



Community Impacts Assessment Technical Report Form

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Project Name: Interstate 30 (IH 30), from Linkcrest Drive to Interstate 820 (IH 820)

CSJ Number: 1068-01-214

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 project is located in Tarrant County, in north central Texas. It is partially located within the city of Fort Worth municipal boundaries and partially within the City of Fort Worth's extraterritorial jurisdiction (ETJ).

II. Project Description

Briefly describe the proposed project.

The proposed improvements will include the widening of the freeway main lanes to a minimum of 3 lanes in each direction (plus auxiliary lanes), providing continuous one-way frontage roads with pedestrian and bicycle facilities along the entire length of the project, eliminating the left entrance onto the westbound IH 30 main lanes at the interchange with Spur 580 and reconstructing the interchange of IH 30 Spur 580, providing 18'-6" of vertical clearance at all underpasses (IH 30 freeway designated as a Freight Mobility Corridor), providing an IH 30 westbound exit to RM 2871 (Longvue Avenue), and the reconstruction of interchange IH 30 and RM 2871.

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 includes portions of the City of Fort Worth and portions of the City of Fort Worth's extraterritorial jurisdiction in Tarrant County, Texas. The study area is primarily planned suburban, but includes areas of commercial development.

The community impact assessment (CIA) study area was determined by identifying existing neighborhoods and parcels located adjacent to the proposed project area, as well as the level of accessibility from these adjacent neighborhoods and parcels to IH 820 and IH 30.

The eastern boundary of the study area runs south along the western edge of IH 820, as it is the eastern terminus of the proposed project. IH 820 is a major corridor, and construction of the proposed project is not anticipated to directly impact the communities located east of IH 820. Therefore, parcels located east of IH 820 were excluded from the CIA study area.

The southern boundary of the study area extends west along Camp Bowie W Blvd until it reaches RM 2871. The southern CIA boundary then extends south along RM 2871 until reaching the southern boundary of a residential subdivision that is located west of RM 2871. This subdivision was included in the CIA study area due to its location which is directly adjacent to RM 2871, a roadway that will have its interchange with IH 30 reconstructed as a result of the proposed project. The study area then continues west along the boundaries of parcels located directly south of Spur 580. The boundary extends to



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frame the Lost Creek Estates neighborhood, located south of IH 30, and the parcels containing commercial development located directly west of Lost Creek Estates.

The western boundary of the CIA study area extends from the western edge of the commercial parcels located directly southwest of the proposed project’s western terminus, continues north to cross IH 30, and extends north along the western boundary of the parcel located directly north of IH 30.

The northern boundary of the CIA study area extends along the northern boundaries of parcels and neighborhoods located directly north of the proposed project area until it reaches Chapel Creek Drive. The CIA study area then extends south on Chapel Creek Drive until it reaches Old Weatherford Road, where it then continues east until reaching the intersection of IH 30 and IH 820. Residential areas located north of the CIA study area boundary were not included due to their proximity to roads that access IH 820 and their reasonable distance from the proposed project area.

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

Table with 5 columns: Name of Facility, Type of Facility, Public or private?, Does the facility serve a specific population? If so, who?, Additional details, if necessary. Rows include Game on Sports Complex, All Saints' Episcopal School, Hindu Temple of Greater Fort Worth, Longvue Baptist Church, Veterans of Foreign Wars - Post 8235, Episcopal Diocese of Fort Worth, HighRidge Church Admin Center, Westland Heights Baptist Church, Chuck Silcox Park, Pain Management Center of Texas, Chapel Creek Church, Westridge Animal Hospital, and Westside Sanitary Landfill.



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IV. Data

1. What data sources were used?

Yes **U.S. Census Bureau**

Yes **American Community Survey (ACS)**

Yes **Texas State Data Center**

Yes **Other**

If other, describe:

Google Earth, site visit, Fort Worth 2019 Comprehensive Plan, Bike Fort Worth, Walk Fort Worth, North Central Texas Council of of Governments' Mobility 2045

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

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

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

Describe:

There are 156 census blocks located within and adjacent to the study area. Of these, 94 are populated. Of the populated census blocks, 19 have a minority population of 50 percent or greater. See Census Geographies Map and Table 1 for more information.

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:

All of the block groups located within and adjacent to the study area have a Limited English Proficient (LEP) population. The percentages of LEP population to the total population range from 1.1 percent in Census Tract 1108.08 Block Group 2 to 14.1 percent in Census Tract 1108.07 Block Group 1. The study area as a whole has a population of 9.4 percent. Spanish speakers account for the highest portion of LEP persons at 6.8 percent, followed by Asian and Pacific Islander (1.8 percent), Other (0.5%), and Indo-European (0.3%).

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. Yes **Were there places of worship, businesses, or services that target or serve specific minority groups?**



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Describe:

Yes. The Hindu Temple of Greater Fort Worth serves primarily Indians.

- 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:

A few of the homes located within the study area featured wheelchair ramps, indicating that a disabled person resides there. Refer to photolog in attachments for more information.

- 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:

The study area contains a K-12 private school and a sports complex that indicate the presence of children.

- 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:

A few of the homes located within the study area were noticeably in need of repair, such as improvements to roofs and siding. Refer to the photolog in attachments for more information.

- 7. No **Are there signs of other modes of transportation?**
- 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. 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?**

- Medium risk community cohesion analysis



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

High risk community cohesion analysis

ACCESS AND TRAVEL PATTERNS

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

Parcels located adjacent to the proposed project are currently accessed by car and by walking. There is no mass transit located within the study area. Trinity Metro, the transit agency that serves the Fort Worth area, does not have any routes that extend west of IH 820.

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

The proposed project would increase access for all modes within the study area. Widening the freeway main lanes to a minimum of 3 lanes in each direction and adding auxiliary lanes would reduce congestion along the roadway, and the additional shoulder space that is included in the proposed project design would allow vehicles to more safely exit the roadway when necessary. The proposed project would reconstruct the interchange of IH 30 and Spur 580, as well as the interchange of IH 30 and RM 2871. Improvements to these interchanges would allow traffic to flow more easily and improve safety conditions for motorists. Additionally, the continuous one-way frontage roads that would be added as a result of the proposed project are anticipated to reduce travel times for motorists and emergency responders by providing better access points to the surrounding area.

The proposed project would include bicycle and pedestrian facilities along the entire length of the project. According to the City of Fort Worth's bike plan, Bike Fort Worth, designated bicycle facilities do not exist in this part of Fort Worth. Additionally, a site visit and review of the city's pedestrian plan, Walk Fort Worth, indicated that sidewalks within the proposed project study area are sparse. Therefore, the proposed project would open up pedestrian and cycling access where these modes are currently not viable transportation options.

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

Neighborhoods in the study area located adjacent to IH 30 would benefit from the proposed project, as adding capacity to IH 30 main lanes is anticipated to ease congestion along local roads. Additionally, residents of these neighborhoods would be able to walk or ride their bikes to reach local businesses and other subdivisions due to the continuous frontage roads with pedestrian and cycling infrastructure that is included in the proposed project design. The following neighborhoods would be affected by these changes: Chapel Creek, Westland, Lost Creek Estates, and Alameda Villas.

Businesses located within the proposed project study area would also benefit from these changes, as patrons would be able to more easily enter and exit IH 30 due to the reconstruction of interchanges and the addition of continuous one-way frontage roads along IH 30 that are included in the proposed project design. Patrons would also have the option to reach these businesses by walking or cycling due to the continuous bike and pedestrian infrastructure that is included in the proposed project design. The following businesses would be affected by these changes: Grissom's Fine Jewelry, The Horny Toad, La Mirage Inn, Hiway Motel, Westside Pool & Services, Rocky's Automotive, Auto Maxx Body Shop, Nykaza Auto Repair, Randi's Last Resort, Carter Construction Co, Prime Led Inc, Natural Stone and Granite, Margie's Original Italian, Last Call, Johnny O's Ale House, Advantage Specialty Food Services, Westridge Animal Hospital, Russell Feed & Supply, El Dorado Motel, Foundation Dynamics, Inc., Airborne Systems, M Pak Tactical, MGM & Associates, Burton Transport, U-Haul Neighborhood Dealer, Church's Chicken, Sonic Drive-In, Leonard Golf Links, Aristic Event Management, Brumbaugh's Fine Home Furnishings, Thurman Tile & Stone, DFW Marine Group, T & D Systems, Martin Marietta – Linkcrest Ready Mix, Colorado River Concrete, Knk Heating & Air Conditioning, The Finish Line Club, Gulf Gas Station, Vera Lee Garment Co., Pretty Girl Boutique, Waste Management – Westside Transfer Station, HistoryMaker Homes at Homestead, JP Oldham Gunsmithing, Tiger Mart, APEC Fort Worth, Game On Sports



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Complex, The Fricks Company, Bettico Inc., AMG Auto Emblems, AutoMaxx, Certus Homes, Sundance Lending, and Azle Avenue Garage.

4. Yes Are any community facilities affected?

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

Yes. All Saints' Episcopal School would be affected by these changes.

5. How will emergency response times be affected?

Emergency response times are expected to improve as a result of the proposed project, as the added capacity and wider shoulders that are included in the proposed project design would provide additional space for emergency responders to pass other motorists when necessary. Added capacity as a result of the proposed project would also reduce congestion along the roadway and contribute to reduced travel times for all motorists, including emergency responders. The continuous one-way frontage roads that are included in the proposed project design would also aid in improving emergency response times by providing better access points to the surrounding area.

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

There is no mass transit located within the study area. The proposed project design includes adding pedestrian and bicycle facilities along the entire length of the project, which would increase access and improve safety conditions for both of these modes. According to the City of Fort Worth's active transportation plans, Bike Fort Worth and Walk Fort Worth, bicycle facilities do not currently exist within the study area and sidewalks are sparse. According to the City of Fort Worth's 2019 Comprehensive Plan, most parcels located within the study area are designated for residential and commercial use. Additionally, most of the undeveloped parcels located west of IH 820 and adjacent to the study area have also been designated for future residential and commercial development. The proposed project would allow individuals who reside or work at these existing and future sites of development to use alternative modes of transportation, such as cycling and walking, to reach destinations. According to the transportation section of the City of Fort Worth's 2019 Comprehensive Plan, "Most of the projected population growth is expected to be outside of Loop 820 in the form of low-density residential development." Trinity Metro, the transit agency that serves the City of Fort Worth, does not currently extend service west of IH 820. Trinity Metro's nearest bus route is located directly south of IH 30 and east of IH 820, which is outside of the proposed project study area. The inclusion of cycling and pedestrian infrastructure in the proposed project design would allow people within the study area to use these modes to access Trinity Metro bus routes that are located east of IH 820 in order to reach other parts of the community and the greater DFW area. This is compatible with city and regional goals to reduce vehicle miles traveled and to promote transit use and active transportation in the area.

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?

There is no mass transit located within the study area. Mass transit routes offered by the transit agency Trinity Metro which operates within the City of Fort Worth do not extend west of IH 820. Infrastructure that is specific to cycling also does not exist within the study area, and sidewalks for pedestrian access are sparse. Therefore, the proposed project would not add any time for these modes, as they are currently not common modes of transportation within the study area. The proposed project would enable pedestrians and cyclists to safely travel within the study area, as the proposed project design includes infrastructure that is specific to these modes.

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



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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 access and travel patterns for the community?

The proposed project would increase access for all modes within the study area. Widening the freeway main lanes to a minimum of 3 lanes in each direction and adding auxiliary lanes would reduce congestion along the roadway, and the additional shoulder space that is included in the proposed project design would allow vehicles to more safely exit the roadway when necessary. The left entrance onto the westbound IH 30 main lanes at the interchange with Spur 580 would be eliminated, and an IH 30 westbound exit to RM 2871 would be added as a result of the proposed project. These interchange improvements are anticipated to improve traffic flow and safety conditions for motorists. Additionally, the continuous one-way frontage roads that would be added as a result of the proposed project are anticipated to reduce travel times for motorists and emergency responders by providing better access points to the surrounding area.

The proposed project would include bicycle and pedestrian facilities along the entire length of the project. According to the City of Fort Worth’s bike plan, Bike Fort Worth, designated bicycle facilities do not exist in this part of Fort Worth. Additionally, a site visit and a review of the city’s pedestrian plan, Walk Fort Worth, indicated that sidewalks within the proposed project study area are sparse. Therefore, the proposed project would open up pedestrian and bicycle access where these modes are currently not viable transportation options.

Additionally, Trinity Metro, the transit agency that serves the City of Fort Worth, does not currently extend service west of IH 820. Trinity Metro’s nearest bus route is located directly south of IH 30 and east of IH 820, which is outside of the proposed project study area. The inclusion of cycling and pedestrian infrastructure in the proposed project design could allow people within the study area to use these modes to access Trinity Metro bus routes that are located east of IH 820 in order to reach other parts of the community and the greater DFW area.

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 include continuous one-way frontage roads along the entire length of the project which would improve overall access to the area. Bicycle and pedestrian facilities would also be included along the entire length of the project. According to the City of Fort Worth’s bike plan, Bike Fort Worth, designated bicycle facilities do not exist in this part of Fort Worth. Additionally, a site visit and review of the city’s pedestrian plan, Walk Fort Worth, indicated that sidewalks within the proposed project study area are sparse. Therefore, the proposed project would open up pedestrian and cycling access where these modes are currently not viable transportation options.

Additionally, Trinity Metro, the transit agency that serves the City of Fort Worth, does not currently extend service west of IH 820. Trinity Metro’s nearest bus route is located directly south of IH 30 and east of IH 820, which is outside of the proposed project study area. The inclusion of cycling and pedestrian infrastructure in the proposed project design could allow people within the study area to use these modes to access Trinity Metro bus routes that are located east of IH 820 in order to reach other parts of the community and the greater DFW area.

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

The proposed project would increase access to other parts of the community and improve safety conditions for all modes present within the study area. The proposed project would add capacity and is expected to reduce commute times for motorists. The proposed project design also includes facilities for pedestrians and cyclists where none currently exist. Reduced travel times and safer travel conditions resulting from the proposed project could increase participation in local activities.



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According to the City of Fort Worth's comprehensive plan, most of the parcels located in and adjacent to the proposed project study area are designated for residential and commercial use. As a result of the proposed project, current and future residents and workers in this part of Fort Worth would be able to use alternative modes of transportation, such as walking and cycling, to reach other parts of the community. Additionally, the local transit agency, Trinity Metro, currently only offers service east of IH 820. By including the proposed bicycle and pedestrian infrastructure, the proposed project could allow users of these modes to more safely and efficiently access the Trinity Metro bus stops that are located directly east of IH 820. For individuals residing in and adjacent to the study area, this could greatly improve connectivity to other parts of the community and the greater DFW metro area and result in higher participation rates in local activities.

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

Reduced travel times and safer conditions along the roadway are expected as a result of the proposed project, which could make drivers more likely to seek local services and facilities on a regular basis. Additionally, the proposed pedestrian and cycling infrastructure that is included in the proposed project design would provide access to users of these modes where specific facilities for them do not currently exist. Including facilities for pedestrians and cyclists could encourage more users of these modes to seek local services and facilities by making them easier and safer to access.

Additionally, Trinity Metro, the transit system that serves Fort Worth, does not offer bus services that extend west of IH 820. The proposed project would add pedestrian and bicycle facilities, which could allow people within the community to use these modes to access the Trinity Metro bus stops that are located just east of IH 820 and directly south of IH 30. This could greatly improve access to the rest of the City of Fort Worth and the City of Dallas for households with one or no vehicle. This could make it easier and more cost-efficient for people to access and use local services and facilities within the study area and the greater DFW area.

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 is expected to enhance community cohesion overall. The proposed project would increase access to other parts of the community and improve safety conditions for all modes present within the study area. The proposed project would add capacity and is expected to reduce commute times for motorists. The proposed project design also includes facilities for pedestrians and cyclists where none currently exist. Reduced travel times and safer travel conditions resulting from the proposed project could increase participation in local activities and increase the likelihood that people within the study area would seek local services and facilities more frequently.

According to the City of Fort Worth's comprehensive plan, most of the parcels located in and adjacent to the proposed project study area are designated for residential and commercial use. As a result of the proposed project, current and future residents and workers in this part of Fort Worth would be able to use alternative modes of transportation, such as walking and cycling, to reach other parts of the community. Additionally, the local transit agency, Trinity Metro, currently only offers service east of IH 820, which is outside of the study area. By including the proposed bicycle and pedestrian infrastructure, the proposed project could allow users of these modes to more safely and efficiently access the Trinity Metro bus stops that are located directly east of IH 820. This could greatly improve connectivity to other parts of the community and the greater DFW area for individuals residing in and adjacent to the study area, and result in higher participation rates in local activities and increased use of local services and facilities.

ENVIRONMENTAL JUSTICE



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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?

The proposed project would increase access for all modes within the study area as well as add capacity and reduce congestion. The proposed project would open up pedestrian and bicycle access where these modes currently do not exist or are sparse. The types of access and travel pattern impacts in predominantly minority and/or low income census geographies are the same as they are in non-minority and non-low income census geographies.

3. Yes Will there be community cohesion impacts?

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

The proposed project is expected to enhance community cohesion overall. The proposed project would increase access, improve safety conditions, add capacity, and is expected to reduce commute times. The types of community cohesion impacts in predominantly minority and/or low income census geographies are the same as they are in non-minority and non-low income census geographies.

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

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

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

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

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

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

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

Of the 94 census blocks located within the proposed project study area, 19 have a predominantly minority population. However, the proposed project would not disproportionately and adversely affect these predominantly minority populations. Overall, the proposed project would improve access and congestions by adding capacity and including infrastructure for pedestrians and bicyclists. The proposed project would also enhance community cohesion overall.

Limited English Proficiency

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



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What languages do they speak?

All of the block groups located within and adjacent to the study area have an LEP population. The percentages of LEP population to the total population range from 1.1 percent in Census Tract 1108.08 Block Group 2 to 14.1 percent in Census Tract 1108.07 Block Group 1. The study area as a whole has an LEP population of 9.4 percent. Spanish speakers account for the highest portion of LEP persons at 6.8 percent, followed by Asian and Pacific Islander (1.8 percent), Other LEP (0.5 percent), and Indo-European (0.3 percent). See Table 3 for more information.

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.

Due to the presence of LEP persons within the proposed project study area, the following efforts to include this population has consisted of and will continue to consist of:
-Spanish language translation of pertinent portions of the Project Fact sheet will be provided;
-Published English and Spanish Display Ads;
-Spanish language translation of Public Meeting and Hearing Comment Forms;
-A Spanish interpreter provided for the Public Meeting and Public Hearing;
-Public Meeting and Hearing Team Member name tags indicating if the Member speaks Spanish; and
-Translations of any Spanish comments made at the Public Meetings and at the Hearing shall be accounted for and translated to English and presented to the State as part of the Meeting and Hearing documentation.

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.

A public meeting regarding the proposed project was held on December 5th, 2018 at Covenant Classical School, which is located less than 1 mile from the proposed project area. Notices for the public meeting, as well as pertinent meeting materials were translated into Spanish. Prior to the public meeting held in December 2018, advertisements were posted in several local news outlets, including the Spanish newspaper, La Estrella.

Due to the presence of LEP persons within the proposed project study area, the following efforts to include this population has consisted of and will continue to consist of:
-Spanish language translation of pertinent portions of the Project Fact sheet will be provided;
-Published English and Spanish Display Ads;
-Spanish language translation of Public Meeting and Hearing Comment Forms;
-A Spanish interpreter provided for the Public Meeting and Public Hearing;
-Public Meeting and Hearing Team Member name tags indicating if the Member speaks Spanish; and
-Translations of any Spanish comments made at the Public Meetings and at the Hearing shall be accounted for and translated to English and presented to the State as part of the Meeting and Hearing documentation.

5. Yes **Is any more public involvement planned?**

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



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

LEP persons have been and will continue to be given the opportunity for meaningful involvement in the NEPA process. Due to the presence of LEP persons within the proposed project study area, the following steps were taken to include this population in a public meeting that was held in December of 2018:
-Spanish language translation of pertinent portions of the Project Fact sheet will be provided;
-Published English and Spanish Display Ads;
-Spanish language translation of Public Meeting and Hearing Comment Forms;
-A Spanish interpreter provided for the Public Meeting and Public Hearing;
-Public Meeting and Hearing Team Member name tags indicating if the Member speaks Spanish; and
-Translations of any Spanish comments made at the Public Meetings and at the Hearing shall be accounted for and translated to English and presented to the State as part of the Meeting and Hearing documentation.

The steps outlined above will continue to be taken for any public involvement efforts moving forward, such as a public hearing that is planned to be held at a later date.

Prepared By:

Katherine Fiddler
Preparer Name

Environmental Planner
Title

Katherine Fiddler
Digitally signed by Katherine Fiddler
Date: 2019.11.12 15:04:12 -06'00'
Preparer Signature

November 12, 2019
Date

IH 30 from Linkcrest Drive to IH 820

Community Impact Assessment Attachments

List of Additional Data Sources (1 page)

IH 30 Project Vicinity Map (1 page)

IH 30 Land Use Overview Map (1 page)

IH 30 Land Use Map (6 pages)

IH 30 Census Geographies Overview Map (1 page)

IH 30 Census Geographies Map (6 pages)

IH 30 Neighborhood Map (1 page)

IH 30 Commercial Map (4 pages)

Census Tables (5 pages)

Median Household Income Documentation (1 page)

IH 30 Photolog Map (1 page)

Photographs (21 pages)

ADDITIONAL DATA SOURCES

Fort Worth 2019 Comprehensive Plan:

- <http://fortworthtexas.gov/planninganddevelopment/plans/compplan/pdf-2019/04landtrends.pdf>
- <http://fortworthtexas.gov/planninganddevelopment/plans/compplan/pdf-2019/11Transportation.pdf>

Bike Fort Worth:

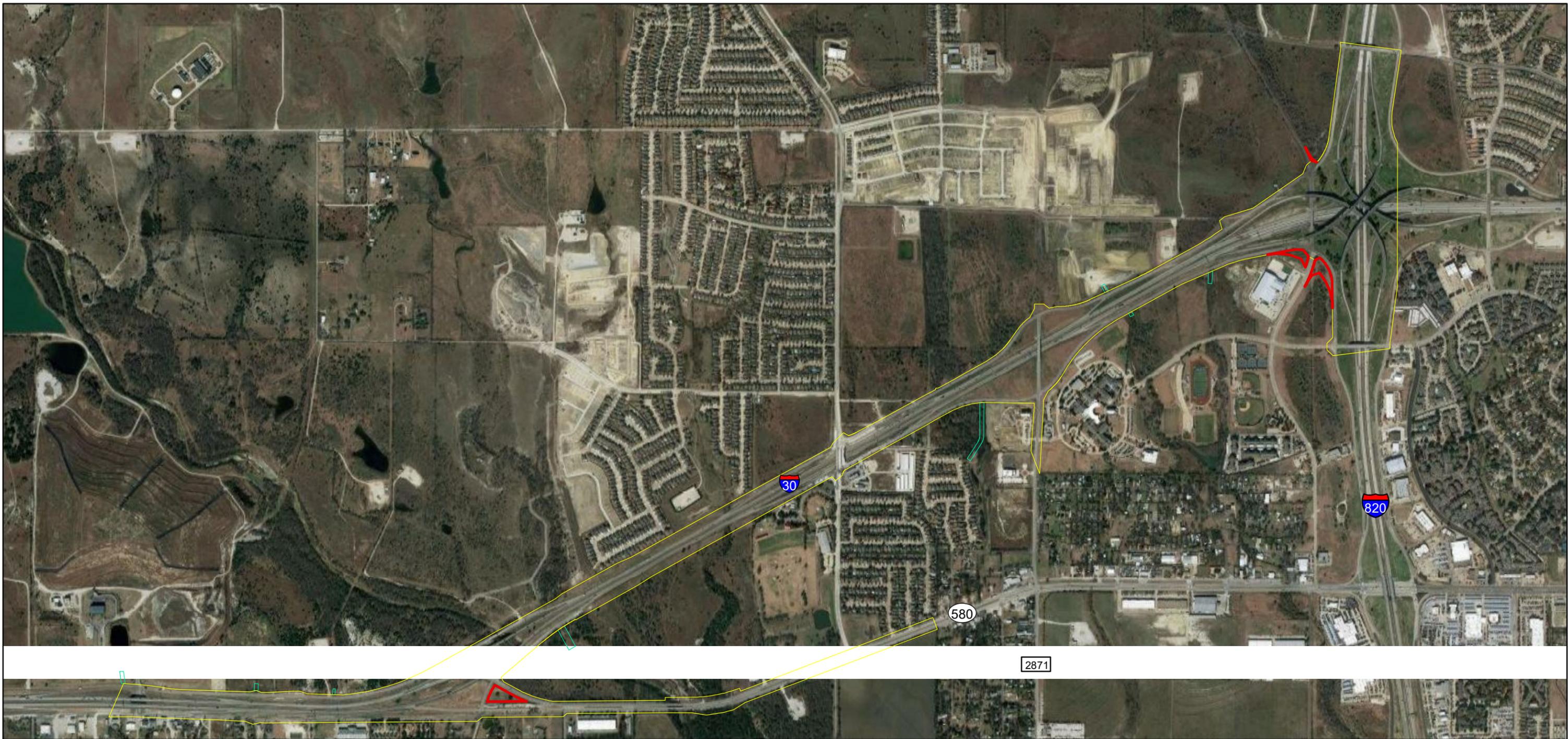
- http://fortworthtexas.gov/uploadedFiles/Sustainability/Bike_Fort_Worth/BIKE_FORT_WORTH_FINAL.pdf

Walk Fort Worth:

- <http://fortworthtexas.gov/walkfw/>

North Central Texas Council of Governments' Mobility 2045

- <https://www.nctcog.org/trans/plan/mtp/2045#plandocument>

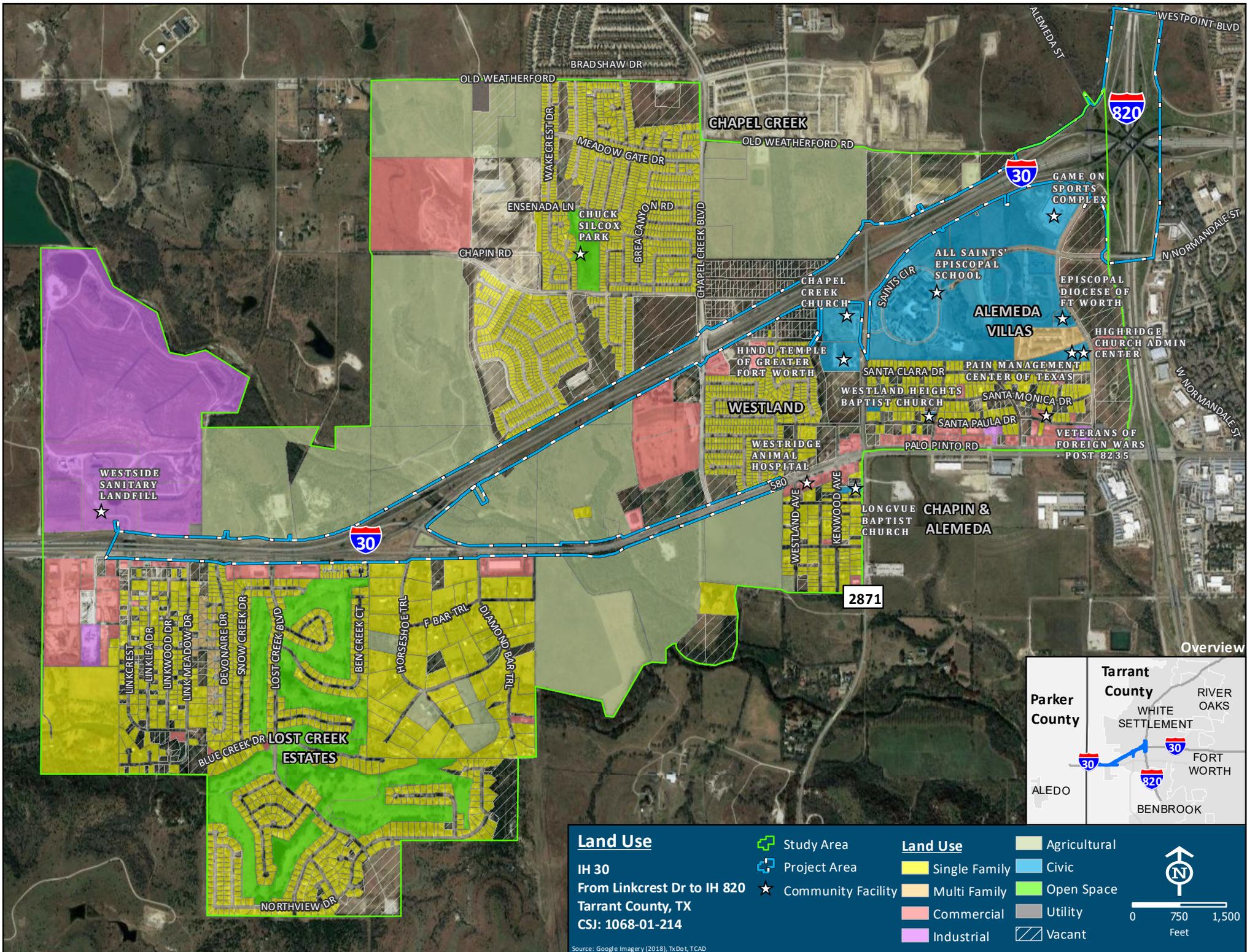


Project Location Map

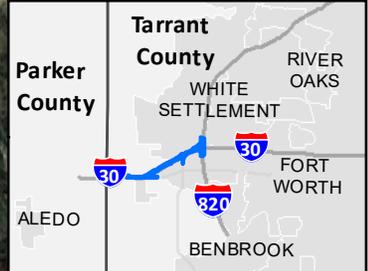
Interstate 30 (I-30)
From E of Linkcrest Dr
To Interstate 820 (I-820)
Tarrant County, TX
CSJ: 1068-01-214

-  Proposed ROW
-  Existing ROW
-  Easement





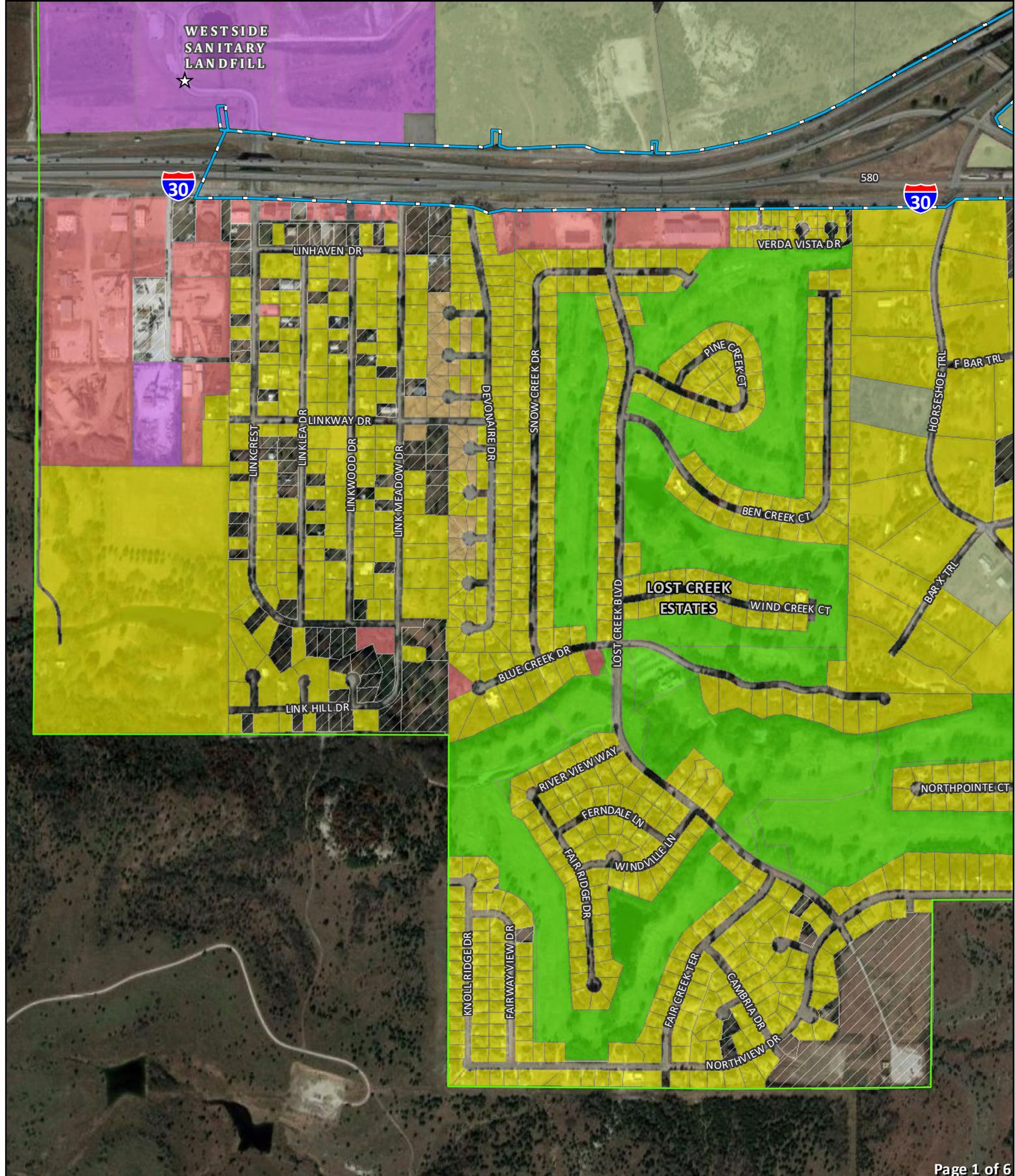
Overview



Land Use		Land Use	
IH 30	Study Area	Single Family	Agricultural
From Linkcrest Dr to IH 820	Project Area	Multi Family	Civic
Tarrant County, TX	Community Facility	Commercial	Open Space
CSJ: 1068-01-214		Industrial	Utility
		Vacant	

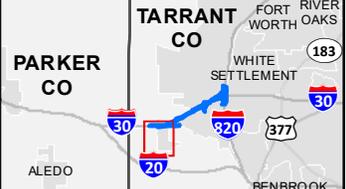
0 750 1,500 Feet

Source: Google Imagery (2018), TxDot, TCAD

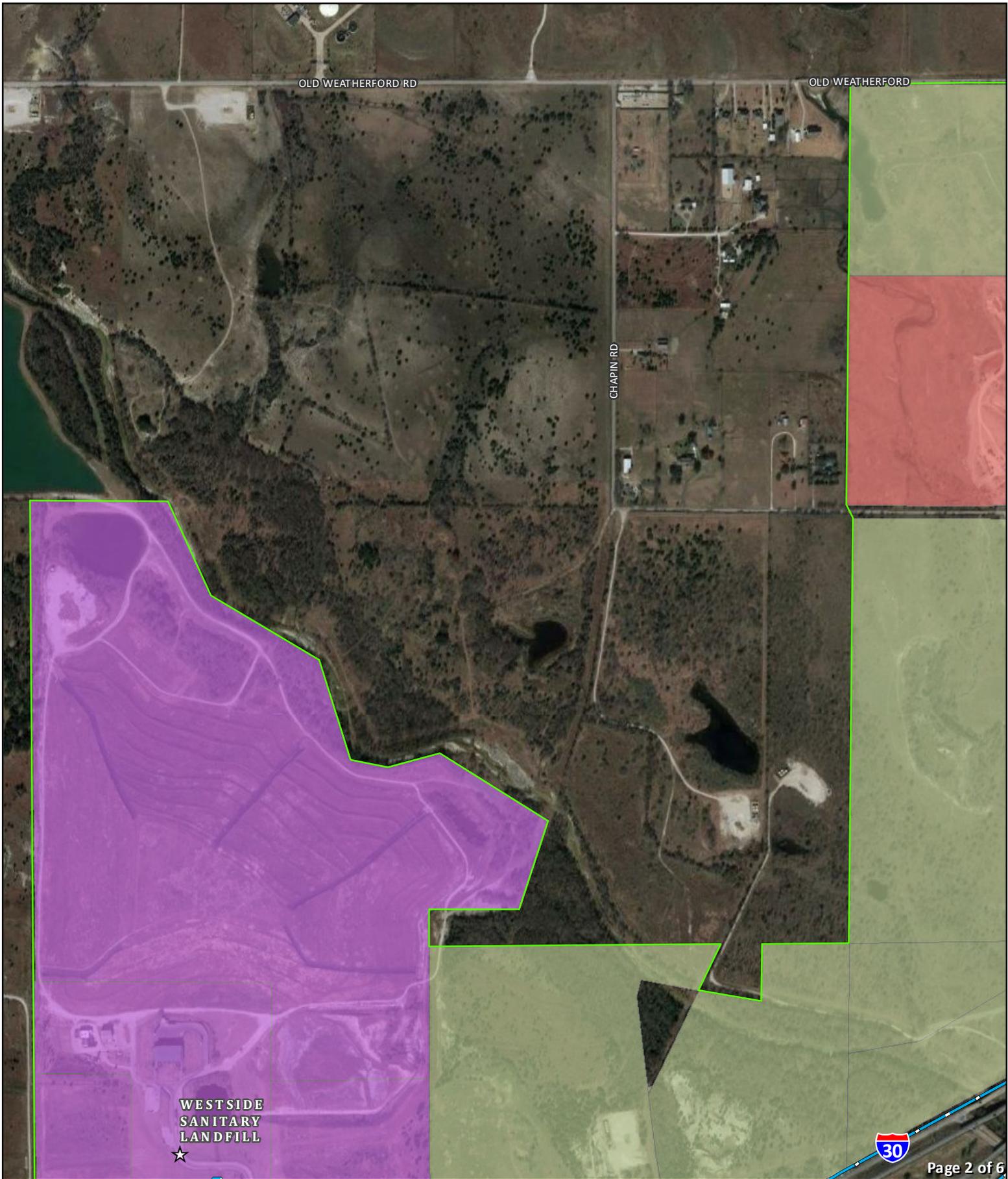


Land Use
 IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- | | | |
|--------------------|-----------------|--------------|
| Study Area | Land Use | Agricultural |
| Project Area | Single Family | Civic |
| Community Facility | Multi Family | Open Space |
| | Commercial | Utility |
| | Industrial | Vacant |

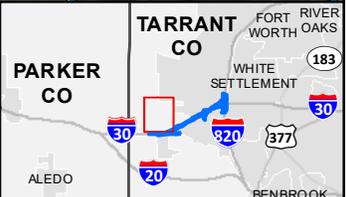


Source: Google Imagery (2018), TxDot, TCAD

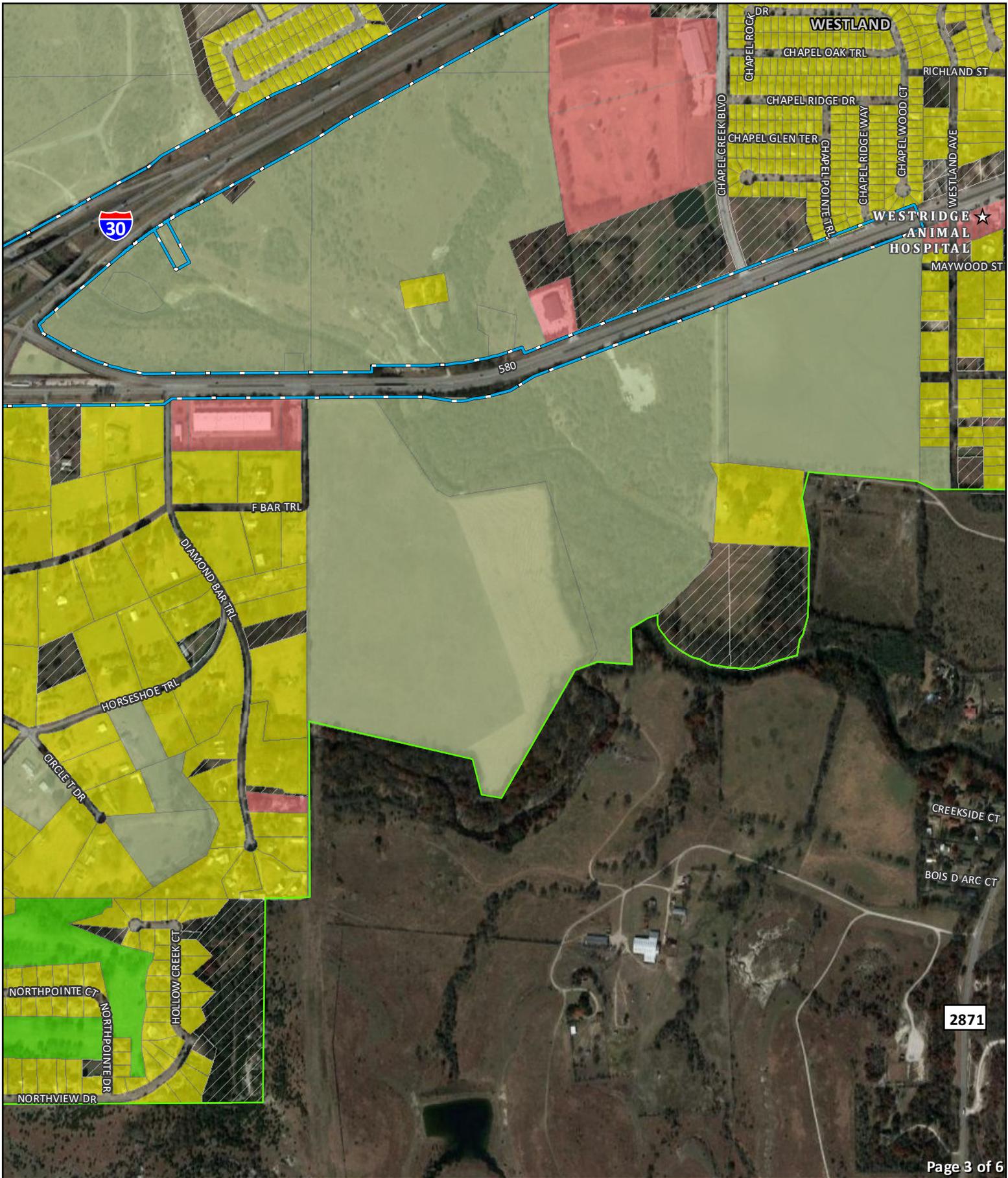


Land Use
 IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- | | | |
|--------------------|-----------------|--------------|
| Study Area | Land Use | Agricultural |
| Project Area | Single Family | Civic |
| Community Facility | Multi Family | Open Space |
| | Commercial | Utility |
| | Industrial | Vacant |



Source: Google Imagery (2018), TxDot, TCAD

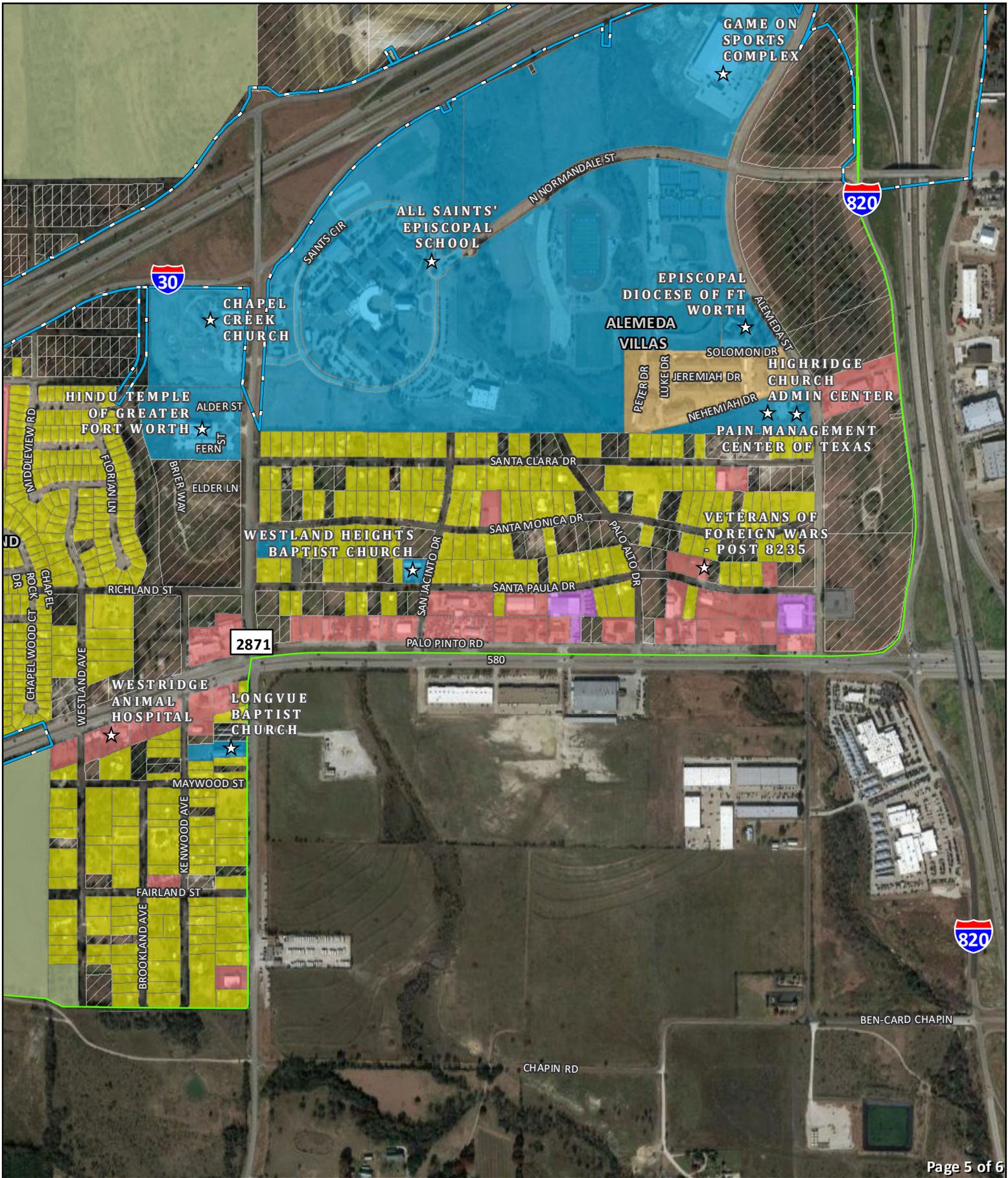


Land Use
 IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- | | | |
|--------------------|-----------------|--------------|
| Study Area | Land Use | Agricultural |
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| | Commercial | Utility |
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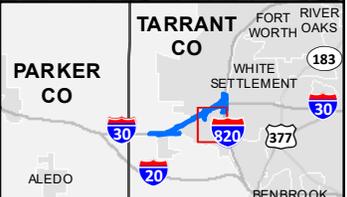


Source: Google Imagery (2018), TxDot, TCAD

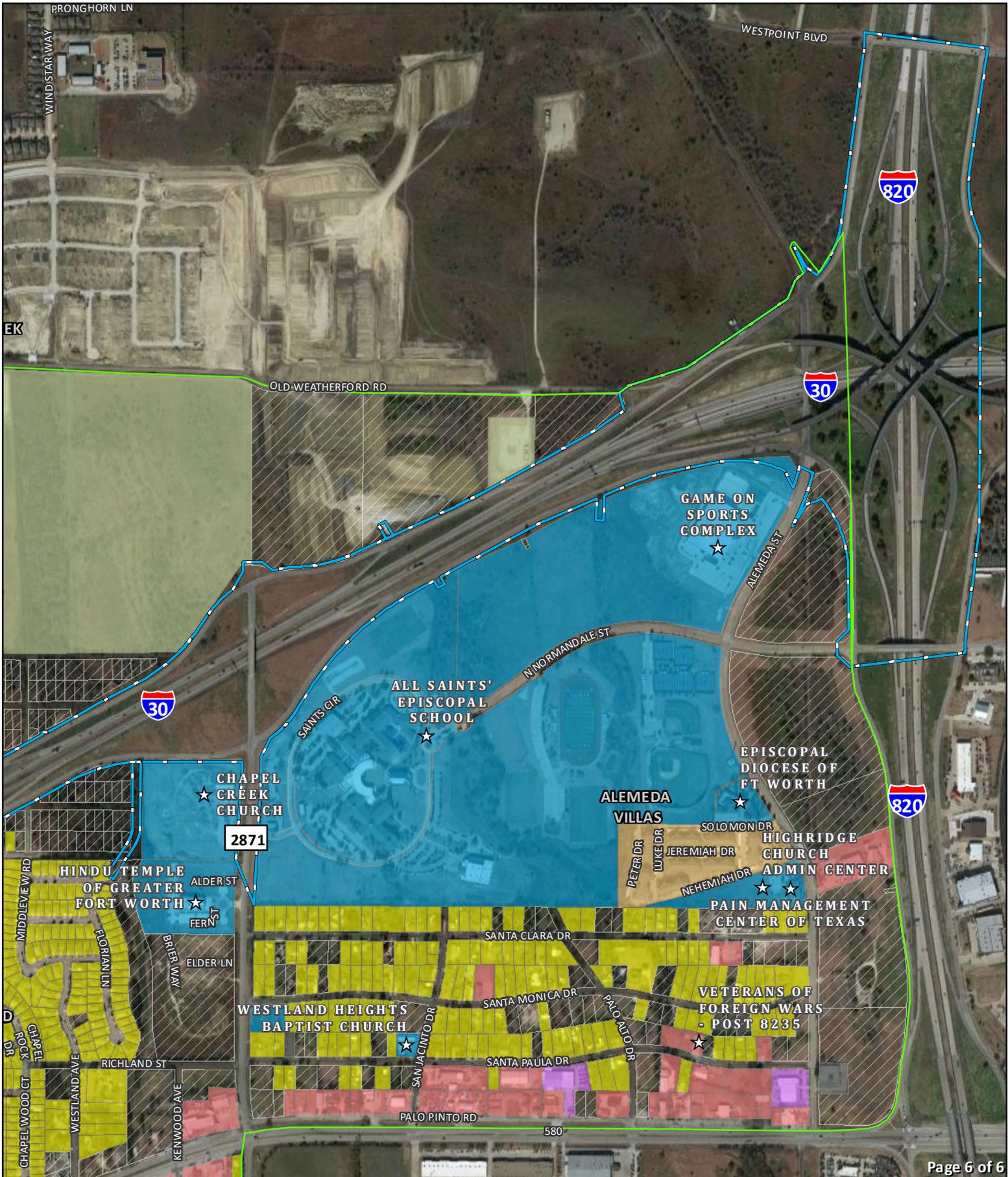


Land Use
 IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- | | | |
|--------------------|-----------------|--------------|
| Study Area | Land Use | Agricultural |
| Project Area | Single Family | Civic |
| Community Facility | Multi Family | Open Space |
| | Commercial | Utility |
| | Industrial | Vacant |



Source: Google Imagery (2018), TxDot, TCAD

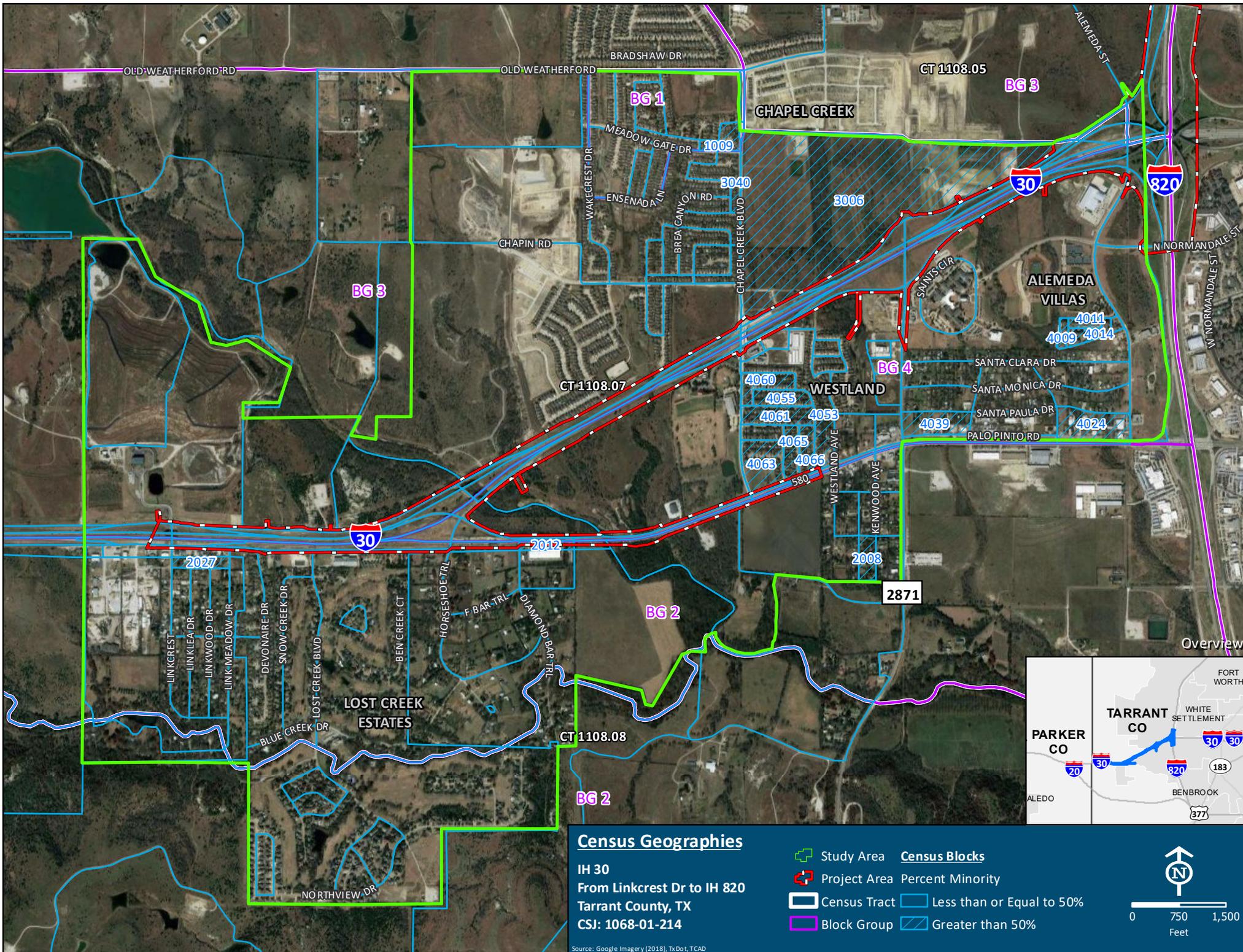


Land Use
 IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- | | | |
|--------------------|-----------------|--------------|
| Study Area | Land Use | Agricultural |
| Project Area | Single Family | Civic |
| Community Facility | Multi Family | Open Space |
| | Commercial | Utility |
| | Industrial | Vacant |



Source: Google Imagery (2018), TxDot, TCAD



Census Geographies

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

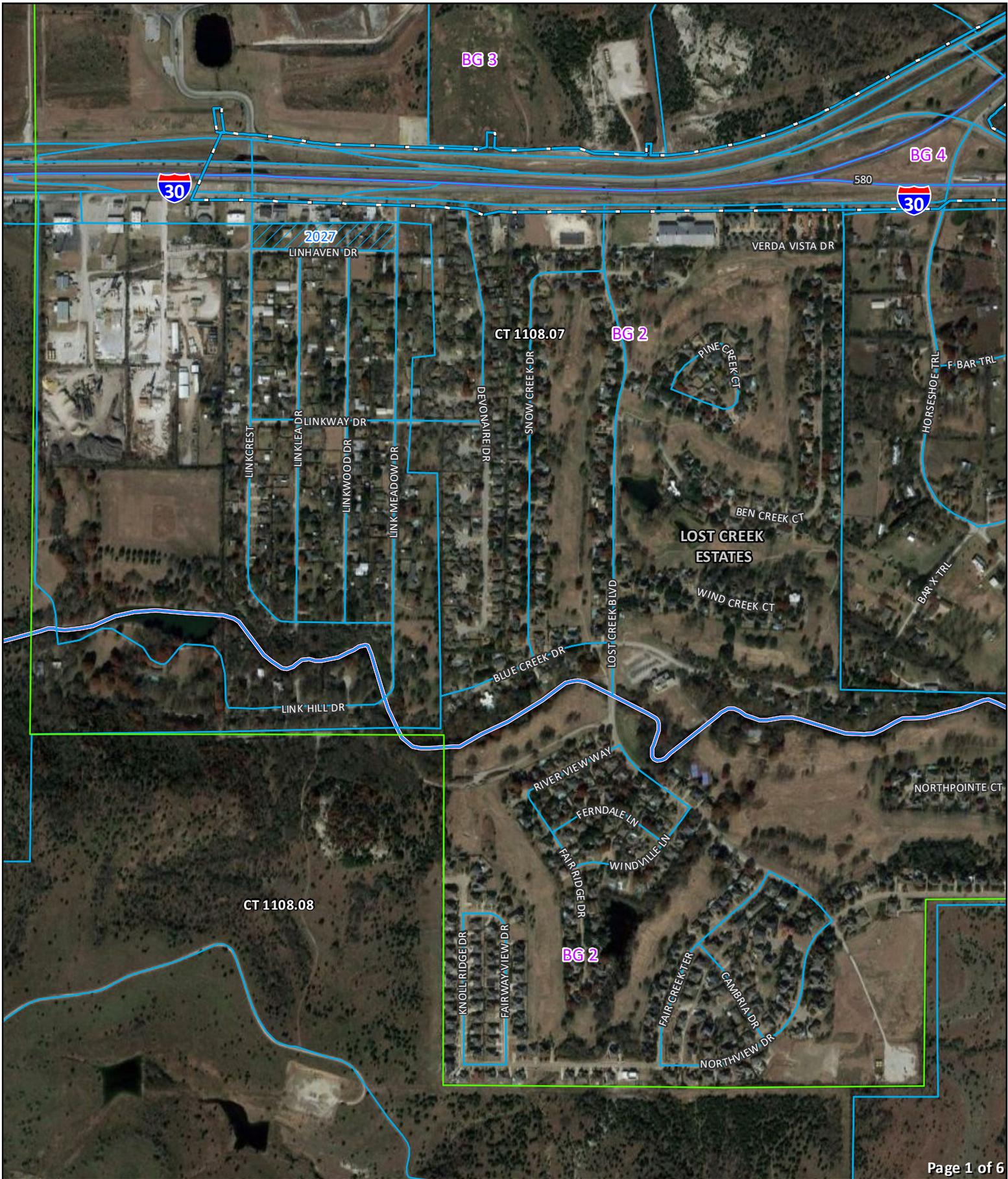
- Study Area
- Project Area
- Census Tract
- Block Group
- Census Blocks
Less than or Equal to 50%
- Census Blocks
Greater than 50%
- Percent Minority
Less than or Equal to 50%
- Percent Minority
Greater than 50%



Overview



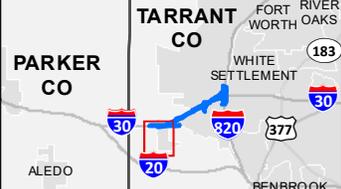
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Census Geographies

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- Study Area
- Project Area
- Census Tract
- Census Blocks
- Block Group
- Percent Minority Less than or Equal to 50%
- Greater than 50%

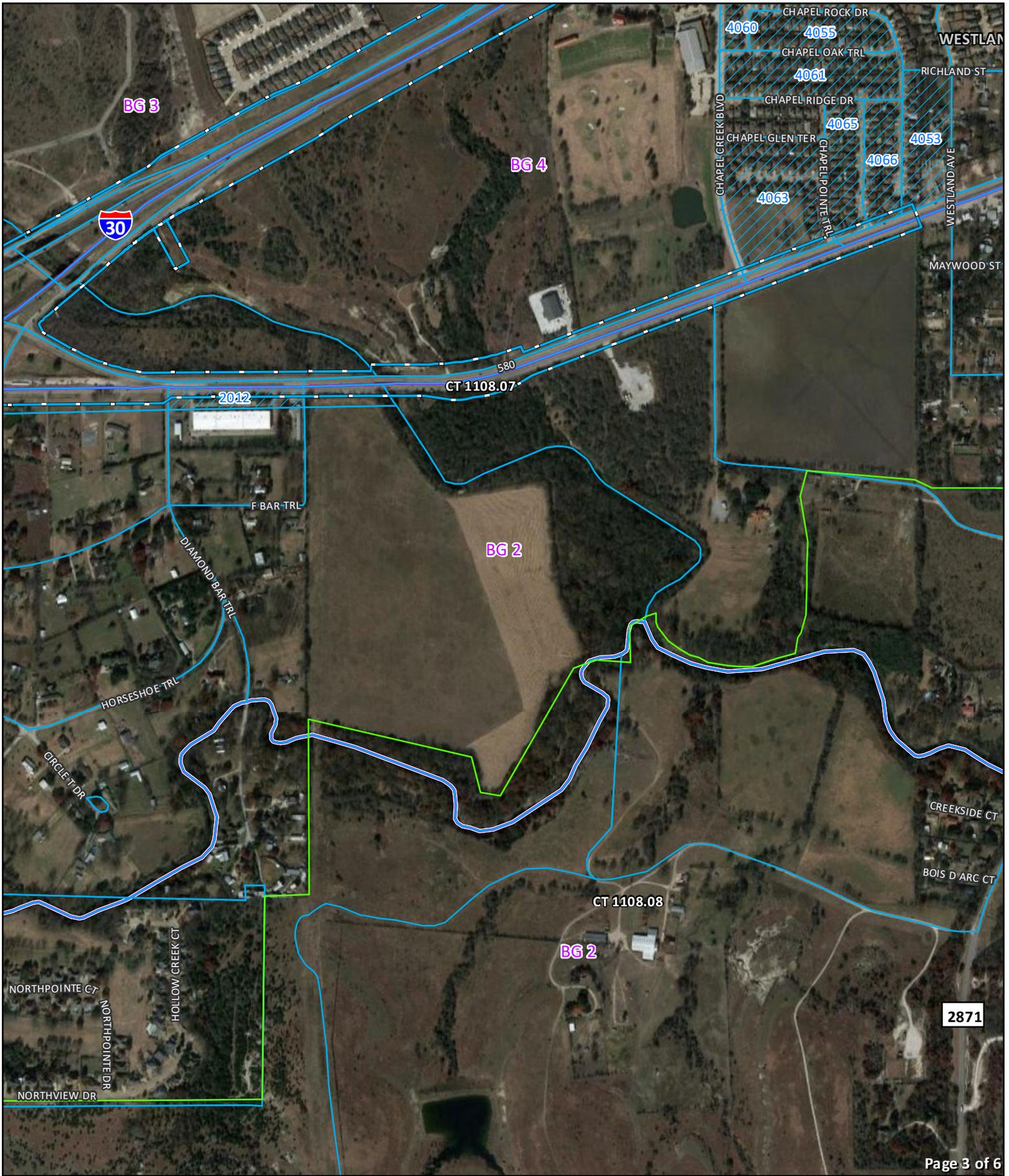


Source: Google Imagery (2018), TxDot, TCAD



<p>Census Geographies</p> <p>IH 30 From Linkcrest Dr to IH 820 Tarrant County, TX CSJ: 1068-01-214</p>	<p> Study Area</p> <p> Project Area</p> <p> Census Tract</p> <p> Block Group</p> <p>Census Blocks</p> <p>Percent Minority</p> <p> Less than or Equal to 50%</p> <p> Greater than 50%</p>	<p>Page 20 of 25</p>
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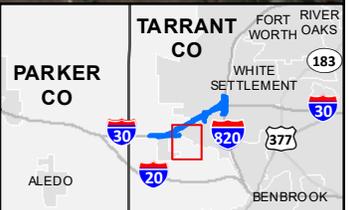
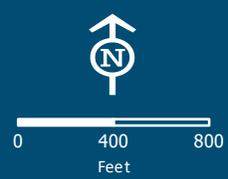
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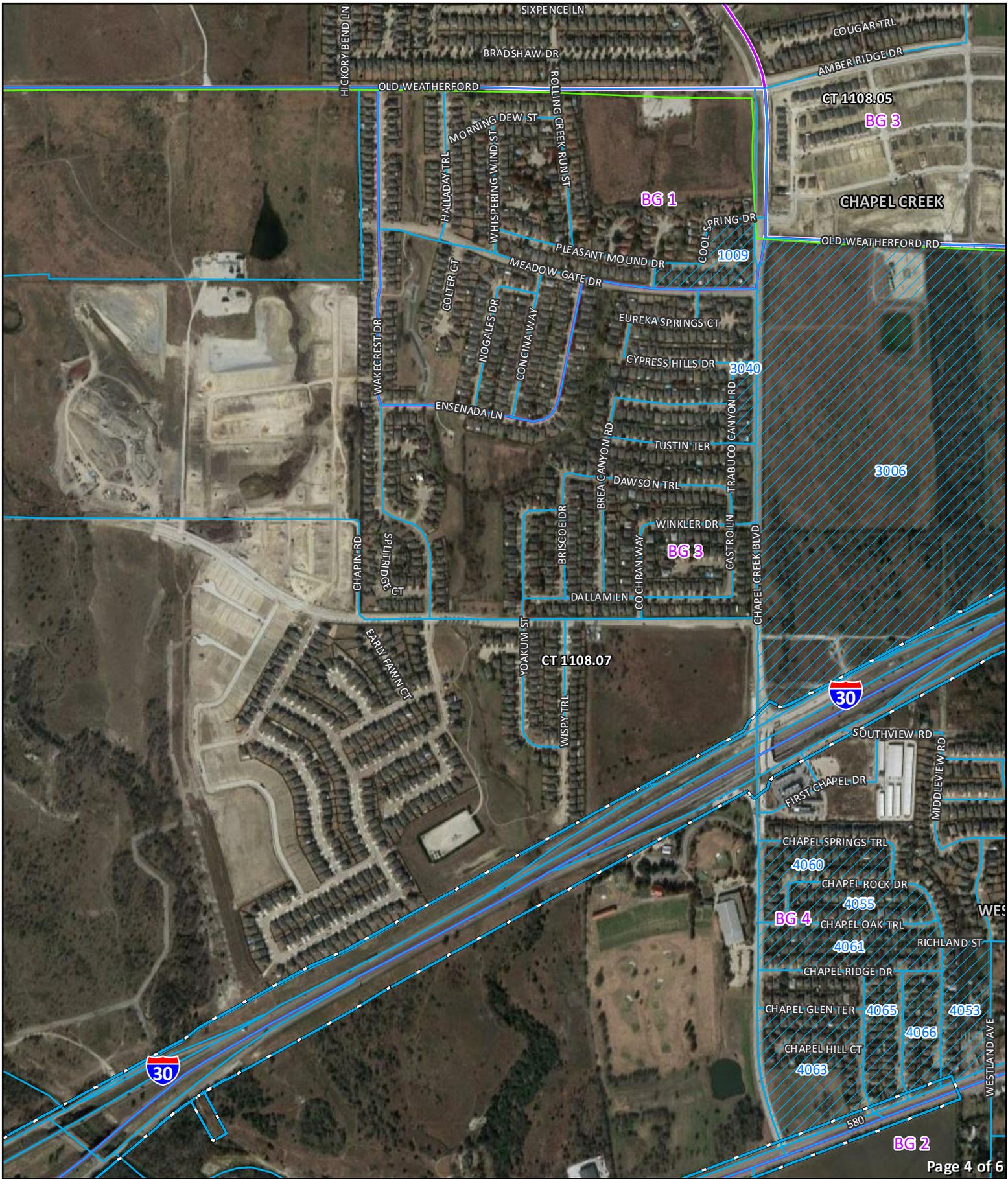
Census Geographies

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- ▭ Study Area
- Project Area
- Census Tract
- Block Group
- Less than or Equal to 50%
- Greater than 50%



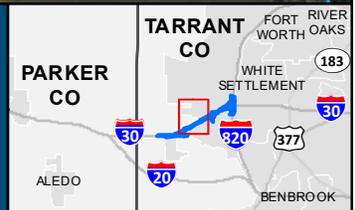
Source: Google Imagery (2018), TxDot, TCAD



Census Geographies

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- Study Area
- Census Tract
- Block Group
- Census Blocks
- Project Area
- Less than or Equal to 50%
- Greater than 50%
- Percent Minority



Source: Google Imagery (2018), TxDot, TCAD



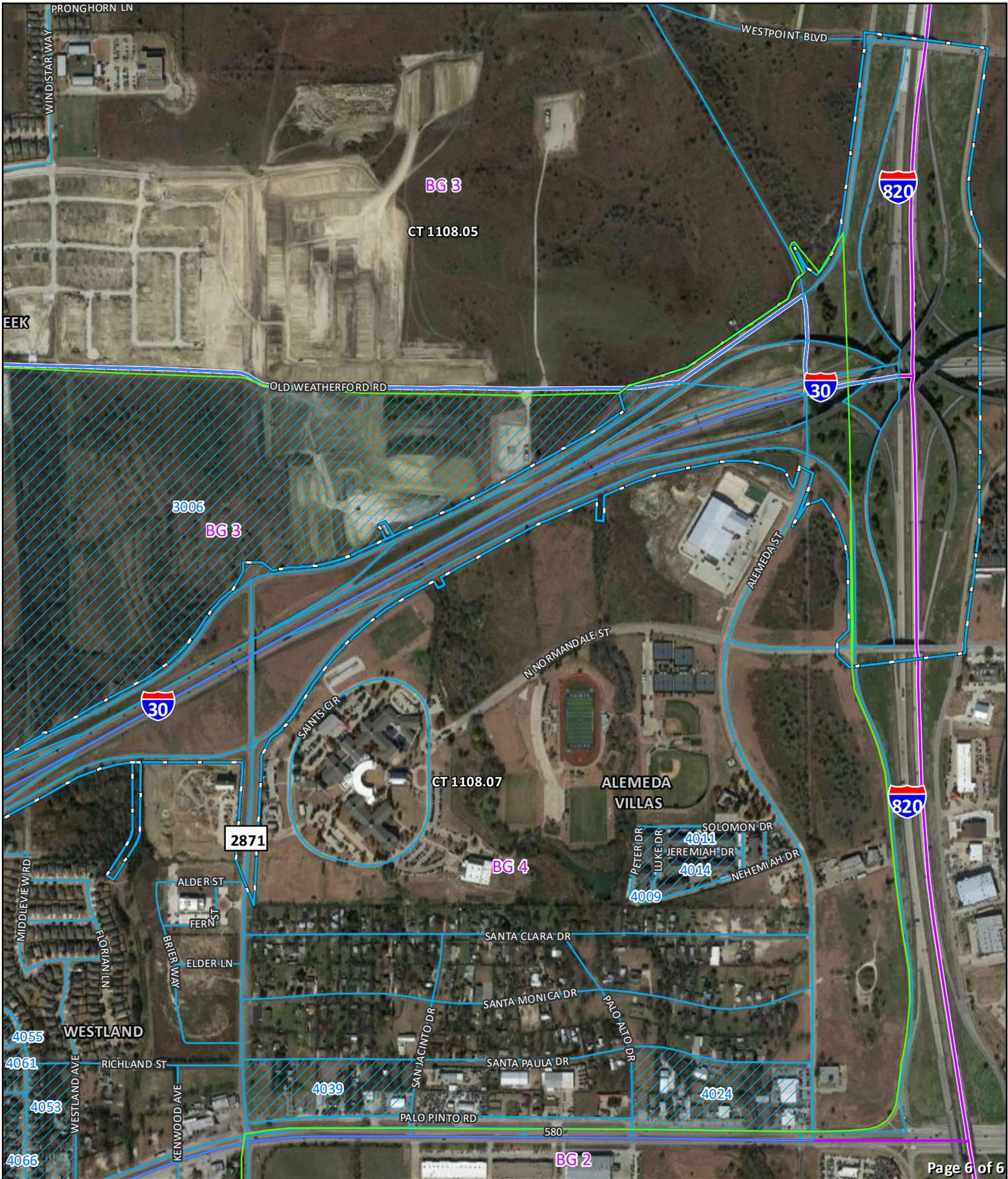
Census Geographies

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- Study Area
- Project Area
- Census Tract
- Less than or Equal to 50%
- Block Group
- Greater than 50%
- Census Blocks**
- Percent Minority



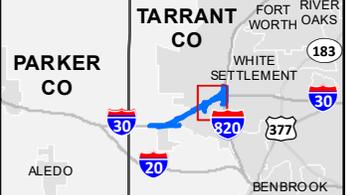
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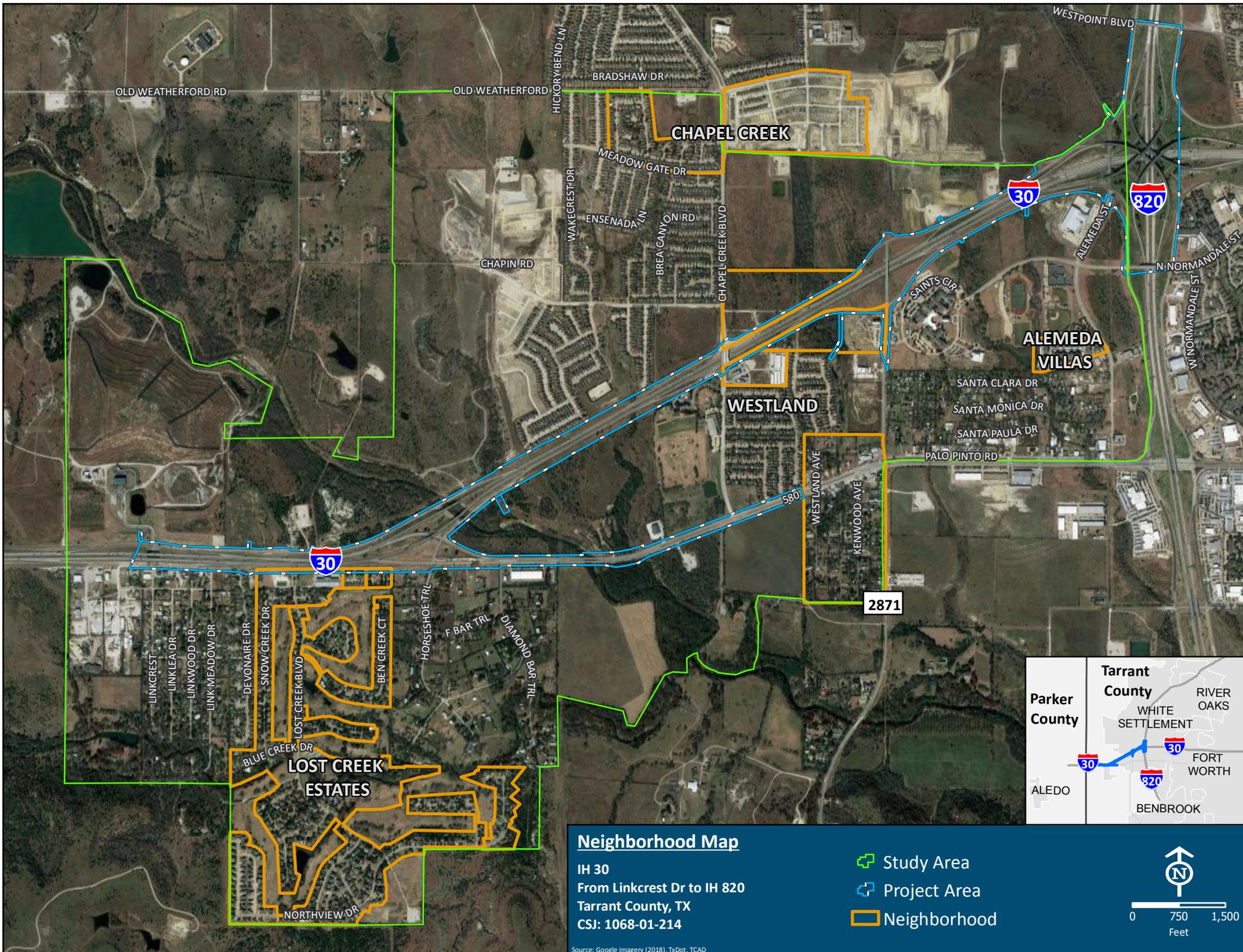
Census Geographies

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- Study Area
- Census Blocks
- Project Area
- Census Tract
- Less than or Equal to 50%
- Block Group
- Greater than 50%



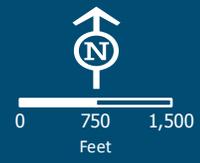
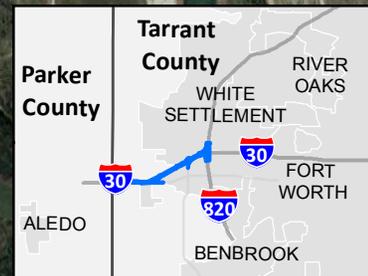
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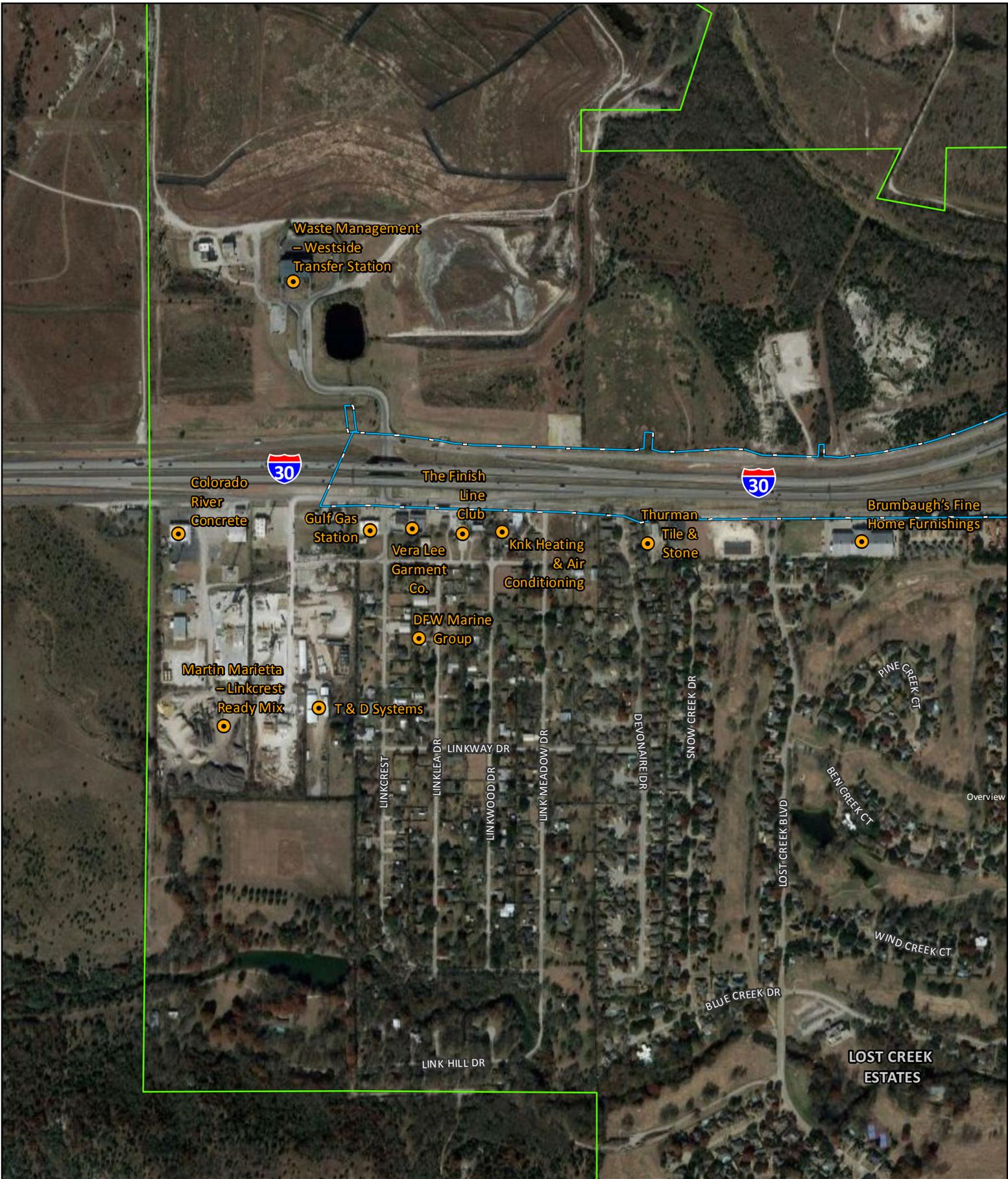
Neighborhood Map

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- Study Area
- Project Area
- Neighborhood



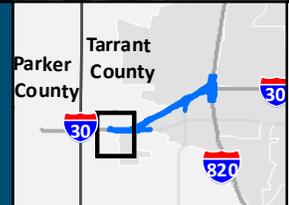
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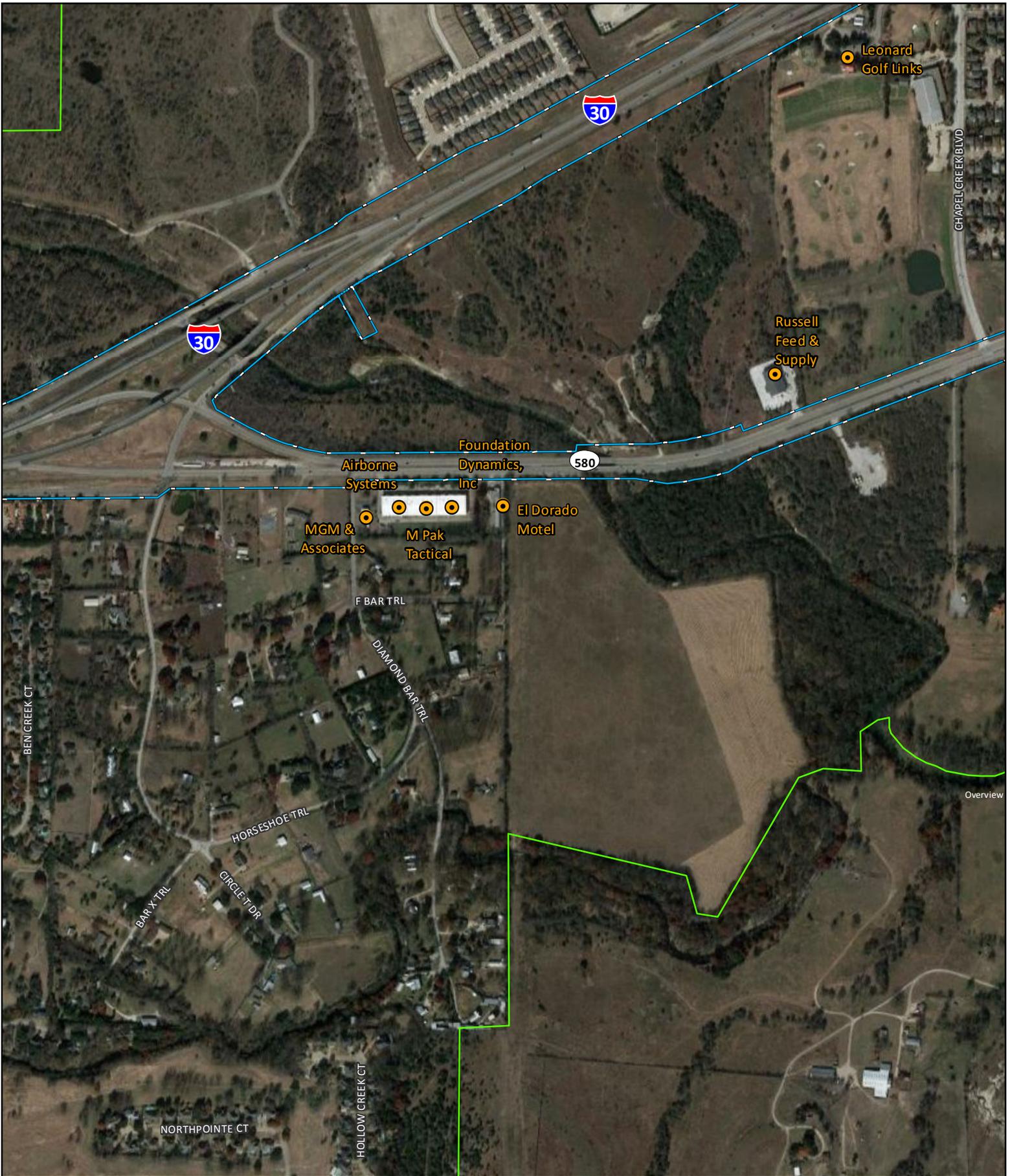


Commercial Map

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

-  Business
-  Study Area
-  Project Area

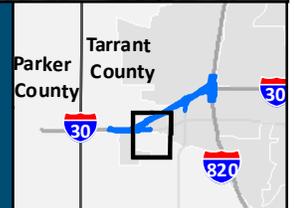




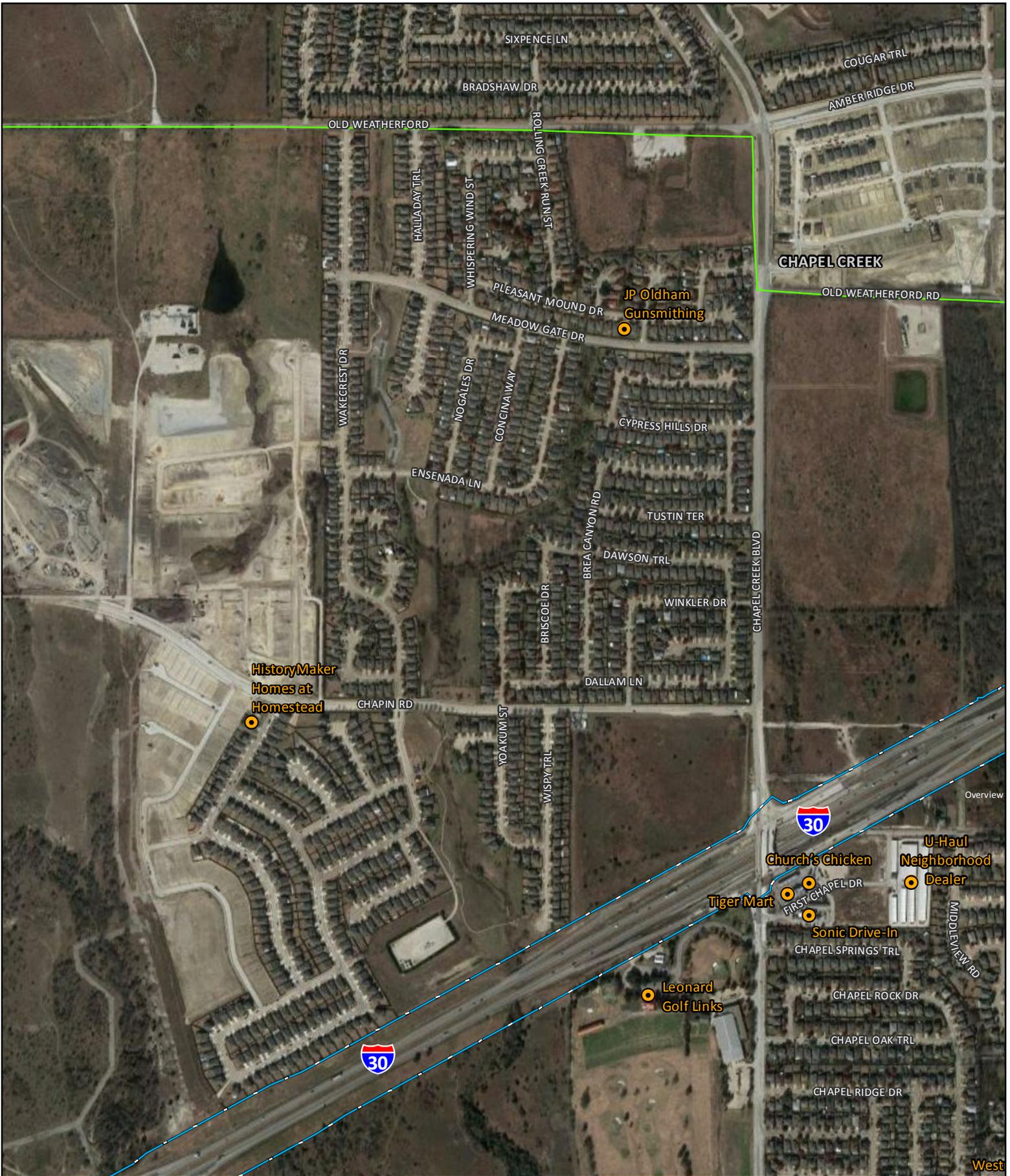
Commercial Map

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

-  Business
-  Study Area
-  Project Area



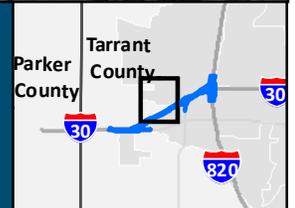
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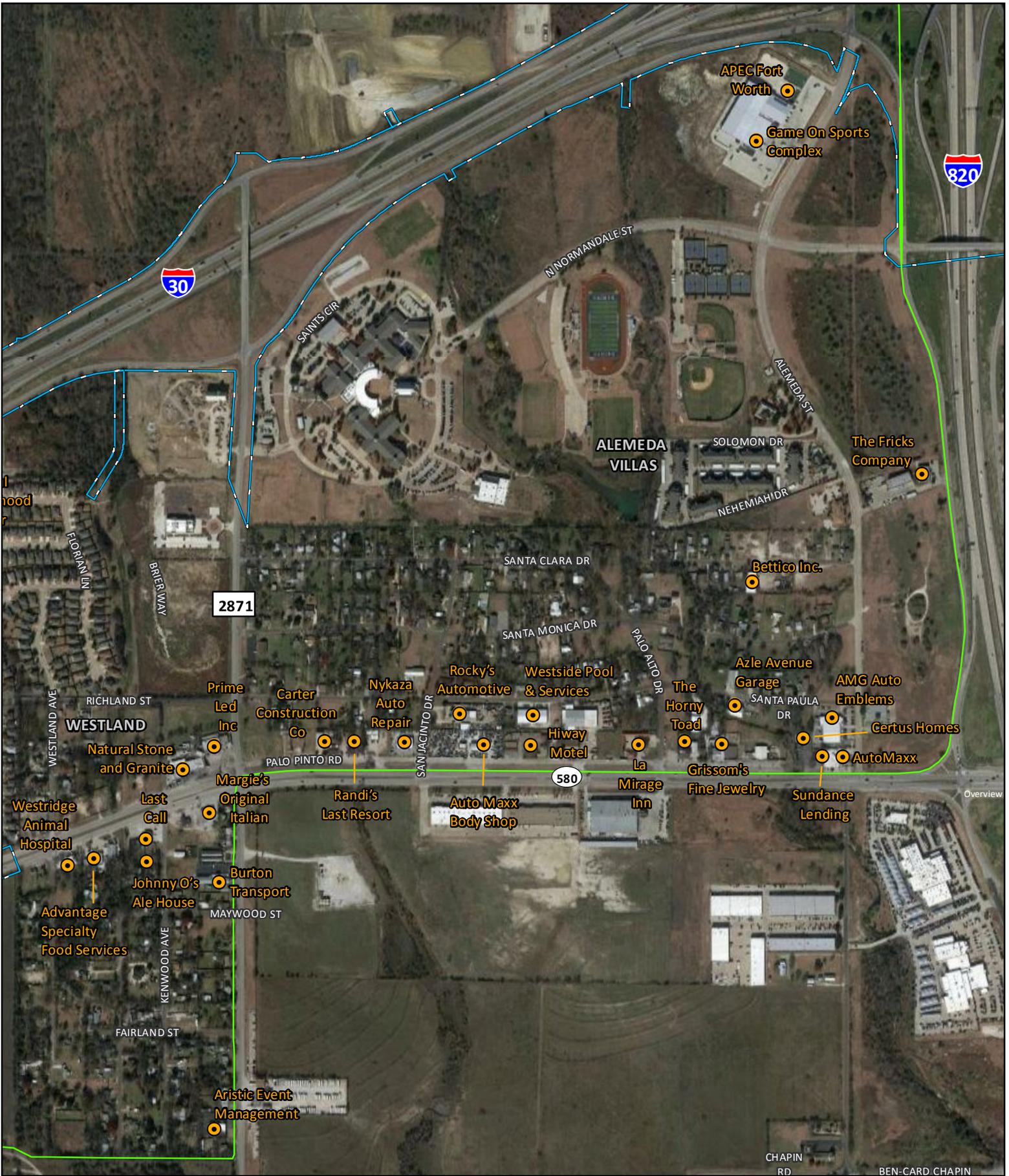


Commercial Map

IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

-  Business
-  Study Area
-  Project Area





Commercial Map
 IH 30
 From Linkcrest Dr to IH 820
 Tarrant County, TX
 CSJ: 1068-01-214

- Business
- Study Area
- Project Area

Source: Google Imagery (2018), TxGIS, TCAD

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race Alone	Two or More Races	Hispanic or Latino	Minority Total	Minority Percentage	
	 	2036	23	23	0	0	0	0	0	0	0	0	0.0	
		2037	3	2	0	0	0	0	0	1	0	1	33.3	
		2038	18	17	0	0	0	0	0	0	0	1	1	5.6
		2039	5	5	0	0	0	0	0	0	0	0	0	0.0
		2040	14	13	0	0	0	0	0	0	0	1	1	7.1
		2041	49	47	1	0	0	0	0	0	1	0	2	4.1
		2042	30	21	3	0	0	0	0	0	0	6	9	30.0
		2043	29	28	0	0	0	0	0	0	0	1	1	3.4
		2052	10	10	0	0	0	0	0	0	0	0	0	0.0
		2053	19	13	0	0	0	0	0	0	0	6	6	31.6
		2057	102	93	0	0	0	5	0	0	0	4	9	8.8
		2058	27	26	0	0	0	0	0	0	0	1	1	3.7
	3	3006	1	0	1	0	0	0	0	0	0	0	1	100.0
		3009	57	35	1	0	1	0	0	0	0	20	22	38.6
		3010	131	69	11	2	0	0	0	0	0	49	62	47.3
		3012	48	32	0	0	3	0	0	0	0	13	16	33.3
		3013	37	31	1	0	0	0	0	0	0	5	6	16.2
		3014	45	39	0	0	1	0	0	0	1	4	6	13.3
		3037	97	54	10	0	1	0	0	0	2	30	43	44.3
		3038	133	69	16	0	1	0	0	0	7	40	64	48.1
		3039	122	71	14	0	2	0	0	0	3	32	51	41.8
		3040	22	5	3	1	0	0	0	0	1	12	17	77.3
		3041	89	59	5	1	2	0	0	0	2	20	30	33.7
		3042	386	250	43	1	6	0	0	0	7	79	136	35.2
		3043	58	31	0	1	10	0	0	0	0	16	27	46.6
		3044	75	64	3	0	0	0	0	0	1	7	11	14.7
	3045	50	41	7	0	0	0	0	0	0	2	9	18.0	
3046	167	125	15	0	1	0	0	0	0	26	42	25.1		
4	4008	124	79	21	0	0	0	0	0	1	23	45	36.3	

Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race Alone	Two or More Races	Hispanic or Latino	Minority Total	Minority Percentage	
1108.08	2	4009	112	53	36	3	0	0	0	9	11	59	52.7	
		4010	56	34	15	0	0	0	0	0	7	22	39.3	
		4011	54	12	24	0	0	0	0	0	1	17	42	77.8
		4014	167	54	53	0	3	0	0	0	11	46	113	67.7
		4024	1	0	0	0	1	0	0	0	0	0	1	100.0
		4025	27	22	0	1	0	0	0	0	0	4	5	18.5
		4026	32	21	0	0	0	0	0	0	0	11	11	34.4
		4027	32	30	2	0	0	0	0	0	0	0	2	6.3
		4028	53	30	0	1	0	0	0	0	0	22	23	43.4
		4030	92	48	10	0	8	0	0	0	8	18	44	47.8
		4031	36	27	5	0	0	0	0	0	0	4	9	25.0
		4034	6	3	0	0	0	0	0	0	0	3	3	50.0
		4037	18	14	4	0	0	0	0	0	0	0	4	22.2
		4039	11	5	0	0	0	0	0	0	0	6	6	54.5
		4040	11	8	0	0	0	0	0	0	0	3	3	27.3
		4041	39	21	0	0	0	0	0	0	1	17	18	46.2
		4042	33	22	0	0	0	0	0	0	0	11	11	33.3
		4048	34	26	3	1	0	0	0	0	0	4	8	23.5
		4053	54	25	13	4	2	0	0	0	4	6	29	53.7
		4054	135	87	12	0	2	0	0	0	3	31	48	35.6
		4055	110	47	12	0	9	1	0	0	1	40	63	57.3
		4058	4	4	0	0	0	0	0	0	0	0	0	0.0
		4060	107	45	15	0	5	0	0	0	1	41	62	57.9
4061	148	50	20	2	18	0	0	0	5	53	98	66.2		
4063	121	51	19	1	6	0	1	5	38	70	57.9			
4064	79	47	2	1	2	0	0	1	26	32	40.5			
4065	88	35	24	0	1	0	0	0	0	28	53	60.2		
4066	94	33	20	0	5	1	0	0	0	35	61	64.9		
1108.08	2	2007	30	27	0	0	0	0	0	0	3	3	10.0	



Census Tract	Block Group	Census Block	Total	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race Alone	Two or More Races	Hispanic or Latino	Minority Total	Minority Percentage
		2008	357	316	2	2	15	0	0	8	14	41	11.5
		2010	14	14	0	0	0	0	0	0	0	0	0.0
		2011	58	48	0	0	7	0	0	0	3	10	17.2
		2014	28	28	0	0	0	0	0	0	0	0	0.0
		2015	43	38	0	0	5	0	0	0	0	5	11.6
		2016	28	26	0	0	0	0	0	0	2	2	7.1
		2017	9	9	0	0	0	0	0	0	0	0	0.0
		2018	10	10	0	0	0	0	0	0	0	0	0.0
Study Area Total			6,138	4,153	516	29	163	2	2	111	1,162	1,985	32.3

Source: 2010 Decennial Census, Table P9, "Hispanic or Latino, and Not Hispanic or Latino by Race"

Note: Rows highlighted in green depict blocks that have a minority population greater than 50 percent. Only populated Census blocks are shown.

Table 2: Median Household Income by Block Group, 2017

Census Tract	Block Group	Median Household Income
1108.07	1	\$62,340.00
	2	\$70,486.00
	3	\$62,135.00
	4	\$69,657.00
1108.08	2	\$161,000.00

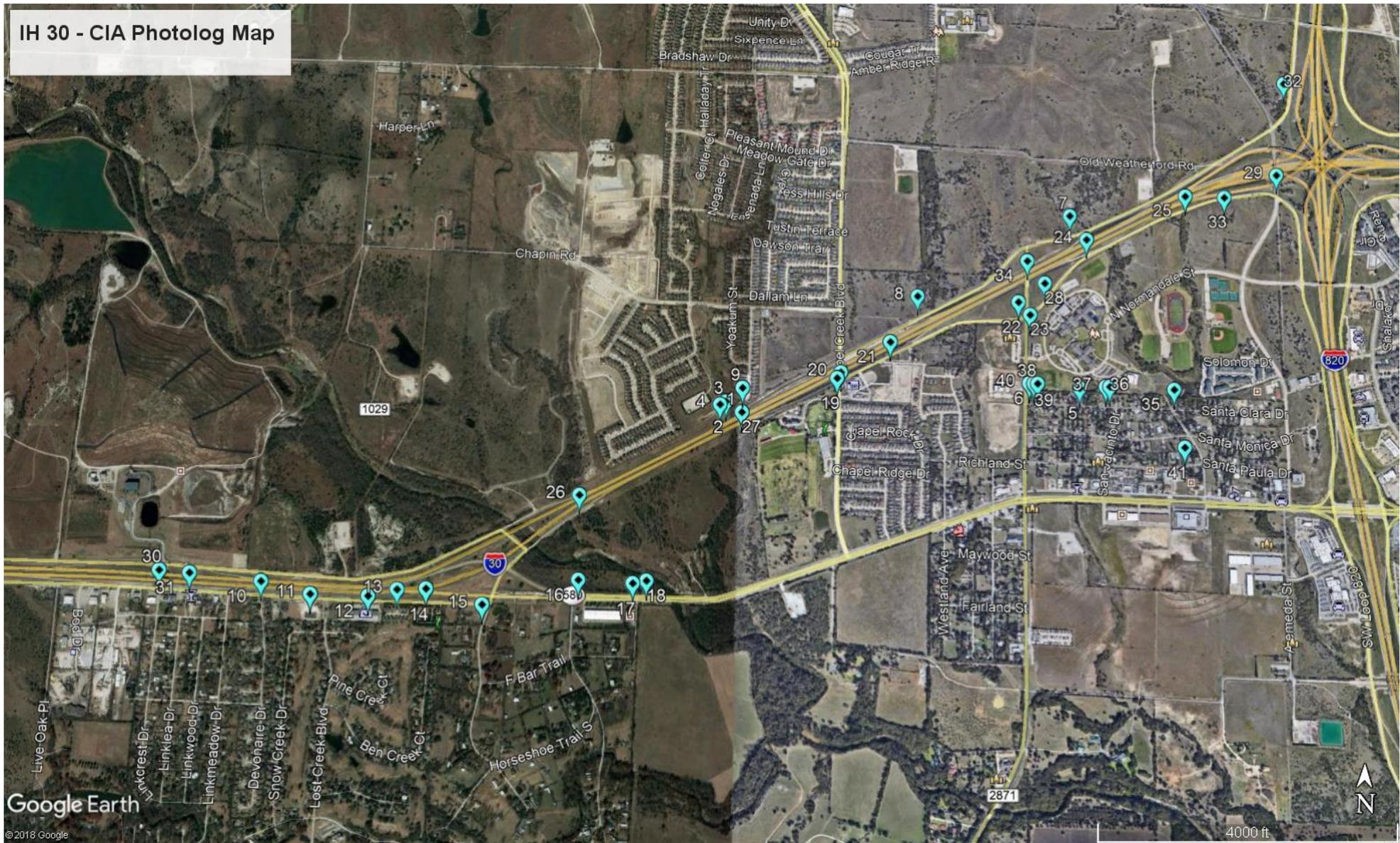
Source: American Community Survey (ACS 2017 5-year Estimates), Table B19013, "Median Household Income in the Past 12 Months" (in 2017 Inflation-Adjusted Dollars)"

Table 3: Limited English Proficiency by Block Group, 2017

Census Tract	Block Group	Population	Total LEP	Total LEP %	Spanish LEP	Spanish LEP %	Indo-European LEP	Indo-European LEP %	Asian and Pacific Islander LEP	Asian and Pacific Islander LEP %	Other LEP	Other LEP %
1108.07	1	679	96	14.1	49	7.2	13	1.9	0	0.0	34	5.0
	2	1,149	103	9.0	103	9.0	0	0.0	0	0.0	0	0.0
	3	1,637	188	11.5	174	10.6	0	0.0	14	0.9	0	0.0
	4	2,310	262	11.3	146	6.3	0	0.0	116	5.0	0	0.0
1108.08	2	1,321	15	1.1	10	0.8	5	0.4	0	0.0	0	0.0
Study Area Total		7,096	664	9.4	482	6.8	18	0.3	130	1.8	34	0.5

Source: American Community Survey, (ACS 2017 5-year Estimates), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over"

IH 30: CIA PHOTOLOG MAP



Imagery: Google Earth 2018.

Note: Numbered locations above correspond with CIA photolog numbers. All map locations are approximate.



Photograph 1: Looking southeast at IH 30 from public ROW. (Approx. Latitude: 32°43'38.44"N, Approx. Longitude: 97°30'31.85"W)



Photograph 2: Looking southwest at IH 30 from public ROW. (Approx. Latitude: 32°43'38.39"N, Approx. Longitude: 97°30'32.00"W)



Photograph 3: Looking northeast at subdivision located north of IH 30. (Approx. Latitude: $32^{\circ}43'38.52''N$, Approx. Longitude: $97^{\circ}30'31.93''W$)



Photograph 4: View looking east from IH 30 at subdivision located south of IH 30 near eastbound exit to Spur 580. (Approx. Latitude: $32^{\circ}43'38.03''N$, Approx. Longitude: $97^{\circ}30'32.83''W$)



Photograph 5: View looking south at home with wheelchair ramp located along Santa Clara Dr. (Approx. Latitude: 32°43'41.52"N, Approx. Longitude: 97°29'34.17"W) (Imagery: Google Earth, 2018)



Photograph 6: View looking north at home with wheelchair ramp located along Santa Clara Dr. (Approx. Latitude: 32°43'41.98"N, Approx. Longitude: 97°29'41.06"W) (Imagery: Google Earth, 2018)



Photograph 7: View looking north from West Fwy at undeveloped land. (Approx. Latitude: 32°44'6.00"N, Approx. Longitude: 97°29'35.24"W)



Photograph 8: View looking northwest from West Fwy at undeveloped land near Chapel Creek Blvd. (Approx. Latitude: 32°43'53.92"N, Approx. Longitude: 97°30'0.61"W)



Photograph 9: View looking northwest at subdivision located adjacent to IH 30. (Approx. Latitude: $32^{\circ}43'40.39''N$, Approx. Longitude: $97^{\circ}30'29.22''W$)



Photograph 10: View looking south at subdivision located south of Spur 580. (Approx. Latitude: $32^{\circ}43'12.38''N$, Approx. Longitude: $97^{\circ}31'45.03''W$)



Photograph 11: Looking southeast from southern IH 30 frontage road at new development, located west of Spur 580. (Approx. Latitude: 32°43'10.87"N, Approx. Longitude: 97°31'37.08"W)



Photograph 12: View looking southeast from southern IH 30 frontage road at Brumbaugh's furniture store, located west of Spur 580. (Approx. Latitude: 32°43'10.81"N, Approx. Longitude: 97°31'27.90"W)



Photograph 13: View looking southeast from IH 30 southern frontage road at Lost Creek Garden Homes subdivision, located west of Spur 580. (Approx. Latitude: 32°43'11.78"N, Approx. Longitude: 97°31'23.39"W)



Photograph 14: View looking southeast from IH 30 southern frontage road at Lost Creek Town Homes subdivision, located west of Spur 580. (Approx. Latitude: 32°43'11.98"N, Approx. Longitude: 97°31'18.86"W)



Photograph 15: View looking northwest from Horseshoe Trail W at single-family home on large parcel, located south of Spur 580. (Approx. Latitude: 32°43'10.09"N, Approx. Longitude: 97°31'9.89"W)



Photograph 16: View looking southeast from Spur 580 at business center, located adjacent to Spur 580. (Approx. Latitude: 32°43'13.69"N, Approx. Longitude: 97°30'54.81"W)



Photograph 17: View looking southeast from Spur 580 at El Dorado Motel, located adjacent to Spur 580.
(Approx. Latitude: 32°43'13.43"N, Approx. Longitude: 97°30'46.10"W)



Photograph 18: View looking northeast from right-of-way along Spur 580 at southeastern project limits.
(Approx. Latitude: 32°43'13.82"N, Approx. Longitude: 97°30'43.93"W)



Photograph 19: View looking northeast from Chapel Creek Blvd at sign for Leonard Golf Links business, located adjacent to IH 30 southern frontage road. (Approx. Latitude: 32°43'42.08"N, Approx. Longitude: 97°30'13.78"W)



Photograph 20: View looking southeast at Tiger Mart convenience store, located adjacent to IH 30 southern frontage road. (Approx. Latitude: 32°43'42.89"N, Approx. Longitude: 97°30'13.18"W)



Photograph 21: View looking southeast from southern IH 30 frontage road at Self Storage business located south of IH 30. (Approx. Latitude: 32°43'47.30"N, Approx. Longitude: 97°30'5.12"W)



Photograph 22: View looking southwest from IH 30 southern frontage road at Chapel Creek Church, located on the southeast corner of the intersection of Longvue Ave. and IH 30 southern frontage road. (Approx. Latitude: 32°43'53.39"N, Approx. Longitude: 97°29'44.01"W)



Photograph 23: View looking southwest at All Saints' Episcopal School from IH 30 southern frontage road. (Approx. Latitude: 32°43'51.60"N, Approx. Longitude: 97°29'42.15"W)



Photograph 24: View looking southeast from IH 30 southern frontage road at All Saints' Episcopal School soccer field. (Approx. Latitude: 32°44'2.62"N, Approx. Longitude: 97°29'32.52"W)



Photograph 25: View looking southeast from IH 30 southern frontage road at Game On Sports Complex.
(Approx. Latitude: 32°44'9.34"N, Approx. Longitude: 97°29'15.77"W)



Photograph 26: View looking east at IH 30 from public ROW. (Approx. Latitude: 32°43'25.12"N, Approx. Longitude: 97°30'55.20"W)



Photograph 27: View looking west at IH 30 from public ROW. (Approx. Latitude: 32°43'37.02"N, Approx. Longitude: 97°30'29.25"W)



Photograph 28: View looking southwest toward Longvue Ave. from IH 30 southern frontage road. (Approx. Latitude: 32°43'56.18"N, Approx. Longitude: 97°29'39.60"W)



Photograph 29: View looking northeast at the intersection of IH 30 and IH 820. (Approx. Latitude: 32°44'12.68"N, Approx. Longitude: 97°29'0.46"W)



Photograph 30: View looking toward IH 30 southern frontage road from the proposed project's western limits at Linkcrest Dr. (Approx. Latitude: 32°43'13.51"N, Approx. Longitude: 97°32'1.28"W)



Photograph 31: View looking northeast from IH 30 southern frontage road toward on-ramp to IH 30 mainlanes. (Approx. Latitude: 32°43'13.25"N, Approx. Longitude: 97°31'56.43"W)



Photograph 32: View looking southeast toward the proposed project's eastern limits at intersection of IH 30 and IH 820. (Approx. Latitude: 32°44'26.44"N, Approx. Longitude: 97°28'58.37"W)



Photograph 33: View looking southeast toward Game On sports complex from IH 30 southern frontage road. (Approx. Latitude: 32°44'9.18"N, Approx. Longitude: 97°29'9.39"W)



Photograph 34: View looking east toward intersection of IH 30 and IH 820 from Longvue Ave. (Approx. Latitude: 32°43'59.30"N, Approx. Longitude: 97°29'42.45"W)



Photograph 35: View looking north toward home in need of repair along Santa Clara Dr. (Approx. Latitude: 32°43'41.70"N, Approx. Longitude: 97°29'18.62"W) (Imagery: Google Earth, 2018)



Photograph 36: View looking north toward home in need of repair along Santa Clara Dr. (Approx. Latitude: 32°43'41.85"N, Approx. Longitude: 97°29'29.20"W) (Imagery: Google Earth, 2018)



Photograph 37: View looking north toward home in need of repair along Santa Clara Dr. (Approx. Latitude: 32°43'41.82"N, Approx. Longitude: 97°29'29.88"W) (Imagery: Google Earth, 2018)



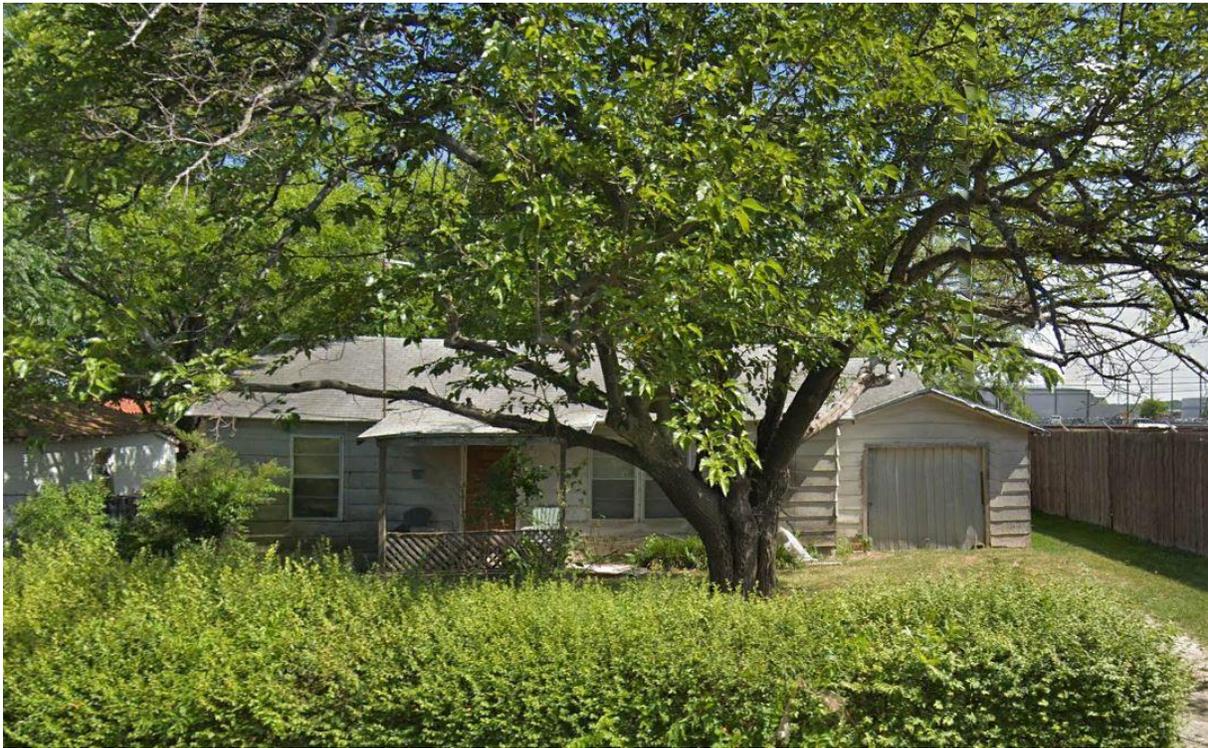
Photograph 38: View looking north toward home in need of repair along Santa Clara Dr. (Approx. Latitude: 32°43'41.97"N, Approx. Longitude: 97°29'41.66"W) (Imagery: Google Earth, 2018)



Photograph 39: View looking south toward home with wheelchair ramp along Santa Clara Dr. (Approx. Latitude: 32°43'41.69"N, Approx. Longitude: 97°29'41.61"W) (Imagery: Google Earth, 2018)



Photograph 40: View looking north toward home in need of repair along Santa Clara Dr. (Approx. Latitude: 32°43'42.01"N, Approx. Longitude: 97°29'42.42"W) (Imagery: Google Earth, 2018)



Photograph 41: View looking north toward home in need of repair along Santa Clara Dr. (*Approx. Latitude: 32°43'33.70"N, Approx. Longitude: 97°29'17.21"W*) (*Imagery: Google Earth, 2018*)