order to comply with EO 13166, public meeting announcements in both English and Spanish were published and letters sent to adjacent property owners provided opportunities for citizens to request language interpreters. TxDOT will continue to comply with EO 13166 by offering to meet the needs of persons requiring special communication or accommodations in all future public involvement activities and notices. Therefore, the requirements of EO 13166 will be met. Public involvement/outreach will be conducted in a manner such that all interested parties would be given an opportunity to provide both verbal and written comments concerning the proposed project. This may include but is not limited to: letters sent to adjacent property owners to notify them of the proposed project and invite them to public meetings, notices of public meetings published in English and Spanish, and public meeting handouts and comments in both English and Spanish.

5. Yes Is any more public involvement planned?

Yes Will LEP persons continue to be accommodated?

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

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

TxDOT sent letters to adjacent property owners providing opportunities for citizens to request language interpreters. Public meeting announcements were published in English and Spanish. TxDOT provided fact sheets and comment cards in English and Spanish at the November 15, 2018 public meeting. For future public involvement, the necessary steps will be taken to ensure that LEP persons would be given the opportunity for meaningful involvement in the NEPA process.

Prepared By:

Rachel Sprunger
Preparer Name

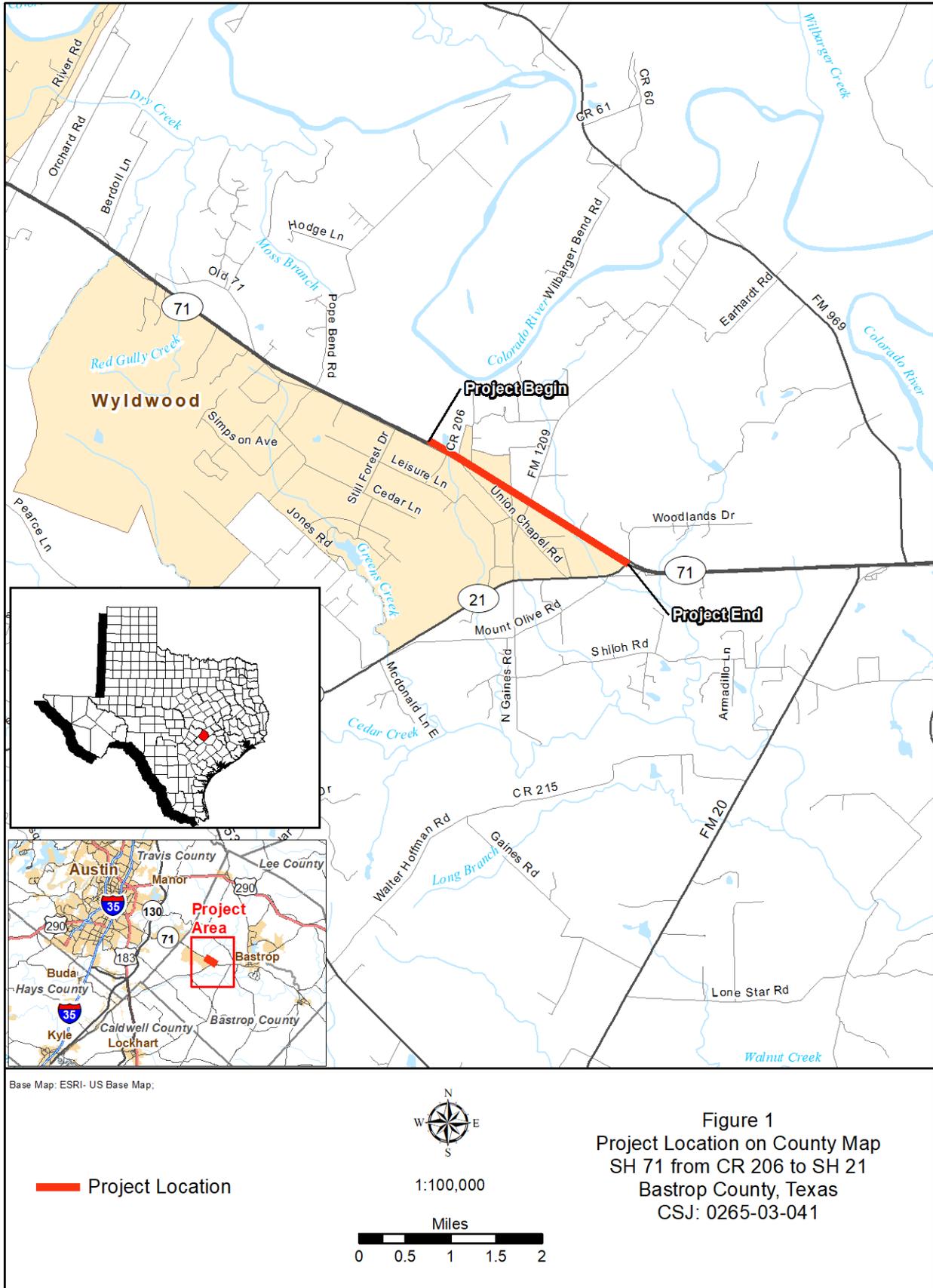
Environmental Consultant
Title

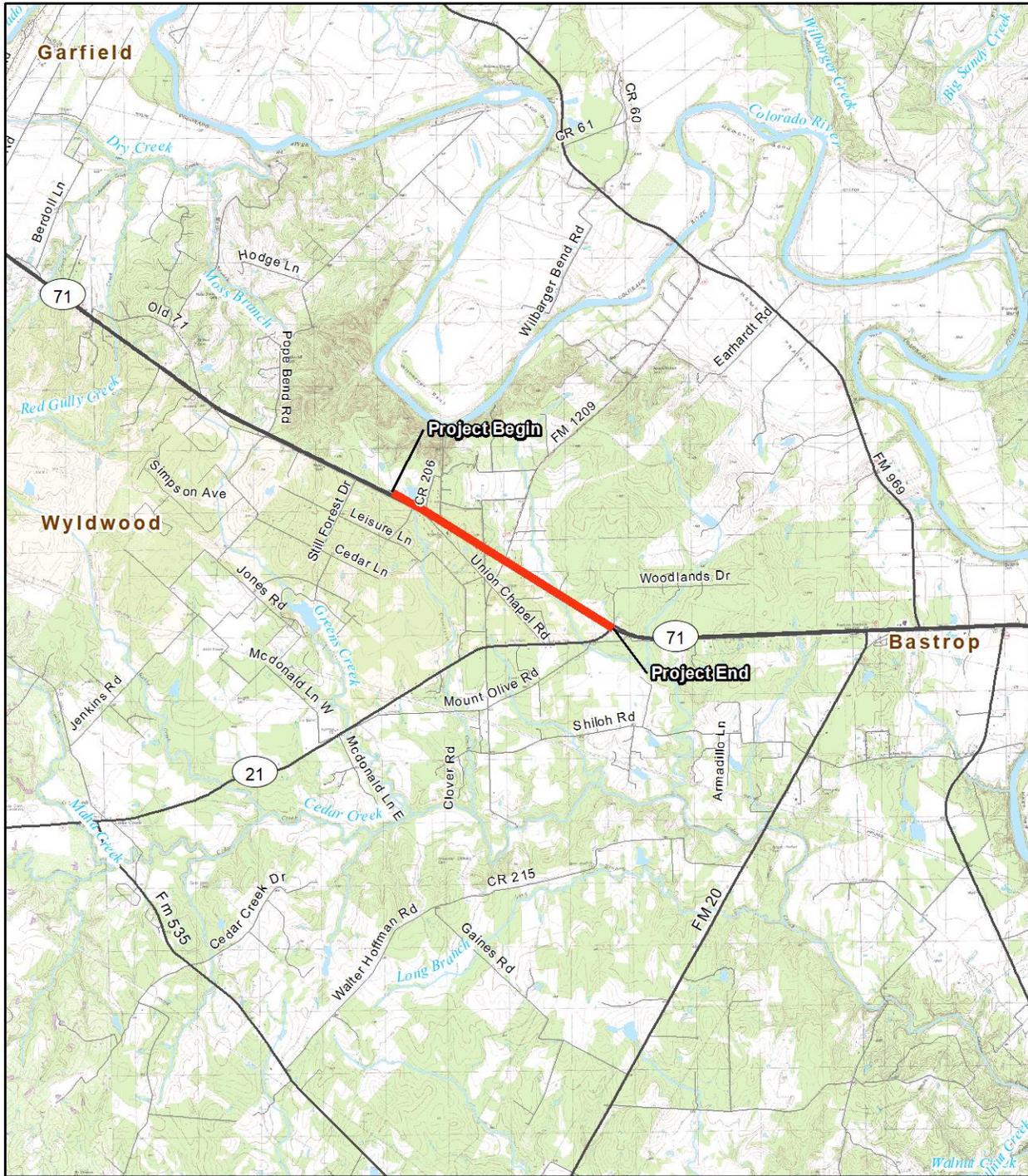
Rachel M. Sprunger
Preparer Signature

2/11/2019
Date

Appendix A

Figures





Base Map: 7.5' USGS topographic quadrangle:
 Webberville, Texas
 (1987, Map ID No. 30097-B5)
 Utley, Texas
 (1982, Map ID No. 30097-B4)
 Bastrop SW, Texas
 (1982, Map ID No. 30097-A4)
 Lytton Springs, Texas
 (1968, Map ID No. 30097-A5)



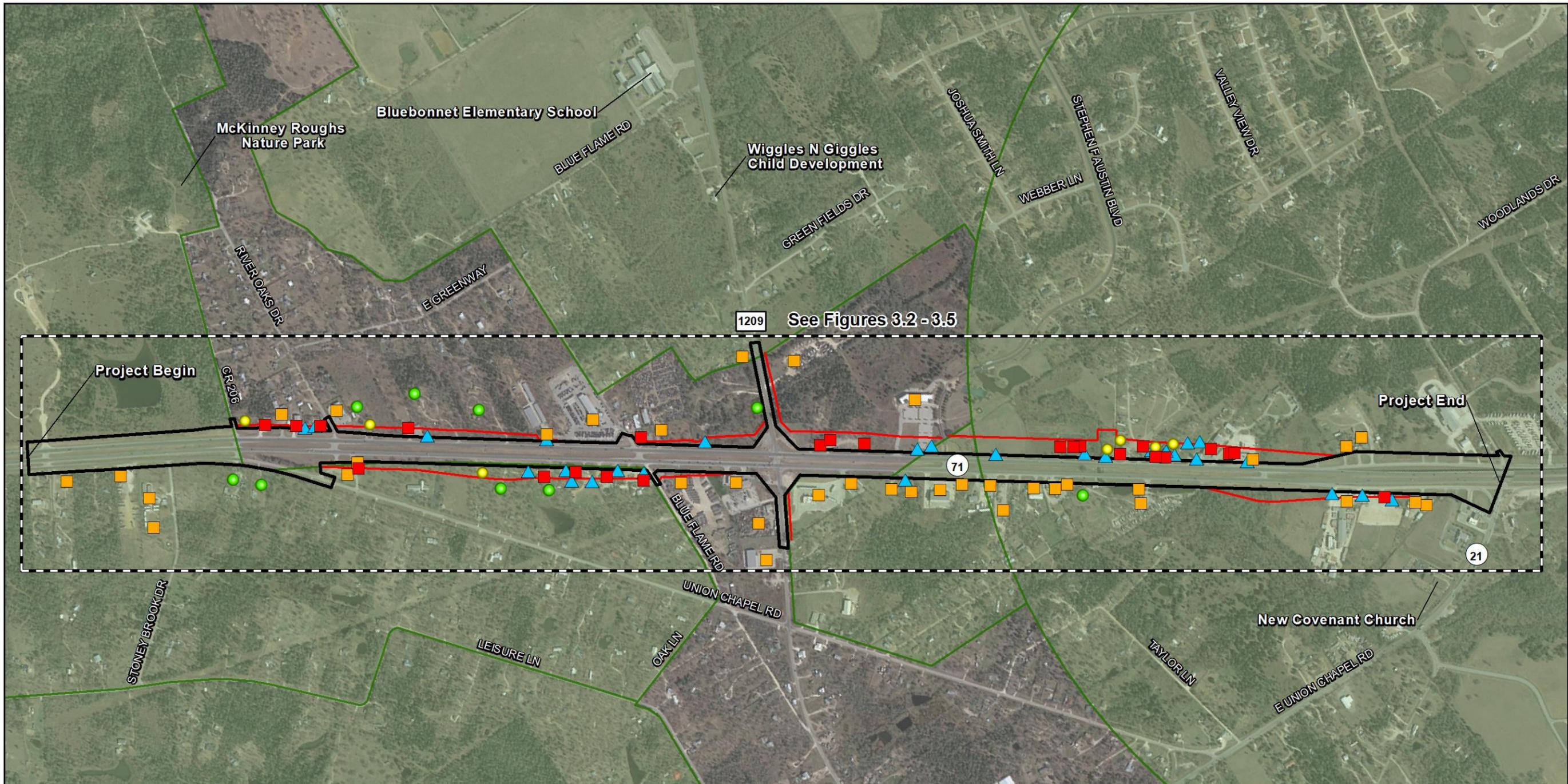
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Miles



— Project Location

Figure 2
 Project Location on Topographic Map
 SH 71 from CR 206 to SH 21
 Bastrop County, Texas
 CSJ: 0265-03-041



1209 See Figures 3.2 - 3.5

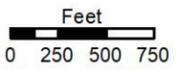
Project Begin

Project End

- Existing Right-of-way
- Proposed Right-of-way
- City of Bastrop ETJ
- Residential Site
- Commercial Site
- Potential Displaced Residential Site
- Potential Displaced Commercial Site
- Potential Displaced Other Site



1:11,500



Base Map Image: 2018 Google Imagery

Figure 3.1
 Adjacent Properties
 SH 71 from CR 206 to SH 21
 Bastrop County, Texas
 CSJ: 0265-03-041



- Existing Right-of-way
- Proposed Right-of-way
- City of Bastrop ETJ
- Residential Site
- Commercial Site
- Potential Displaced Residential Site
- Potential Displaced Commercial Site
- ▲ Potential Displaced Other Site

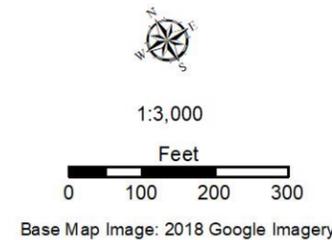
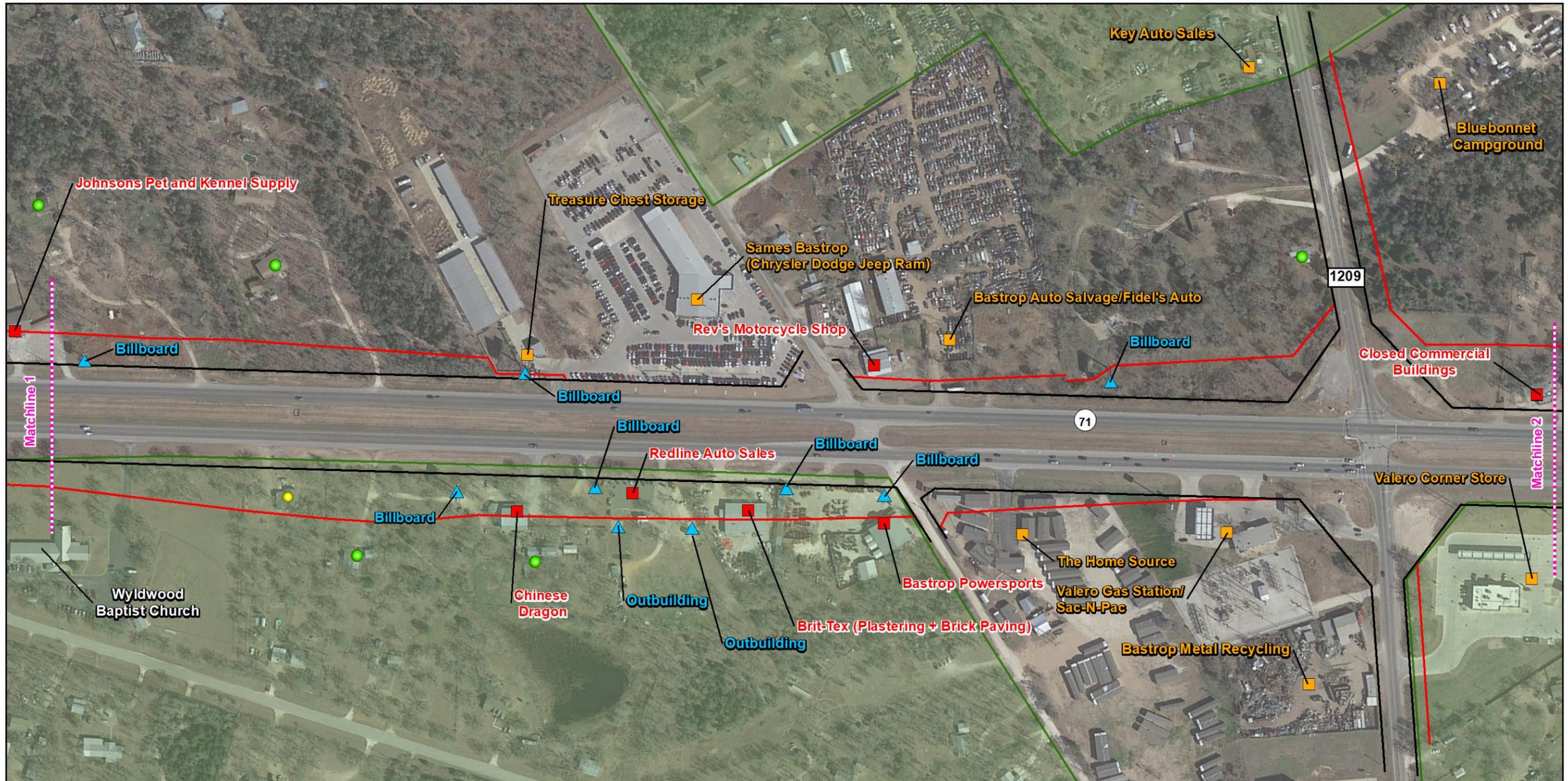


Figure 3.2
 Adjacent Properties
 SH 71 from CR 206 to SH 21
 Bastrop County, Texas
 CSJ: 0265-03-041



- Existing Right-of-way
- Proposed Right-of-way
- City of Bastrop ETJ
- Residential Site
- Commercial Site
- Potential Displaced Residential Site
- Potential Displaced Commercial Site
- ▲ Potential Displaced Other Site

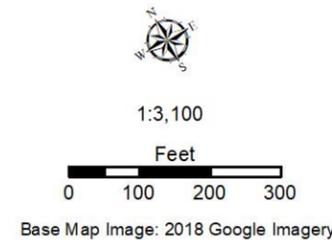
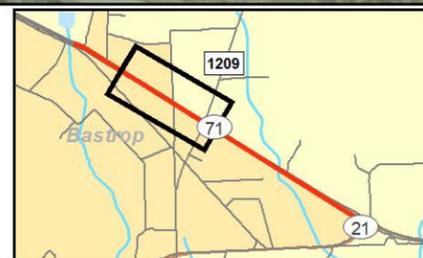
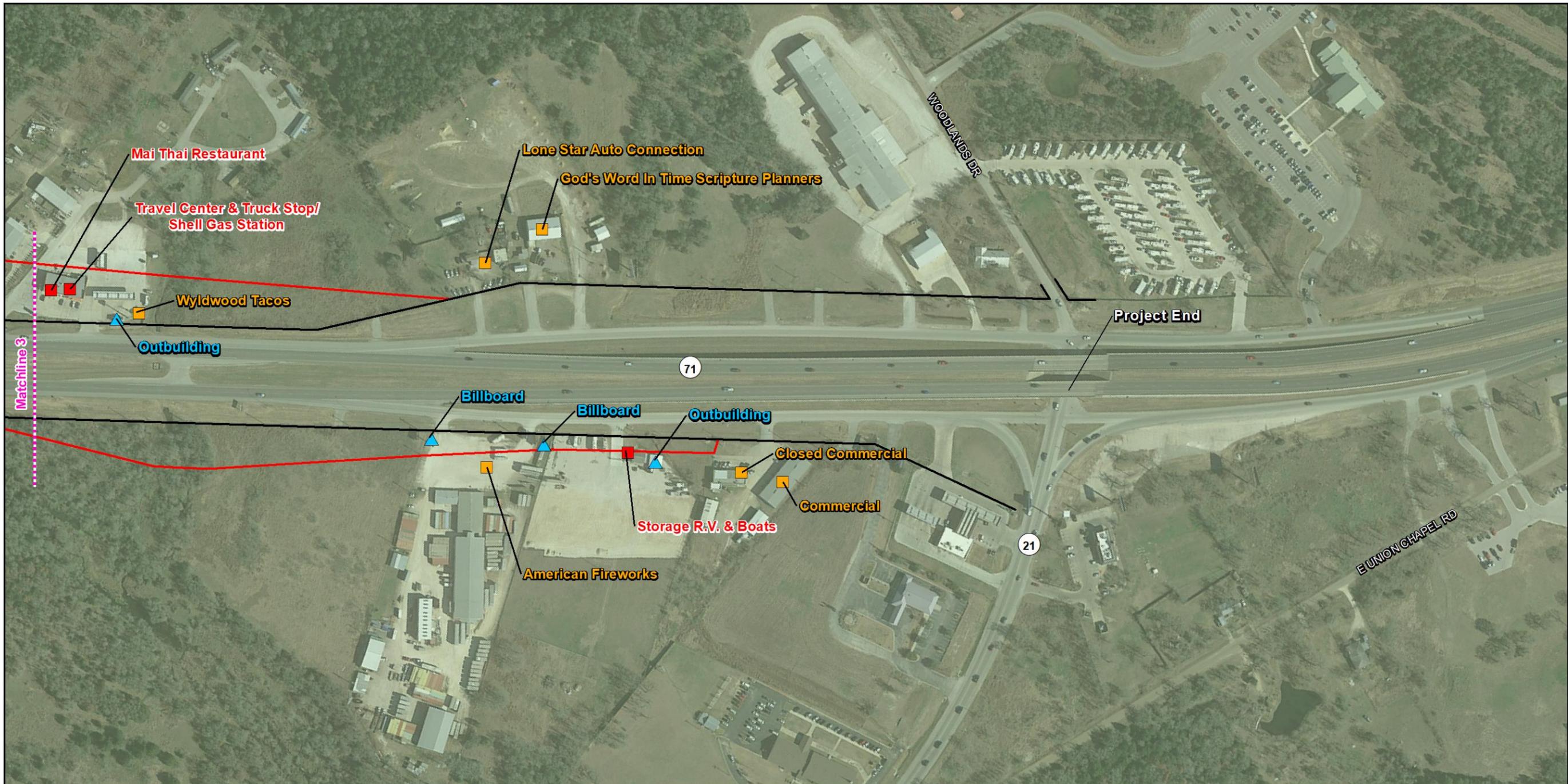


Figure 3.3
 Adjacent Properties
 SH 71 from CR 206 to SH 21
 Bastrop County, Texas
 CSJ: 0265-03-041



- Existing Right-of-way
- Proposed Right-of-way
- City of Bastrop ETJ
- Residential Site
- Commercial Site
- Potential Displaced Residential Site
- Potential Displaced Commercial Site
- ▲ Potential Displaced Other Site

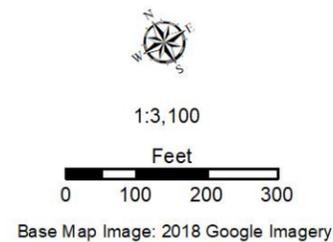


Figure 3.5
 Adjacent Properties
 SH 71 from CR 206 to SH 21
 Bastrop County, Texas
 CSJ: 0265-03-041



- Existing Right-of-way
- Proposed Right-of-way
- Adjacent Census Block Group
- Adjacent Census Block
- Environmental Justice Population

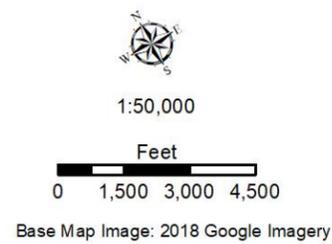
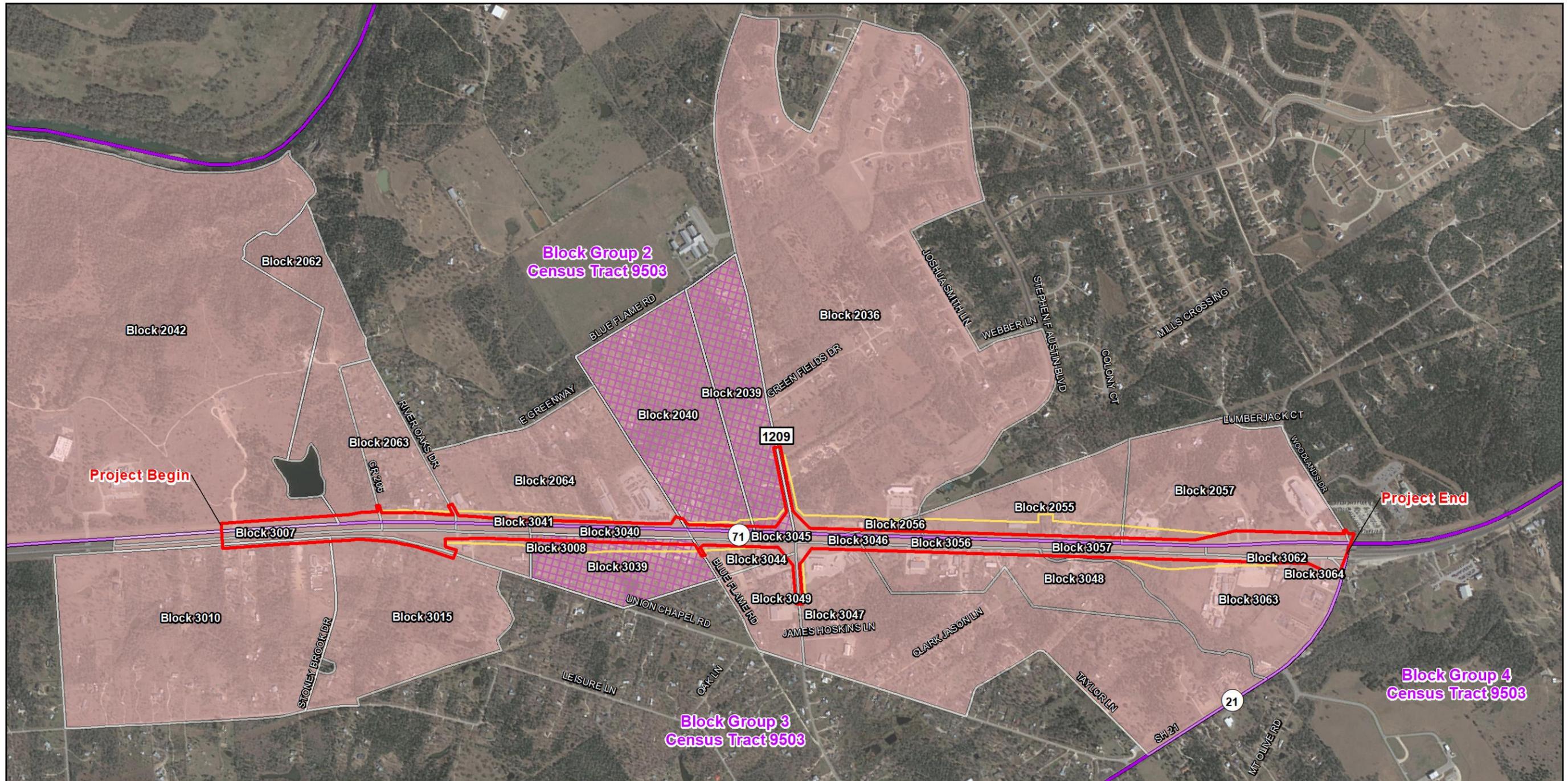


Figure 4.1
 Census Boundaries
 SH 71 from CR 206 to SH 21
 Bastrop County, Texas
 CSJ: 0265-03-041



- Existing Right-of-way
- Proposed Right-of-way
- Adjacent Census Block Group
- Adjacent Census Block
- Environmental Justice Population

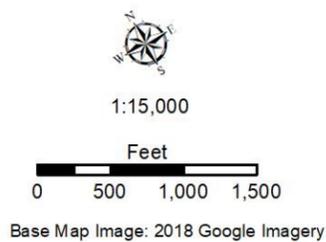


Figure 4.2
 Census Boundaries
 SH 71 from CR 206 to SH 21
 Bastrop County, Texas
 CSJ: 0265-03-041

Appendix B

Tables

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Texas	25,145,561	54.67%	9,460,921	37.62%	15,684,640	62.38%	11,397,345	45.33%	2,886,825	11.48%	80,586	0.32%	948,426	3.77%	17,920	0.07%	33,980	0.14%	319,558	1.27%
Bastrop County	74,171	42.77%	24,190	32.61%	49,981	67.39%	42,446	57.23%	5,535	7.46%	315	0.42%	449	0.61%	54	0.07%	115	0.16%	1,067	1.44%
Census Tract 9503	12,927	35.91%	3,012	23.30%	9,915	76.70%	8,285	64.09%	1,170	9.05%	45	0.35%	145	1.12%	15	0.12%	25	0.19%	230	1.78%
Block Group 2	4,106	31.10%	851	20.73%	3,255	79.27%	2,829	68.90%	293	7.14%	13	0.32%	70	1.70%	2	0.05%	7	0.17%	41	1.00%
Block 2036	209	27.27%	40	19.14%	169	80.86%	152	72.73%	7	3.35%	1	0.48%	6	2.87%	0	n/a	0	n/a	3	1.44%
Block 2039	42	76.19%	6	14.29%	36	85.71%	10	23.81%	26	61.90%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2040	57	87.72%	20	35.09%	37	64.91%	7	12.28%	25	43.86%	0	n/a	0	n/a	0	n/a	4	7.02%	1	1.75%
Block 2042	402	26.87%	82	20.40%	320	79.60%	294	73.13%	16	3.98%	2	0.50%	2	0.50%	1	0.25%	0	n/a	5	1.24%
Block 2055	34	47.06%	2	5.88%	32	94.12%	18	52.94%	11	32.35%	0	n/a	0	n/a	1	2.94%	0	n/a	2	5.88%
Block 2056	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2057	25	40.00%	7	28.00%	18	72.00%	15	60.00%	3	12.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2059	20	40.00%	7	35.00%	13	65.00%	12	60.00%	1	5.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2062	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2063	66	31.82%	15	22.73%	51	77.27%	45	68.18%	2	3.03%	0	n/a	0	n/a	0	n/a	0	n/a	4	6.06%
Block 2064	65	33.85%	21	32.31%	44	67.69%	43	66.15%	1	1.54%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block Group 3	2,380	37.82%	545	22.90%	1,835	77.10%	1,480	62.18%	238	10.00%	15	0.63%	25	1.05%	1	0.04%	6	0.25%	70	2.94%
Block 3007	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3008	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3009	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3010	75	17.33%	6	8.00%	69	92.00%	62	82.67%	0	n/a	1	1.33%	0	n/a	0	n/a	0	n/a	6	8.00%
Block 3015	35	17.14%	6	17.14%	29	82.86%	29	82.86%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3039	12	75.00%	9	75.00%	3	25.00%	3	25.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 3040	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3041	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3044	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3045	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3046	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3047	102	48.04%	23	22.55%	79	77.45%	53	51.96%	23	22.55%	0	n/a	0	n/a	0	n/a	0	n/a	3	2.94%
Block 3048	62	9.68%	1	1.61%	61	98.39%	56	90.32%	5	8.06%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3049	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3056	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3057	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3062	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3063	15	13.33%	2	13.33%	13	86.67%	13	86.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3064	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block Group 4	1,721	33.88%	333	19.35%	1,388	80.65%	1,138	66.12%	165	9.59%	9	0.52%	10	0.58%	8	0.46%	11	0.64%	47	2.73%
Block 4006	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 4007	3	0.00%	0	n/a	3	100.00%	3	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a

Source: U.S. Census Bureau, 2010. Table P9.

Table 2. Median Household Income

Geography	Median household income in the past 12 months (in 2015 inflation-adjusted dollars)
Texas	\$54,727
Bastrop County	\$55,808
Census Tract 9503	\$62,372
<i>Block Group 2</i>	\$79,306
<i>Block Group 3</i>	\$56,857
<i>Block Group 4</i>	\$70,268

Source: 2012-2016 U.S. Census American Community Survey, Table B19013

Table 3. Limited English Proficiency

Geography	Total Population	Speaks Spanish, Speaks English not well, or not at all		Speaks Other Indo-European Languages, Speaks English not well, or not at all		Speaks Asian and Pacific Island Languages, Speaks English not well, or not at all		Speaks Other Languages, Speaks English not well, or not at all	
Texas	24,985,749	1,737,383	6.95%	41,852	0.17%	133,963	0.54%	20,113	0.08%
Bastrop County	73,357	3,941	5.37%	223	0.30%	24	0.03%	0	0.00%
Census Tract 9503	13,700	437	3.19%	170	1.24%	0	0.00%	0	0.00%
<i>Block Group 2</i>	4,915	256	5.21%	32	0.65%	0	0.00%	0	0.00%
<i>Block Group 3</i>	3,128	181	5.79%	138	4.41%	0	0.00%	0	0.00%
<i>Block Group 4</i>	1,492	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Source: 2012-2016 U.S. Census America Community Survey, Table B16004

Appendix C

Photographs



Photo 1. SH 71 and FM 1209 intersection, facing east along SH 71



Photo 2. SH 71 and FM 1209 intersection, facing northeast from FM 1209



Photo 3. Wyldwood Baptist Church located south of SH 71, facing southwest



Photo 4. Rev's Motorcycle Shop northeast of the SH 71 and Blue Flame Road intersection, facing north



Photo 5. Sabados Barbacoa de Chivo y Menudo food truck located south of SH 71 in the Sunny Food Mart/Phillips 66 gas station parking lot, facing east



Photo 6. Sign in Spanish in front of Wyldwood Baptist church along the south side of SH 71, facing southeast



Photo 7. Representative photo of R.V. park along SH 71, facing northwest. Image courtesy of Google Earth.



Photo 8. Representative photo of residence along SH 71, facing south



Photo 9. Representative photo of commercial properties along SH 71, facing north



Photo 10. Representative photo of commercial properties along SH 71, facing northeast



Photo 11. Wyldwood Tacos located north of SH 71, facing southeast



Photo 12. Representative photo of billboards located along SH 71, facing northwest



Photo 13. Representative photo of sign located along SH 71, facing southwest



Photo 14. Representative photo of outbuilding located along SH 71, facing east



Photo 15. Representative photo of outbuilding located along SH 71, facing northwest. Image courtesy of Google Earth.