



# Community Impacts Assessment Technical Report Form

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**Project Name:** US 59 Upgrade Redland

**CSJ Number:** 0176-02-118

**District(s):** Lufkin

**County(ies):** Angelina

## 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 potential impacted community is located in the town of Redland in northern Angelina County approximately five miles north of the center of Lufkin, the county seat. U.S. Route 59, a four-lane highway, runs north-south through the town. The proposed project location is shown in Attachment A, Figure 1.

### II. Project Description

**Briefly describe the proposed project.**

The Texas Department of Transportation (TxDOT) proposes to upgrade US 59 to interstate standards by providing frontage roads from FM 2021 to 0.34 mile north of Loop 287. The total project length is 2.45 miles (mi). The existing US 59 facility includes two 12-foot-wide northbound (NB) lanes, two 12-foot wide southbound (SB) lanes and a 16-foot center flush median (center turn lane). The proposed improvements include a controlled access freeway section with 12-foot-wide NB and SB frontage roads and two 12-foot-wide mainlanes in each direction. Controlled access means there will not be direct access to the mainlanes. Access to the main lanes is allowed via entrance and exit ramps. No temporary or permanent easements appear to be required at this time.

### III. General Character of the Community

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

The community impact study area is located in the US 59 in the town of Redland. The community is semi-rural with mixed use development (see Figure 2).

The study area is the area most likely to experience any potential impacts from the proposed project. The study area includes the property parcels adjacent to the existing and proposed ROW and parcels whose sole point of ingress/egress is US 59. While parcels with alternative routes to on-system roadways were excluded from the study area. Those parcels excluded from the study area may be indirectly impacted by changes in travel patterns; however, it's anticipated that it would not be to the extent of those areas without alternate routes available.

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

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
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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	
Redland Baptist	Religious	Private	No	See Figure 3	Remove
Redland Water Supply Corporation	Utility	Private	No	See Figure 3	Remove
Walker Cemetery and Cemetery Association	Cemetery	Private	No	See Figure 3	Remove

Add Row

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:

US DHHS Site Visit 9/19/2017

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:

As shown on Appendix A Table 1, the town of Redland is 58.8 percent minority and one of the two census tracts (CT), CT 05, has a minority population of 81.7 percent. One of the two block groups (BG), CT 05 BG 04, has a minority population of 87.7 percent. Seven of the 29 blocks in the study area show a greater than 50 percent minority population CT 02 blocks 1064, 1067, 1082, 1084, and 1085; CT 05 blocks 4006 and 4010 (see Figure 3).

4. Yes Do any of the census geographies show a median income below the DHHS poverty level?

Describe:

As shown in Appendix A Table 2, one of the two census tracts (CT), CT 5, show a median household income of \$22,465 and one of the two block groups (BG), CT 5 BG 4, shows a median household income of \$15,875 (see Figure 4).



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

Describe:

Both block groups show the presence of persons who speak English less than very well at 1.8 and 3.0 percent. CT 2 BG1 has 8.5 percent Spanish speakers and CT 5 BG 4 has 21 percent Spanish speakers.

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

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

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

Describe:

Yes there were abandoned businesses and Paul Nerren's Junk Barn, a junk shop, present in the study area (see photo #1).

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

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

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

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

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



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

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

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

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

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

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

## Residential Displacements

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

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

It is anticipated there would be 17 single family residences (SFR) displaced by the proposed project as shown in Figure 5.

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

All of the displacements would involve single family homes.

3. Yes Is there comparable replacement housing available?

**Explain:**

A review of real estate listing sites zillow.com and trulia.com indicates that replacement housing would be available within Redland and surrounding areas. Both sites showed over 75 homes for sale within five miles and 14 for lease that are comparable in size and price.

4. No Would displacements impact community cohesion?

**Explain:**

The SFR impacted are on the east and west sides of the existing US 59 corridor, and they are spread out north to south. Community cohesion would not be impacted by displacement of these SFR homes as there are numerous other homes that would be kept intact in areas adjacent to the study area.

## Commercial Displacements

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

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

The following business types exist in the study area; automotive repair, salvage yards, cemetery, tractor sales, real estate, restaurant, metal sales, lodging, consignment shop and fireworks.



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

There are 12 business that would be displaced or unable to continue operation due to loss of parking or small remainders of property of which to relocate on. The businesses that would be impacted are BKL Metal Recycling, Best Buy Fireworks, A-1 Auto Wrecking, Commercial Metals, Winston Ranch, Hammer Kubota, Casa Morales, Nerrens Junk, Chico's Expert Collision Center, Redland Collision Center, Jordan Construction, Hemphill Pipe and Steel.

**3. No Are these businesses unique to the area?**

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

**Explain:**

None of the businesses being displaced serve a specific population.

**5. Yes Have the businesses indicated if they would relocate?**

**Explain:**

Hammer Kubota has indicated they would relocate somewhere in Lufkin. Hemphill Pipe and Steel plans on relocating on their remainder of land. Commercial Metals plans on buying the adjacent property (A-1 Salvage) and relocating. Casa Morales indicated they would likely relocate. Other businesses have not indicated if they would or would not relocate.

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

These businesses are generally accessed via car.

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

**Explain:**

A search of the commercial real estate listing site loopnet.com indicated over 20 available properties in the surrounding area for sale and seven available for lease. The available for sale properties were of comparable size and price. The available for lease sites did not have prices listed; however, they were of comparable size to the displaced properties.

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

According to employment data from manta.com, the potentially displaced businesses employ 73 to 112 people.

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

A search of job boards revealed that there are open job vacancies in Redland and surrounding areas.

**10. What is the unemployment rate for the study area?**

Redland is located a couple of miles north of Lufkin, which is the major city and employment hub of Angelina County. According to the Texas Workforce Commission the unemployment rate for Lufkin, the nearest metropolitan center, was 4.2 percent in May 2018.



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11. Yes If the businesses do not relocate or current employees do not remain with the employer, would there be similar jobs (same industry, equivalent skill set, etc.) available nearby?

Explain:

The businesses that are being impacted are not unique to the area and there are other employers in the same industries nearby.

12. Yes Are there any measures which could be taken to mitigate the potential loss of employment opportunity?

Explain:

Working with and notifying businesses early in the ROW acquisition process could aid businesses in relocating. Early consultation would also allow businesses to inform employees of closures and provide time for employees to find new employment.

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

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

It is anticipated there would be 17 single family residences (SFR) displaced by the proposed project. The displacements would be spread throughout the study area. Community cohesion would not be impacted by displacement of these SFR homes as there are numerous other homes that would be kept intact in areas adjacent to the study area. There are 12 businesses that would impacted or displaced by the proposed project. There are available properties nearby for these businesses to relocate. Four have indicated that they would likely relocate or continue to operate on their remaining property. If any of the businesses decides to no longer operate there are other employers in the area that operate in the same industry and there are job vacancies in the area for employees of closed businesses. As shown on Figure 5, there are also six displacements categorized as other. Five are residential garages, one is a garage on a commercial site. In summary, the proposed project would have displacements; however, these displacements would not have a substantial impact to the community. The number of displacements is low and there are other available property nearby for relocation.

ACCESS AND TRAVEL PATTERNS

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

People currently access adjacent parcels by car. No sidewalks, bike paths or bus stops were observed in the area.

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

The existing facility in the project area is a combination of controlled and uncontrolled access freeway. The northern end of the project, from FM 2021 to 600-feet (ft.) south of County Road (CR) 112 US 59 is a controlled access freeway with two NB and two SB travel lanes and one way frontage roads. The remaining study area US 59 has two NB and two SB travel lanes with a two way left turn lane and no frontage roads. There is a concrete divider starting at 300-ft north of Spence Street and continuing south to the project terminus. The concrete divider separates the north and southbound lanes of US 59. Vehicles access US 59 from driveways of



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properties adjacent to the highway. There are numerous side streets but none that traverse across US 59 east to west.

The proposed project would construct one-way NB and SB frontage roads along the whole project and create a controlled access freeway with designated entrance and exit ramps and also connect with the existing frontage roads. Vehicles would only cross US 59 east to west at designated Railroad Loop turnaround and at FM 2021. The proposed project would bring the US 59 south of CR 112 to match the existing controlled access freeway north of CR 112.

Currently a vehicle can either turn left or right from driveways intersecting US 59. The proposed project would require a vehicle on the NB frontage road side to travel an additional 3.75-mi to FM 2021 to turnaround and travel SB. At the posted design speed of 60 mph an additional 3.75-mi would add roughly 4 minutes of travel time. Vehicles leaving from driveways on the SB frontage road would need to travel an additional 3.5-mi to the Railroad Loop turnaround to travel NB. This would add an additional 3.5 minutes of travel time.

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

Neighborhoods and business adjacent to US 59 would be affected by these changes and specifically neighborhoods with US 59 as the sole ingress and egress. Some vehicles would have to travel an additional 3.75-mi or 4 minutes of travel time at the 60 mph frontage road design speed.

4. No Are any community facilities affected?

5. How will emergency response times be affected?

The Redland Volunteer Fire Department is located outside the project area. Emergency response times are anticipated to be affected by the proposed project. The maximum additional distance to travel the one-way frontage roads from north to south would be 3.75-mi.

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

Brazos transit district runs the bus service in Angelina County. However, there is no fixed bus service in the study area. There is no mass transit in the study area. Permanent and/or temporary impacts to mass transit, walking, or cycling is not anticipated. No cyclists or people walking were observed during the site visit.

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 serving the study area, therefore it is not anticipated to add travel time. However people traveling or cross US 59 by foot or bicycle would now have to travel an additional 3.75-mi to the Railroad Loop or FM 2021. The additional distance would add an additional 20 minutes to a cyclist traveling 12 mph or 60 minutes to a person walking 4 mph.

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

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

The proposed project would improve safety and mobility and as a result change access and travel patterns. Vehicles currently enter and exit the highway near the northern project terminus from NB and SB frontage roads. In the other portions of the study area vehicles access US 59 from driveways of properties adjacent to the highway and vehicles cross US 59 from intersections with side streets. The proposed project would construct one-way NB and SB frontage roads along the whole project and create a controlled access freeway with designated entrance and exit ramps and access to east and west side of US 59 is still available via RR turnaround and FM 2021 overpass.



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Currently a vehicle can either turn left or right from driveways intersecting US 59. The proposed project would require a vehicle on the NB frontage road side to travel an additional 3.75-mi to FM 2021 to travel SB and would add roughly 4 minutes of travel time. Vehicles leaving from driveways on the SB frontage road would need to travel an additional 3.5-mi to the Railroad loop turnaround to travel NB. This would add an additional 3.5 minutes of travel time.

## 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 existing US 59 separates the project area. The proposed project would widen the corridor and introduce a continuous barrier between the NB and SB mainlanes. There are currently no roads that go across US 59; however, vehicle can turn left or right from driveways in the study area. There are no roads that make it easy to directly go from east to west in Redland other than FM 2021. The proposed project would make community members have to travel an additional 3.75-mi to access FM 2021 or the Railroad loop. This would result in additional 4 minutes of travel time. This additional time is not considered substantial.

**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 is not anticipated to impact the way that people within the community access facilities and participate in local activities. The proposed project would impact travel patterns by adding frontage roads and removing direct access to the mainlanes. However, it is anticipated to reduce traffic congestion within the study area resulting in improved travel times through the study area. Access to the main lanes is allowed via entrance and exit ramps. Access to east and west side of US 59 would be available via Railroad Loop turnaround and FM 2021 overpass.

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

There will be displacements as a result of the proposed project; however, many of the displaced businesses have expressed interest to relocate on the remainder of their properties. Therefore the changes would not be considered substantial.

**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, widening an existing corridor, would have minimal impacts on community cohesion and community facilities. The project project would add roughly four minutes of travel time. There would be displacements as a result of the proposed project; however, the displacements would be scattered throughout the study area. There are other available properties in and around the study area for displaced property owners to relocate. Many of the displaced businesses have expressed an interest in relocating within the project area. The proposed project would result in increases to safety and mobility that would outweigh the unsubstantial impacts. Therefore the changes to community cohesion would not be considered substantial.



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## ENVIRONMENTAL JUSTICE

1. Yes Will there be displacements?

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

There would be a total of 17 residential displacements in the study area (see Figure 5). Of those 17, a total of five would occur in areas that are minority and low income geographies, CT 5 BG 4, CT 5 BG 4 Block 4010 and CT 2 BG 1 Block 1082.

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?**

Minority populations are found throughout the project study area and low-income populations are concentrated in the southern portion of the study area. Impacts to access and travel patterns would occur throughout the corridor and would affect environmental justice (EJ) populations and non-EJ populations alike.

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?

**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?

Although there are minority and low income populations in the study area, the proposed project would not result in disproportionately high and adverse impacts to minority or low-income populations. There would be displacements and access changes as a result of the proposed project. However, there would be no difference in anticipated impacts from displacements or access changes to environmental justice versus other population. Of the 17 displacements. Only five displacements would occur in a minority or low-income area. The rest of the displacements and access changes would occur throughout the study area.



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## Limited English Proficiency

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

**What languages do they speak?**

The LEP population in the study area speaks 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 open house was held on June 27, 2017. Project materials including a display ad, invitation flyer and postcard were provided in the dominant languages spoken (English and Spanish), and translation services were offered for Spanish-speaking populations or other languages upon request. The same material will be provided in future public involvement efforts.

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.*

The public meeting notices for the June 2017 meeting were published in both Spanish and English newspapers. Translation services were offered for Spanish-speaking populations. TxDOT will continue to accommodate LEP persons throughout the NEPA process in future public involvement efforts.

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

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

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

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

The public meeting notices for the June 2017 meeting were published in both Spanish and English newspapers. Spanish speaking TxDOT representatives attend the meeting to accommodate non-English speaking attendees. TxDOT will continue to accommodate LEP persons throughout the NEPA process in future public involvement efforts.

### Prepared By:

Alexander Amponsah  
*Preparer Name*

Senior Planner  
*Title*

Alex Amponsah  
*Preparer Signature*

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Reason: I am the author of this document  
Location:  
Date: 2018-09-07 11:35:38

September 7, 2018  
*Date*

# *Appendix A*

## *Tables*

Table 1. Race and Ethnicity Census Data for Minority Populations

Census Geography	Total Population	% White	% Black	% American Indian or Alaska Native	% Asian-American	% Native Hawaiian or Other Pacific	% Some Other Race Alone	% Two or More Races	% Hispanic or Latino <sup>1</sup>	Total Minority Population
Angelina County <sup>1</sup>	87,748	61.9	14.9	0.1	1.0	0	<0.1	1.1	20.9	38.1
*Town of Redland <sup>1</sup>	1,594	41.2	43.7	0	0	0	0	0	15.1	58.8
CT 02 <sup>1</sup>	6,588	66.3	11.3	0	2.4	0	0	0.7	19.4	33.7
BG 01 <sup>1</sup>	2,342	54.3	29.8	0	1.0	0	0	0	14.9	45.7
Block 1033	92	72.8	12.0	0	2.2	0	0	2.2	10.9	27.2
Block 1054	64	81.3	3.1	0	0	0	0	0	15.6	18.7
Block 1056	5	80	0	0	0	0	0	20	0	20
Block 1063	28	60.7	7.1	0	0	0	0	0	32.1	39.3
*Block 1064	302	42.1	30.8	2.3	1.0	0	0	0.7	23.2	67.9
Block 1066	23	78.3	4.3	4.3	0	0	0	13	0	21.7
*Block 1067	14	0	78.6	0	0	0	0	0	21.4	100
Block 1068	8	87.5	12.5	0	0	0	0	0	0	12.5
Block 1069	10	80	20	0	0	0	0	0	0	20
Block 1072	19	52.6	0	0	0	0	0	0	47.4	47.4
Block 1073	62	77.4	0	0	0	0	0	0	22.6	22.6
*Block 1082	66	45.5	19.7	0	4.5	0	0	0	30.3	54.5
Block 1083	53	54.7	0	0	0	0	0	5.7	39.6	45.3
*Block 1084	57	24.6	0	0	0	0	0	0	75.4	75.4
*Block 1085	110	35.5	0	0	0	0	0	1.8	62.7	64.5
*CT 05 <sup>1</sup>	3,666	18.3	70.0	0	0.1	0	0	0	11.6	81.7
*BG 04 <sup>1</sup>	479	12.3	62.4	0	0	0	0	0	25.3	87.7
*Block 4006	30	10	10	0	0	0	0	0	80	90
*Block 4010	4	0	100	0	0	0	0	0	0	100

\* 50% or greater minority population

Source: U.S. Census Bureau 2010 Census, P9: Hispanic or Latino and Not Hispanic or Latino by Race

<sup>1</sup>U.S. Census Bureau American Community Survey 2011–2015 5-Year Estimate, B03002: Hispanic or Latino Origin by Race

*Table 2. Household Income (2015 Dollars)*

	Median Household Income	Total Households
Angelina County	\$44,223	30,583
City of Redland	\$40,435	576
CT 2	\$42,670	2,407
BG 1	\$40,924	835
CT 5	\$22,465	1,604
BG 4	\$15,875	160

Source: U.S. Census Bureau, American Community Survey 2011–2015 5-Year Estimate, DP3: Selected Economic Characteristics

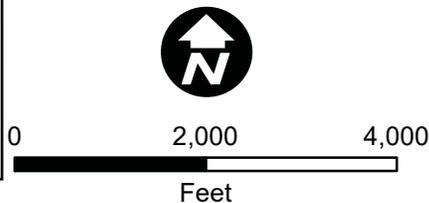
*Table 3. Languages Spoken and Limited English Proficiency for Study Block Groups*

Language	Total Speakers	Percentage of Total Speakers	LEP Speakers	Percentage of LEP Speakers
CT 2 BG 1	2,174	n/a	40	1.8
English only	1,976	90.9	n/a	n/a
Spanish or Spanish Creole	185	8.5	40	21.6
Other Indo-European Language	13	0.6	0	0
Other Asian and Pacific Languages	0	0	0	0
Other Languages	0	0	0	0
CT 5 BG 4	466	n/a	14	3.0
English only	368	79.0	n/a	n/a
Spanish or Spanish Creole	98	21.0	14	14.3
Other Indo-European Language	0	0	0	0
Other Asian and Pacific Languages	0	0	0	0
Other Languages	0	0	0	0

Source: U.S. Census Bureau, American Community Survey 2011–2015 5-Year Estimate, B16004: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over. LEP Defined as those that speak English less than well.

# *Appendix B*

## *Figures*

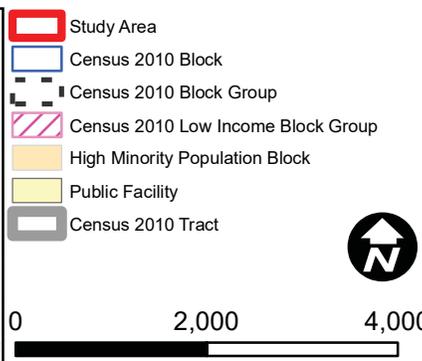
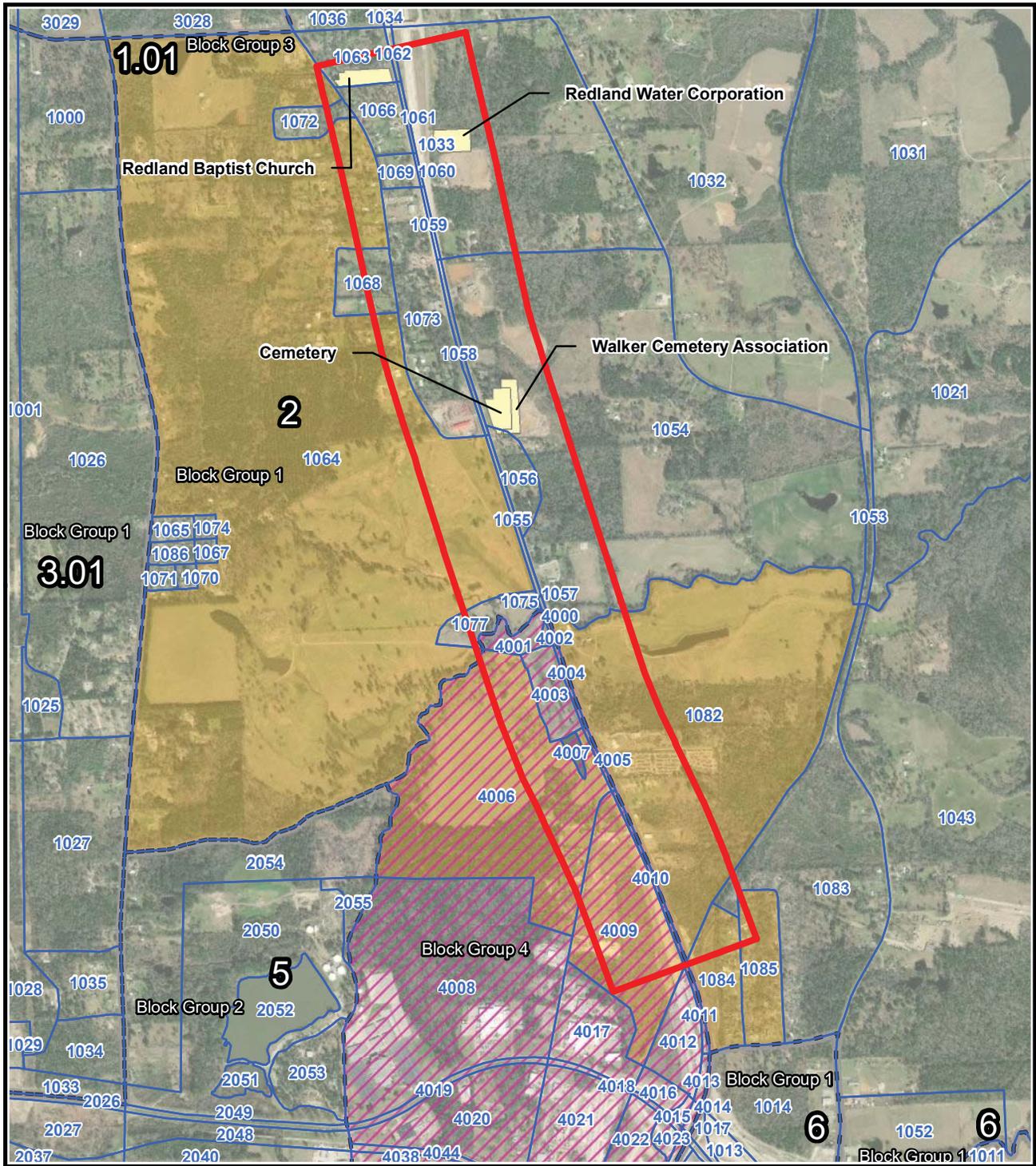


**Figure 1  
Project Location**

**US 59: From FM 2021 to 0.34 Miles North of SL 287  
Angelina County, Texas  
CSJ: 0176-02-118**

Prepared By: Atkins/VORO5913 Scale: 1:24,000

Job No.: 100055054 Date: Jul 02, 2018

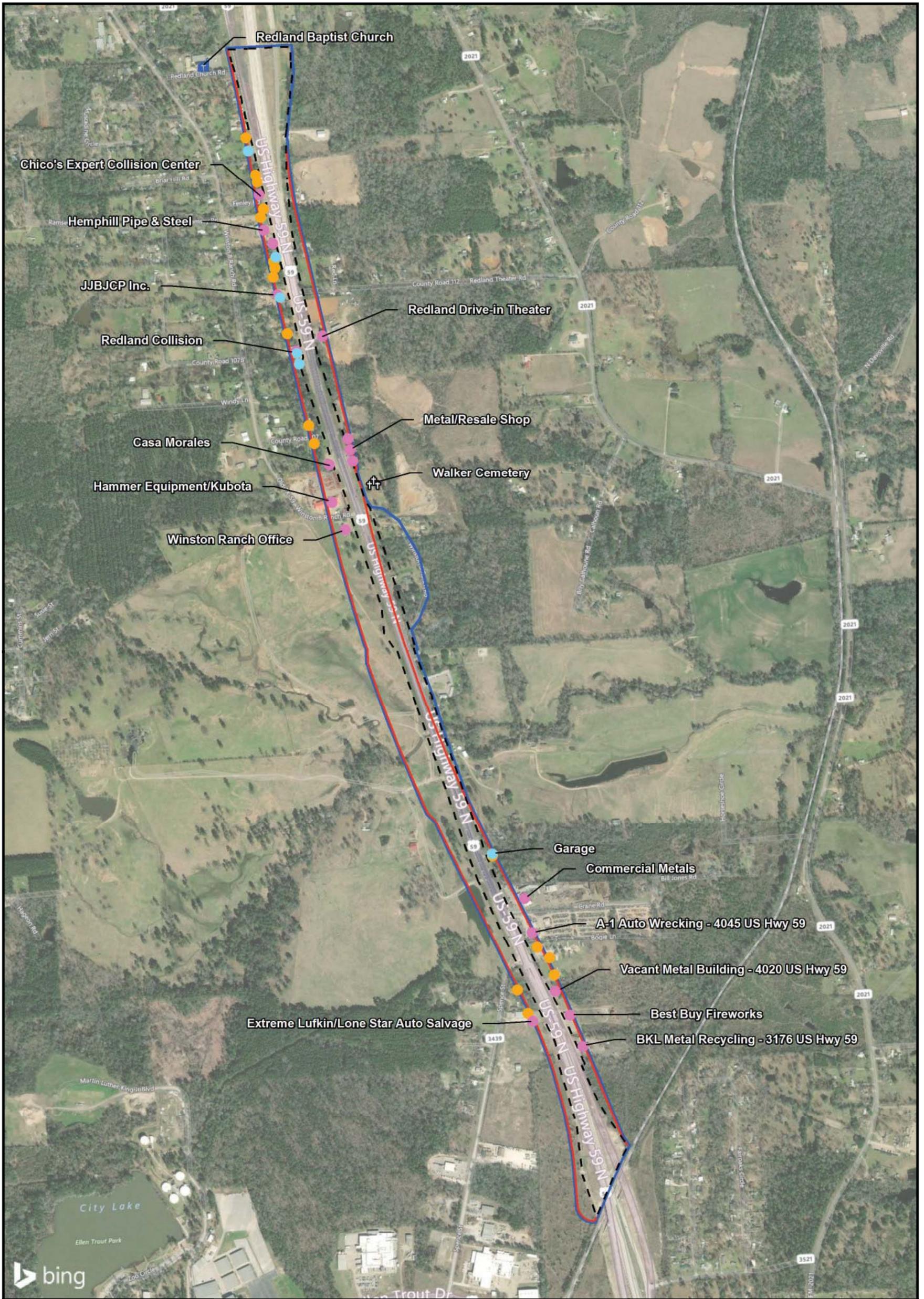


**Figure 2**  
**Low Income Population by Block Group**  
**High Minority Population by Block**  
**US 59: From FM 2021 to 0.34 Miles North of SL 287**  
**Angelina County, Texas**  
**CSJ: 0176-02-118**

Prepared By: Atkins/VORO5913	Scale: 1:24,000
Job No.: 100055054	Date: Jul 02, 2018

Source: US Census Bureau

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<ul style="list-style-type: none"> <li><span style="color: black;">---</span> Existing ROW</li> <li><span style="color: red;">---</span> Proposed ROW</li> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> Study Area</li> </ul>	<p><b>Displacement</b></p> <ul style="list-style-type: none"> <li><span style="color: orange;">●</span> Residential</li> <li><span style="color: pink;">●</span> Commercial</li> <li><span style="color: lightblue;">●</span> Other</li> </ul>	<ul style="list-style-type: none"> <li> Cemetery</li> <li> Church</li> </ul>
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0      1,000      2,000  
Feet

**Figure 3**  
**Displacements**

**US 59: From FM 2021 to 0.34 Miles North of SL 287**  
**Angelina County, Texas**  
**CSJ: 0176-02-118**

Prepared By: Atkins/VORO5913	Scale: 1:12,000
Job No.: 100055054	Date: Jul 10, 2018

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## *Appendix C*

### *Photographs*



Photograph 1 – Paul Nerren’s Junk Barn



Photograph 2 – Walker Cemetery Historical Marker



Photograph 3 – Abandoned Redland Drive-In Theatre



Photograph 4 – Best Buy Fireworks



Photograph 5 - BKL Metal Recycling



Photograph 6 - A-1 Auto Wrecking



Photograph 7 - Winston 8 Ranch



Photograph 8 - Hammer Equipment Kubota



Photograph 9 – Casa Morales



Photograph 10 – Redlands Baptist Church