



Community Impacts Assessment Technical Report Form

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Project Name: Dallas Road TOD Corridor/Cotton Belt Extension

CSJ Number: 0902-90-077

District(s): Fort Worth

County(ies): Tarrant

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 limits for the Dallas Road TOD Corridor/Cotton Belt Extension project, are from the Intersection of W. Dallas Road and William D. Tate Avenue to the existing Links Trail at Texan Trail Roadway. The Community impacts Assessment (CIA) study area is comprised of three census block groups that encompass the proposed project area. The CIA study area is in the City of Grapevine in Tarrant County, Texas.

The following maps and other supporting data have been attached to this report:

- CIA Study Area and Facilities Map
- Project Area Photographs
- Census Geography Map - Minority Population
- Site Visit Map

The following maps and other supporting data are available in the TXECOS file for the project:

- Project Location Map (0902-90-077).pdf
- USGS Topographic Map (0902-90-077).pdf
- Aerial Project Location Map (0902-90-077).pdf
- Preliminary Project Layout (0902-90-077).pdf
- City of Grapevine's 2017 Active Transportation Application.pdf

II. Project Description

Briefly describe the proposed project.

Please see the following document that has been uploaded into TXECOS: Project Description (0902-90-077).pdf

III. General Character of the Community

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

The proposed project is in Tarrant County and is located in the City of Grapevine. The project area is an urban setting with adjacent commercial, single and multi-family residential, and industrial-use properties. The Dallas Area Rapid Transit/Fort Worth Western Railroad (DART/FWWR) parallels a section of the proposed project.

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



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Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
1. Faith Christian School	Educational	Private	children	730 E. Worth Street Grapevine, Texas 76051
2. Cannon Elementary School	Educational	Public	children	1300 W. College Street Grapevine, Texas 76051
3. Faith Christian School (Old Gym)	Educational	Private	children	730 E. Worth Street Grapevine, Texas 76051
4. Faith Christian School (New Gym)	Educational	Private	children	729 E. Dallas Road Grapevine, Texas 76051
5. Rojas School of Music	Educational	Private	No	1469 W. SH 114, Suite 604 Grapevine, Texas 76051
6. Makarios Community School	Educational	Private	children	1105 W. Wall Street Grapevine, Texas 76051
7. Granny's Angels	Educational	Private	children	835 Rainbow Trail Grapevine, Texas 76051
8. The Peanut Gallery Preschool and Daycare	Educational	Private	children	723 Ball Street Grapevine, Texas 76051
9. U.S. Post Office	Federal Government	Public	No	1251 William D. Tate Avenue Grapevine, Texas 76051
10. Baylor Regional Medical Center	Healthcare	Private	No	1650 W. College Street Grapevine, Texas 76051
11. Grapevine City Hall	Municipal	Public	No	200 S. Main Street Grapevine, Texas 76051
12. Grapevine Senior Activities Center	Municipal	Public	elderly	1175 Municipal Way Grapevine, Texas 76051
13. Grapevine Convention and Visitor's Bureau	Municipal	Public	No	636 S. Main Street Grapevine, Texas 76051
14. Grapevine Public Library	Municipal	Public	No	1201 Municipal Way Grapevine, Texas 76051
15. Grapevine Convention Center	Municipal	Public	No	1209 S. Main Street Grapevine, Texas 76051
16. Grapevine Public Safety Center	Municipal	Public	No	1007 Ira E. Woods Avenue Grapevine, Texas 76051
17. Living World Lutheran Church	Place of Worship	Public	No	2031 W. Northwest Highway Grapevine, Texas 76051



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Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
18. Abundant Life Church	Place of Worship	Public	No	1520 W. Wall Street Grapevine, Texas 76051
19. First United Methodist Church of Grapevine	Place of Worship	Public	No	422 Church Street Grapevine, Texas 76051
20. New Life United Pentecostal	Place of Worship	Public	No	516 Ball Street Grapevine, Texas 76051
21. First Baptist Church of Grapevine	Place of Worship	Public	No	301 E. Texas Street Grapevine, Texas 76051
22. The Recreation Education and Community (REC) of Grapevine	Recreational	Public	No	1175 Municipal Way Grapevine, Texas 76051
23. Heritage Park/ Botanical Garden	Recreational	Public	No	411 Ball Street Grapevine, Texas 76051
24. Grapevine Historical Museum	Recreational	Public	No	206 W. Hudgins Street Grapevine, Texas 76051
25. Liberty Park	Recreational	Public	No	215 S. Main Street Grapevine, Texas 76051
26. Town Square	Recreational	Public	No	325 S. Main Street Grapevine, Texas 76051
27. Faith Christian School Park	Recreational	Private	children	500 Austin Street Grapevine, Texas 76051
28. Sunshine Harbor Park	Recreational	Public	No	905 Easy Street Grapevine, Texas 76051
29. Grapevine Heritage Center and Historical Museum	Recreational	Public	No	701 S. Main Street Grapevine, Texas 76051
30. Bellaire Park	Recreational	Public	No	1004 Pine Street Grapevine, Texas 76051
31. Grapevine Medical Lodge/Kindred Transitional Care and Rehabilitation	Healthcare	Private	elderly	1005 Ira E. Woods Parkway Grapevine, Texas 76051
32. Star Place (Grapevine Housing Authority)	Municipal/HUD Public Housing	Public	elderly and disabled	Star Place Grapevine, Texas 76051



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33. W. Texas Street (Grapevine Housing Authority)	Municipal/HUD Public Housing	Public	elderly and disabled	W. Texas Street Grapevine, Texas 76051
34. W. Worth Street (Grapevine Housing Authority)	Municipal/HUD Public Housing	Public	elderly and disabled	W. Worth Street Grapevine, Texas 76051
35. S. Scribner Street (Grapevine Housing Authority)	Municipal/HUD Public Housing	Public	low-income families	S. Scribner Street Grapevine, Texas 76051

IV. Data

1. What data sources were used?

Yes U.S. Census Bureau

Yes American Community Survey (ACS)

No Texas State Data Center

Yes Other

If other, describe:

Site visit conducted March 14, 2018;
<https://www.google.com/maps>;
<https://aspe.hhs.gov/overty-guidelines>
<https://grapevinegis.maps.arcgis.com/apps/webappviewer>
<https://www.grapevinetexas.gov/110/Grapevine-Housing-Authority>

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:

The 2010 Census P9 (Hispanic or Latino, and not Hispanic or Latino by Race) data was utilized to identify minority populations. The data was obtained for the CIA study area block groups and blocks from the U.S. Census Bureau's American FactFinder at <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>.

There are three census block groups and 162 blocks within the CIA study area. Because the census block groups and blocks share the same boundary, the total recorded population and percent of each race/ethnicity is the same. The total recorded population of the CIA study area is 4,146.

Of the 162 census blocks, 79 have no recorded population. The total population of the remaining 83 census blocks ranges from two to 345 people per block. For the populated census blocks, the percent minority ranges from 0% to 99%. Of the 83 populated census blocks, 16 have a minority population greater than 50%.



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Percent minority in the 16 EJ blocks ranges from 52.1% to 99% and the total population ranges from seven to 166 people per block. The total population of the 16 EJ blocks is 618. Of the population within the CIA study area 67.2% are White alone; 25.6% are Hispanic or Latino; 3.4% are Black or African American alone; 1.4% are Asian alone; 1.2% are two or more races, 0.7% are American Indian and Alaska Native alone; 0.3% Native Hawaiian and Other Pacific Islander alone; and 0.2% are some other race alone. Refer to the attached "Census Geography Map - Minority Populations" for the locations of the Environmental Justice (EJ) blocks (minority population greater than 50%). As shown in the above referenced map, 13 of the 16 EJ block groups are clustered together on the northeastern quadrant of the CIA study area.

Refer to the attached census data obtained from the American FactFinder and the "Census Geography Map - Minority Population".

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

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

Describe:

The 2012-2016 ACS 16004 (Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over) data was utilized to identify persons who speak English "less than very well". The data was obtained for the CIA study area block groups and tracts from the U.S. Census Bureau's American FactFinder at <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>.

All of the three census block groups that made up the CIA study area have populations who speak English "less than very well". An estimated 503 or 14% of the 3,721 people within the CIA study area, reported speaking English "less than very well" and all are Spanish speakers.

Refer to the attached census data obtained from the American FactFinder.

V. Site Visit

1. Yes **Was a site visit conducted?**

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

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

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

4. Yes **Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?**

Describe:

The Grapevine Housing Authority administers the Housing and Urban Development (HUD) Public Housing program and owns the following units within the CIA study area:

- Starr Place has 20 elderly and disabled units consisting of 10 efficiencies, eight one-bedroom, one handicap one-bedroom, and two-bedroom.
- W. Texas Street has 19 elderly and disabled units consisting of eight efficiencies, 10 one-bedroom, and one handicap two-bedroom units.
- W. Worth has 40 elderly and disabled units consisting of 37 one-bedroom and three handicap one-bedroom units.

The TEXRail is located within the CIA study area. It is operated by the Fort Worth Transportation Authority and its services cater to the general public, which include disabled persons. The future location of the TEXRail commuter rail station in the CIA study area broke ground on March 7, 2018 at the corner of Main Street and Dallas Road. The station is currently not in operation.



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Refer to the attached document titled "Project Area Photographs" for representative photographs and the "Site Visit Map" and "CIA Study Area and Facilities Map" for the locations.

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

Describe:

Signs of other vulnerable populations found within the CIA study area include several elementary schools, child care, seniors activity center facilities, and HUD Public Housings for the elderly and disabled.

Refer to the attached document titled "Project Area Photographs" for representative photographs and the "Site Visit Map" and "CIA Study Area and Facilities Map" for the locations.

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:

The Grapevine Housing Authority administers the HUD Public Housing program and owns 10 family units consisting of eight two-bedroom and two three-bedroom units at S. Scribner Street. The rent on these units are based on approximately 30 percent of the household income or a flat rent (resident's choice). These public units are furnished with a stove, refrigerator, and central heating air.

Used good stores were identified within the CIA study area include the Angels Attic Upscale Resale on W. Northwest Highway, First United Methodist Church Thrift Shop on Church Street, and GRACEful Buys Grapevine on E. Northwest Highway. See the Site Visit Map for locations.

The GRACE Food Pantry and Medical Clinic was identified on E. Walnut Street. The site is undergoing reconstruction due to fire. The City of Grapevine has provided a temporary location for this facility that serves low-income families at 307 W. Dallas Road. See the Site Visit Map for these two locations.

Refer to the attached document titled "Project Area Photographs" for representative photographs and the "Site Visit Map" and "CIA Study Area and Facilities Map" for the locations.

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?**

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

Yes **Are there sidewalks?**

Describe:

Existing sidewalks are located within the project limits and within the CIA study area. Refer to the attached document titled "Project Area Photographs " for representative photographs. The attached "Site Visit Map" shows the existing and master planned sidewalk/linkage/trails within the CIA study area.

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



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

Describe:

The area within the CIA study area contains the Cotton Belt Railroad National Register Historic District, the Grapevine Commercial National Historic District, and the Original Town Residential National Register Historic District. Refer to their locations in the "Site Visit Map".

9. Yes Is public involvement planned for this project?

Results from the Scope Development Tool

1. No Did the Scope Development Tool identify the need for a residential displacements analysis?

2. No Did the Scope Development Tool identify the need for a commercial displacements analysis?

3. No Did the Scope Development Tool identify the need for an other displacements analysis?

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

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

Medium risk access and travel patterns analysis

High risk access and travel patterns analysis

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

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

Medium risk community cohesion analysis

High risk community cohesion analysis

ACCESS AND TRAVEL PATTERNS

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

The most common form of transportation in the CIA study area is by automobile followed by walking.

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

The City of Grapevine has determined that alterations/enhancements to the Dallas Road corridor are needed to facilitate pedestrian, bicycle and vehicular access to the new Grapevine Main Street TEXRail station. A new future land use plan, Master Plan Trails Map, and strategic plan have been adopted which will facilitate the development of both transit-oriented uses and active transportation facilities along the corridor. The City also seeks to fill in a gap in the local and regional trail system in downtown Grapevine.

The proposed project would reduce the existing 5-lane undivided Dallas Road to a 4-lane divided roadway in order to accommodate the extension of the 10-foot wide Cotton Belt Trail along the expanded north side of Dallas Road, and a 6-foot sidewalk along the south side between William D. Tate (Ball Street) and Dooley Street. These enhancements would transform Dallas Road into a Complete Street that also serves as a gateway into Grapevine's historic downtown and regional rail station depot, and helps activate the city's emerging Transit Oriented Developments.



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The Cotton Belt Trail will continue north along the east side of Dooley Street to the DART right of way and then head eastward along the north side of the rail corridor as a 12-foot wide trail that connects to Texan Trail where it will connect with the Links Trail, a TxDOT on-system trail. The connection of the Cotton Belt Trail with the Links Trail in Grapevine fills a gap in both the local system and the Regional Veloweb, and provides active transportation access to additional area attractions, neighborhoods, and major employers in Grapevine. Refer to the "Site Visit Map" for the location of the trail linkage.

In the City of Grapevine's 2017 Active Transportation Application to the North Central Council of Governments, it was reported that in 2015, 85% of commuters in Grapevine drove alone; therefore, additional options are crucial in the downtown core. This proposed Complete Streets corridor/trail project will serve as a last-mile connection to the future Grapevine Main Street TEXRail station and to Grapevine's historic downtown, new mixed-use transit-oriented developments along Dallas Road, and many area employers.

In addition to these changes in access and travel patterns from the development of both transit-oriented uses and active transportation facilities along the corridor, the proposed project also incorporates the design of a raised median. This would permanently change some access along Dallas Road within the project limits. Namely for those traveling on one side of the roadway but wanting to access a property on the opposite side of the roadway. However, alternate access points are available. For example, westbound drivers with previous direct access to Pine Street and S. Church Street can use Bellaire Drive to access adjacent properties and the neighborhood with access via W. Nash Street.

Driveway closures and driveway relocations are also associated with the proposed project. However, all properties currently having access to Dallas Road would continue to have access upon completion of the proposed project.

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

A raised median is proposed on Dallas Road; therefore, it can be assumed that all residences and businesses along this section of the proposed project would be affected in some manner by the change in access and travel patterns. For example, a motorist exiting a residence on the eastbound side of Dallas Road between Jean Street and Berry Street that desires to travel west on Dallas Road must first travel east on Dallas Road and perform a U-turn at the next available median opening to access westbound Dallas Road. The median is not anticipated to negatively impact the operation of these residences, neighborhoods, or businesses because they would still remain accessible after construction of the proposed project; however, most of those that reside or operate businesses directly adjacent to Dallas Road would no longer have direct motorized access to their property from the opposite side of the roadway. This would result in increased travel times for adjacent residents and business owners/patrons.

The introduction of the continuous sidewalk/trail would provide direct access to the residences and patrons of businesses along the proposed project. For example, a cyclist from the neighborhood community north of the railroad can now access businesses along Texan Trail with less travel time.

4. No Are any community facilities affected?

5. How will emergency response times be affected?

The proposed project would improve mobility and safety in the proposed project area, and is anticipated to improve emergency response times. Changes in access to area hospitals as a result of the proposed improvements are not anticipated.

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

The impact to walking and cycling modes of transportation would be positive with the introduction of the continuous trail along the proposed project limits. The proposed sidewalks would provide direct access to the proposed DART Cotton Belt trail that would connect with the existing Links Trail.



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

Within the CIA study area, pedestrians/cyclists traveling from S. Dooley Street to Texan Trail will have an additional direct path option from the proposed trail. The direct paths and associated distances in the CIA study area are as follows:

- 1. Proposed Project from S. Dooley Street to Texan Trail - 0.7 mile
2. E. Dallas Road from S. Dooley Street to Texan Trail - 0.7 mile
3. E. Wall Street from S. Dooley Street to Texan Trail (no sidewalks) - 0.5 mile
4. Northwest Highway from S. Dooley Street to Texan Trail - 0.59 mile

The exact time cannot be quantified because each pedestrian/cyclist travels at a different speed.

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

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

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

The proposed project would improve mobility and safety for users along Dallas Road and for the surrounding area. The proposed roadway improvements could improve emergency response times via improved mobility and reduced congestion. Also, the proposed sidewalks would provide direct connection to the trail system in the area, which shorten the travel time between trips for pedestrians and cyclists. The proposed roadway would ultimately provide drivers, pedestrians, and cyclists a more efficient and safer route to move within and through the proposed project area. It can be assumed that all neighborhoods and businesses along the project limits would be affected in some manner by the changes in access and travel patterns resulting from the introduction of a raised median. Overall, negative impacts to access and travel patterns for motorists in the proposed project area resulting from the implementation of the proposed project are not anticipated to be substantial.

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?

Dallas Road is an existing roadway. In order to construct the 10-foot wide trail section along Dallas Road, the existing 5-lane undivided, 67-foot wide pavement section would be reduced on the north side to a 4-lane divided roadway (59-foot wide pavement section).

The impact to walking and cycling modes of transportation would be a positive form of community cohesion with the introduction of the continuous trail along the proposed project limits. The proposed sidewalks along Dallas Road would provide direct connection to the proposed DART Cotton Belt Trail project. The proposed trail would provide a continuous access for pedestrians and cyclists by connecting it with the existing Links Trail along Texan Trail.

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

The introduction of the trails throughout the project limits may encourage people to walk or bike throughout the community and to local activities.



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

The introduction of trails may encourage people to pursue alternative modes of transportation. In addition, with improved access to bike/pedestrian facilities and other alternative modes of transportation, people may desire to visit or use local services and facilities such as libraries, senior centers, and community centers more frequently.

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 not restrict access to existing public or community services, businesses, commercial areas, or employment centers. The proposed project would be constructed entirely within existing right of way in areas adjacent to residences and would not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups within or adjacent to the proposed project area.

Project completion would provide improved access/use of the proposed project area for members of the bike/pedestrian community. The effects from the proposed project will lead to improved community cohesion because area residents and workers will be better able to venture out into their communities, patronize local businesses, and interact with other community members and business patrons from both near and far. Negative impacts to community cohesion resulting from the implementation of the proposed project are not anticipated.

ENVIRONMENTAL JUSTICE

1. No Will there be displacements?

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

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

Changes in access and travel patterns would equally impact minority and/or low-income populations and non-minority and/or non-low income populations. Negative impacts to access and travel patterns for motorists in the proposed project area resulting from the implementation of the proposed project are not anticipated.

3. No Will there be community cohesion impacts?

4. No Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?

5. No Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?

6. No Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?

7. No Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?

8. No If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?



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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. 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?

Disproportionately high and adverse impacts on minority and/or low-income populations resulting from the implementation of the proposed project are not anticipated.

Limited English Proficiency

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

What languages do they speak?

Spanish.

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.

A Public Hearing will be held at a later date to present the proposed project and to encourage and solicit public comment. Notices for the Public Hearing will be published in The Fort Worth Star-Telegram and La Estrella, a Spanish language newspaper. Notices in English and Spanish will also be mailed to the adjacent property owners. In addition to the above public involvement techniques, notices will also be made available online at http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html.

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

Describe:

Interpreters would be provided should assistance in a language other than English be requested prior to the planned Public Hearing.

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.

The notices for the Public Hearing will be published in The Fort Worth Star-Telegram and La Estrella, a Spanish language newspaper. Notices in English and Spanish will also be mailed to the adjacent property owners. All Legal Notices published in English language newspapers will provide contact information for persons interested in attending the Public Hearing who have special communication/accommodation needs. Public Hearing notices that will be mailed to adjacent property owners, and previous public involvement attendees will be in both English and Spanish. A project team member(s) fluent in Spanish will be available at the Public Hearing to provide communication assistance to Spanish-speaking attendees. The Public Hearing comment form will be provided in both English and Spanish.

5. Yes Is any more public involvement planned?



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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?

Reasonable steps have been and will continue to be taken in the NEPA process to ensure that LEP persons have meaningful access to the programs, services, and information TxDOT provides.

Prepared By:

Alma R Canning
Preparer Name

Senior Environmental Scientist
Title

Alma R Canning
Preparer Signature

 Digitally signed by Alma R Canning
Date: 2018.10.24 08:38:05 -05'00'

October 24, 2018
Date