



Form Community Impacts Assessment Technical Report

Project Name: United States Highway (US) 67 at Lake Ridge Parkway

Control Section Job Number (CSJ): 0261-01-041

Report Date: September 2020

District: Dallas

County(ies): Dallas and Ellis

Let Date: 10/2023

Project Classification: Environmental Assessment

Report Version

Draft ☒

Revised ☐

Final ☐

Please refer to the italicized instructions throughout this form, for guidance in determining which section should be completed. More detailed information on filling out this form is available in the Community Impacts Assessment Technical Report Instructions document in the CIA Toolkit. Additional guidance can be found in the Environmental Handbook - Community Impacts, Environmental Justice, Limited English Proficiency and Title VI and Frequently Asked Questions page in the [Community Impacts Assessment Toolkit](#) available on TxDOT.gov. For further assistance in developing this report or to discuss review comments on previous analyses, please contact the Environmental Affairs Division (ENV).

A. Applicable Projects

Would the proposed project involve ANY of the following conditions?

- Displacements of any kind
- Permanent increase in travel times to community facilities, businesses, or homes (except for projects that construct a new or extend an existing raised median or median barrier – see question below)
- Permanent elimination of driveway connections to/from community facilities, businesses, or homes
- Permanent impediment to use of non-automobile modes of travel
- Construction of a highway on new location
- Creation of a new bypass or reliever route
- Upgrading a non-freeway facility to a freeway facility
- Adding toll lanes

☒ **Yes** *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**. Do not answer the remaining questions in this **Section A**.*

☐ **No** *Proceed to the following question*

Would the proposed project involve ANY of the following conditions?

- Expansion of the roadway pavement by the width of one vehicle lane or more
- Creation of a new grade separation
- Construction of a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover

☒ Yes *Proceed to the following question*

☐ No *Completion of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B**.) Do not answer the remaining questions in this **Section A**.*

Are all of the following statements correct (to the extent they are applicable to the specific project)?

- For a project that involves expansion of a roadway by the width of one vehicle lane or more, the expansion is limited to an area that is rural or undeveloped.
- For a project that creates a new grade separation, the grade separation is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway), and is not a multi-level interchange.
- For a project that constructs a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover, the new or extended raised median or median barrier will not change access to any driveways or cross streets.

☐ Yes *Provide a brief summary of why there would not be any community impacts in the text box below. This will conclude the analysis and completion of the remainder of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B**).*

☒ No *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**.*

<Insert Text Here>

B. Community Study Area

Please answer all of the following questions in full sentences and proceed to **Section C**.

1. **Describe the overall objective of the improvements (e.g., to reduce congestion at an intersection, to improve operational efficiency, etc.).**

The Texas Department of Transportation (TxDOT) – Dallas District proposes the construction of a grade separation (Phase I) at United States Highway (US) 67 project at Lake Ridge Parkway, in

Dallas and Ellis Counties, Texas. This grade-separation project is a breakout project of the US 67 Horizon Gateway Project.

The proposed improvements would include reconstruction of US 67 mainlanes and frontage roads, from north of Shiloh Road to south of Mt. Lebanon Road. The proposed US 67 mainlanes would consist of four 12-foot lanes (two in each direction), 22-foot inside shoulder, and 10-foot outside shoulders. 26-foot wide inside grassy median separates the northbound and southbound mainlanes. The 22-foot inside shoulder would be restriped in the future to add one additional travel lane in each direction. The proposed northbound and southbound frontage roads would consist of two 12-foot lanes and 8-foot inside and outside shoulders. The proposed interchange at Lake Ridge Parkway would consist of a grade-separated interchange with an overpass of US 67. The proposed improvements of Lake Ridge Parkway would consist of six 12-foot lanes (three in each direction), 10-foot raised median, curb and gutter, and Texas U-turns. A Texas U-turn is a lane allowing vehicles traveling on one side of a one-way frontage road to u-turn onto the opposite frontage road. The Texas U-turn allows U-turning traffic to bypass two traffic signals and avoid crossing traffic twice. The existing ramps within the project area would be converted to an X-ramp pattern design for Lake Ridge Parkway. An X-ramp configuration traffic enters the freeway in advance of the nearest cross street and exits the freeway past the nearest cross street.

The proposed project would require approximately 60.38 acres of new right-of-way (ROW) along US 67 from north of Shiloh Road to south of Mount Lebanon Road, to accommodate the proposed interchange improvements of ramps, bridge structures, and frontage roads within the project area. A ROW acquisition map is included as Figure 6. The proposed project would also acquire ROW for construction staging areas, as well as the preservation of additional ROW for future construction of the ultimate interchange facility (final phase). Construction of the ultimate interchange facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction. Total project distance is 1.9 miles. This phase (Phase I) of the project would not add roadway capacity. A project vicinity map and a project location map are included as Figures 1 and 2.

The purpose of the proposed project is to reduce traffic congestion, enhance connectivity, and improve mobility and safety.

- 2. Describe the boundaries of the community study area and the reasoning behind why these boundaries were selected for this analysis. State the county, distance to major city, and nearby major roadways for the community that may be impacted. Attach a map showing the community study area as well as the locations of all community facilities within the study area (e.g., schools, places of worship, health care facilities, recreation centers, social services, libraries, emergency services, etc.).**

The community study area includes the adjacent census block groups. The adjacent census block groups were chosen as the study area because the area includes the community members most likely to be impacted by the proposed project. The proposed project would construct a grade-separation at Lake Ridge Parkway. The study area was chosen to include the residences and businesses in the vicinity of Lake Ridge Parkway that are most likely to use this roadway frequently. The study area for this analysis includes 309 census blocks, 6 census block groups, and 4 census tracts.

The community study area is located approximately 16 miles southwest of downtown Dallas in

Cedar Hill and Midlothian, in southern Dallas and northern Ellis counties. Major roadways in the study area include US 67, Lake Ridge Parkway, and Mansfield Road.

The community study area and the community facilities are included in Figure 3.

- 3. Describe the current land use patterns within the community study area (e.g., scattered rural development and agricultural use, planned suburban residential development, high-density urban development, mixed use, etc.).**

Historical land use throughout the project area was largely dominated by farming and ranching activities with a handful of tracts left in an undeveloped or forested state. The study area now primarily consists of large residential developments, industrial areas, TV/Radio towers and undeveloped land.



Form Community Impacts Assessment Technical Report

4. List and describe the community facilities within the community study area in the table below and show these facilities on an attached map.

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
1	Valley Ridge Park	Park	Public	No	No	See Figure 3.
2	Lake Ridge Elementary School	School	Public	No	No	See Figure 3.
3	Cedar Hill Fire Department Station 214	Police/Fire/EMS	Public	No	No	See Figure 3.
4	Lester Lorch Park	Park	Public	No	No	See Figure 3.
5	Mt. Lebanon Camp and Conference Center	Place of Worship	Private	No	No	See Figure 3.
6	Cedar Hill Senior Center and Community Center Park	Community Center/Park/Recreation	Public	Yes, Senior Citizens	No	See Figure 3.
7	Tangle Ridge Golf Club	Recreation	Private	No	No	See Figure 3.
8	Lakeview Community Church	Place of Worship	Private	No	No	See Figure 3.
9	Braintrain Academy	School	Private	No	No	See Figure 3.
10	Point of Light Church	Place of Worship	Private	Yes, primarily serves Black/African-American population	No	See Figure 3.
11	Pet Memorial Park	Pet Cemetery	Private	No	No	See Figure 3.
12	Cross Talk International	Place of Worship	Private	No	No	See Figure 3.
13	Mockingbird Nature Park	Park	Public	No	No	See Figure 3.



#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
14	Liberty Park	Park	Public	No	No	See Figure 3.
15	Plummer Elementary School	School	Public	No	No	See Figure 3.
16	Pleasant Valley Cemetery	Cemetery	Private	No	No	See Figure 3.
17	Cedar Hill Fire Department	Police/Fire/EMS	Public	No	No	See Figure 3.
18	Kingswood Park	Park	Public	No	No	See Figure 3.
19	Wildwood Park	Park	Public	No	No	See Figure 3.
20	Ridge View Park	Park	Public	No	No	See Figure 3.
21	Briton Park and Boat Ramp	Park	Public	No	No	See Figure 3.
22	Prairie View Park	Park	Public	No	No	See Figure 3.
23	Dot Thomas Park	Park	Public	No	No	See Figure 3.
24	Pecan Trails Golf Course	Recreation	Private	No	No	See Figure 3.



#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments



Form Community Impacts Assessment Technical Report

C. Demographics

Attach tables to this Community Impact Assessment Technical Report form detailing race/ethnicity (including Hispanic or Latino persons), language, income, employment, disability, and age data for the community study area. Include other demographic data as appropriate. A template demographics table is provided as Appendix A to this form. Following completion of this section, proceed to Section D.

1. What data sources were used?

- ☒ U.S. Census Bureau
- ☒ American Community Survey (ACS)
- ☐ Texas Demographics Center
- ☐ Texas Education Agency – “Texas Academic Performance Reports”
- ☒ Site Visit – The Date of Site Visit: June 29, 2020
- ☐ Current and/or historic aerial photographs
- ☐ Other <Insert Text>

2. How many of the census geographies within the community study area indicate half or more of the population as minorities (e.g., 2 out of 10 census blocks within the community study area indicate half or more of their populations to be minorities)? Also consider whether any of the census geographies indicate an appreciably greater percentage of minorities compared to the next largest census geography (e.g., one block indicates a 45-percent minority population, while its parent block group indicates a five-percent minority population). What is the racial makeup of the minority census geographies? Minority data should be evaluated at the block level in most circumstances.

According to the 2010 Census, there are 309 blocks within the study area, 170 of the blocks have no recorded population and 58 have a minority population of 50% or greater. Of the 139 populated blocks within the study area 42% have a minority population of 50% or greater. The percent minority of the blocks with a minority population ranges from 7% to 100% minority. The percent minority population within the census blocks is higher than the census block group percent minority of Block Group (BG) 2, Census Tract (CT) 165.23 Dallas County (33%) and less than the percent minority of BG 1, CT 165.23 Dallas County (57%), BG 3, CT 165.23 (60%) Dallas County, BG 1,

CT 166.16 Dallas County (72%), and BC 2, CT 607.03 (46%).

The minority populations for the cities and counties that the proposed project is located within are as follows: Cedar Hill (74%), Midlothian (21%), Dallas County (67%), and Ellis County (35%). The minority population within the study area is predominately Black or African American (29%) and Hispanic or Latino (14%). A figure showing the minority population by block is included as Figure 4 and a table of the minority population by census block is included as Table 1 in Appendix A.

3. What is the current U.S. Department of Health and Human Services (DHHS) poverty level for a family of four, and what year is this based on?

The DHHS 2020 Poverty Level for a family of four is \$26,200.

4. How many of the census geographies show a median household income below the DHHS poverty level? What are the median incomes of each those census geographies? If there are more than four block groups in the study area, list the range of incomes (e.g., Median income in the study area ranges from \$32,415 to \$47,651). Median household income should be evaluated at the block group level if available.

There are six block groups within the study area. The median income for each is above the 2020 DHHS poverty level for a family of four. The median income of the six block groups ranges from \$78,688 to \$166,932.

The median income of the census block groups located within the study area are comparable to the median incomes of Cedar Hill (\$95,100), Midlothian (\$101,671), Dallas County (\$64,806), and Ellis County (\$95,815).

A figure showing the median income by block group is included as Figure 5 and a table of the median income by census block group is included as Table 2 in Appendix A.

5. Do any of the census geographies show the presence of persons who speak English “less than very well?” Which languages are spoken by those with limited English proficiency? Language spoken should be evaluated at the block group level if available.

Yes. The American Community Survey 2018 5-year estimates for Limited English Proficiency (LEP) were analyzed for the six census block groups in the study area. The LEP population within the six block group ranges from 0.2% to 18%. The largest percents of LEP persons are located within the following three block groups, BG 3 CT 165.23 Dallas County (12%), BG 1, CT 166.16 Dallas County (13%), and BG 1 CT 165.23 (18%). Of the LEP persons located within the study area, 75% speak Spanish and 24% speak Asian and Pacific Island Languages. LEP persons make up 11% of Cedar Hill, 3% of Midlothian, 21% of Dallas County, and 8% of Ellis County. A table showing LEP populations within the study area by block group is included as Table 3 in Appendix A.

D. Site Visit

*Following completion of this section, proceed to **Section E**.*

1. **Was a site visit conducted? If so, indicate when the site visit was conducted, attach documentation (including notes and photographs) from the field visit, and complete the rest of Section D. A site visit should be conducted for most projects. If not, explain why site visit was not conducted.**

A site visit was conducted in June 2020 and study area photographs are included in Appendix B. The area immediately adjacent to the project primarily consisted of industrial areas and undeveloped land. The study area consisted of large subdivisions, TV/Radio station towers, and undeveloped land, and industrial areas along US 67.

2. **Were there signs observed in languages other than English? Describe the language(s) observed as well as the frequency and general location of signs in other languages (e.g., throughout the community study area, concentrated in a particular vicinity, etc.).**

No signs were observed in languages other than English in the study area.

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

There is one place of worship within the study area that primarily serves the Black and African-American community (Point of Light Church).

4. **Were there observable signs of persons with disabilities, such as ramps on homes or public transportation vehicles, or stops specifically designed for persons with disabilities?**

Accessible parking spots and wheelchair ramps were identified at commercial businesses and community facilities (Cedar Hill Senior Center) within the study area; however, no other signs of disabled persons were identified such as ramps on homes or public transportation vehicles.

5. **Were there signs of other vulnerable populations (including children and elderly persons), such as the presence of daycares, elementary schools, or assisted living facilities?**

Signs of other vulnerable populations, such as children and seniors, were observed within the study area. There was one senior center, one public elementary school and one private school located in the study area indicating the presence of an older and a younger population.

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

The majority of the community study area includes neighborhoods that are well maintained and do not show signs of disrepair. There are two mobile home parks located within the study area (Pecan Acres Mobile Home Park - 41 Pecan Acres, Midlothian, Texas and Brookview Mobile Homes - 485 - 559 Simmons Drive, Cedar Hill, Texas). There were no other signs of low-income populations or neighborhoods within the study area.

7. Were there signs of other modes of transportation, such as bus stops, train stations, or designated bicycle lanes or bicycle lane signage? Did you observe cyclists in the area? Are there sidewalks or trails? Did you observe “goat paths” or dirt pathways adjacent to the proposed facility? If any of these signs are present, please describe their location and extent and show on a map, if necessary.

No bus stops or train stations were observed. No cyclists were observed in the area. There are sidewalks located through out the residential areas of the study area and along Mansfield Road. There are designated bicycle lanes along Mansfield Road. No goat paths or dirt pathways were observed within the study area.

8. Based on the observations made during the site visit and the data provided in Sections B and C, summarize the general character of the community study area. Consider the present condition as well as the overall development trends within the community study area.

Based on the site visit and data collected for this analysis, it was determined that the study area is rapidly developing, with a conversion from agriculture to large subdivisions. Industrial properties are located along US 67 and the community facilities within the study area consist of parks, places of worship, emergency services, and schools.

E. Public Involvement

*Following completion of this section, proceed to **Section F**.*

1. Please describe the public involvement efforts planned or previously carried out for the proposed project.

A public meeting was held on January 23, 2020 at the Alan E. Sims Cedar Hill Recreation Center. The public meeting was attended by 59 persons and 11 comments were received. The public meeting notice was published in The Dallas Morning News, Al Dia (Spanish newspaper), and Focus Daily News. The public meeting notice was posted on TxDOT's website, and notices were mailed to adjacent property owners and elected officials. A Spanish Translator was available at the

public meeting.

It is anticipated that a public hearing will be held for the proposed project in Fall of 2020

2. If public involvement has already occurred or is ongoing, what type of feedback has been received from the public regarding the proposed project or other community-related issues (i.e., what is the general sentiment of the public regarding the proposed project.

The comments received at the public meeting related to concerns about timeline, safety, and location of the proposed project. Eight of the 13 total comments indicated support for the project.

3. If public involvement has already occurred or is ongoing, and if feedback has been received from the public, how has this feedback been incorporated into the proposed project? Have attempts been made to address specific concerns of the public?

The comments received during the public meeting comment period were included in the documentation of public meeting. The documentation includes responses to all the public comments received.

F. Displacements

Would the proposed project result in any displacements?

☐ No Proceed to **Section G**, Access and Travel Patterns.

☒ Yes Answer the questions in all applicable sections.

- If residential displacements would occur, answer all questions in **Section F.a**.
- If commercial displacements would occur, answer all questions in **Section F.b**.
- If commercial displacements would occur, (such as places of worship, community centers, or schools), answer all questions in **Section F.c**.

1. Residential Displacements

If residential displacements would occur, answer all the questions in this section and proceed to **Section G**.

- a. How many residences would be displaced (including those that would be impacted in a manner that would prevent them from being occupied because of loss of parking or access, etc.)? What types of residences would be displaced (e.g., single-family homes, apartments, duplexes, etc.)?

The proposed project would not displace any residences.

- b. Is there an adequate number of available replacement homes of comparable type, size, and cost? How was this determined?

Not applicable.

2. Commercial Displacements

*If the number of employees at businesses that would be displaced represents less than five percent of the workforce in the community study area, then only questions i through vii should be answered below. If the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, then answer all of the questions in this section and refer to **Appendix B** for guidance on how to further analyze economic impacts (unless there is reason to believe that the overall economic impact of the displacements on the community would nevertheless be minor, in which case discuss with an ENV SME before completing all of the questions in this section). Upon completion of this section, proceed to **Section G**.*

- a. What types of businesses exist in the study area (e.g., commercial, retail, industrial, medical, etc.)?

The majority of businesses within the study area are industrial.

- b. Which businesses would be displaced (including those that are impacted in a manner that would prevent them from continuing to operate because of loss of parking, removal of access, etc.)?

The proposed project would potentially displace one commercial building associated with JD Abrams, Inc. (2040 S US 67, Midlothian, TX 76065). JD Abrams is a general contractor. The proposed project would not acquire the entire property associated with JD Abrams and would not displace all the structures located on the property.

The potential displacement is identified on Figure 6. A table of each property that ROW would potentially be purchased from is included in Table 4, Appendix C.

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

No, this business is not unique to the area. There are approximately six general contractors (Taylors Contracting, 3-I General Contractor, Horizon General Contractor, Lonestar General Contracting, Covenant Contractors, McMichael Contractors) located within a 10-mile radius of the potentially displaced structure.

- d. Do these businesses serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?

No, JD Abrams does not serve a specific population.

- e. Have any business owners indicated that they would or would not relocate if the proposed project is implemented? (base your answer on any information that is already available, there is no need to poll business owners for the sole purpose of answering this question)

No, the business owner has not indicated that they would or would not relocate.

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

Customers generally access the business by car.

- g. Are there replacement properties available for relocation of the businesses? Are there parcels available of comparable size, zoning, or special access needs (e.g., adjacent to a railroad)?

JD Abrams is located on a 29.31 acre parcel. The proposed project would potentially displace one structure (storage building) located on the parcel. The proposed project would acquire less than half the parcel; therefore, JD Abrams may be able to relocate on the portion of the property not acquired by TxDOT. In addition, the majority of the structures located on the parcel would not be impacted by the proposed project.

LoopNet.com (a commercial property search engine) was used to search the commercial/industrial relocations properties that were at least 25 acres within zip code 76065 and adjacent zip codes (76084, 76063, 75104, 75154, 75167).

There are 5 comparable properties for sale in zip code 76065, 2 in zip code 76084, 4 in zip code 76063, 2 in zip code 75104, 5 in zip code 75154, and 1 in zip code 75167

3. Other Displacements

*Other displacements could include but are not limited to places of worship, community centers, or schools. If other displacements would occur, answer all of the questions in this section and proceed to **Section G**.*

- a. What non-residential and non-commercial displacements would occur? Where are these facilities located?**

No non-residential or non-commercial displacements would occur.

- b. Do the displaced facilities serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

Not applicable.

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

Not applicable.

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

Not applicable.

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

Not applicable.

G. Access and Travel Patterns

Would the project potentially result in permanent changes to access (i.e., driveway closures), permanent removal of bike or pedestrian facilities, or permanent changes to travel patterns? Project elements that could result in changes in access and/or travel patterns include but are not limited to: introduction or modification of raised medians; dividing a previously undivided facility; reconfiguration of intersections; construction of a highway on new location; and construction of frontage roads along a highway.

☐ No Proceed to **Section H**, Community Cohesion

☒ Yes Answer questions in the applicable sections

- If the project would improve an existing facility (including construction of new frontage roads along an existing highway), complete Section G.a. only and proceed to

Section H.

- If the project would be constructed on new location but would not create a new bypass or reliever route, complete Section G.b. only and proceed to **Section H.**
- If the project would create a new bypass or reliever route, complete Sections G.b. and G.c. and proceed to **Section H.**

1. Changes in Access and Travel Patterns for Projects on Existing Facilities**a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?**

To access parcels within the study area, cars are the primary mode of transportation because homes and businesses are generally not within walking distance and there are no mass transit options. However, walking may be feasible within subdivisions located within the study area where the homes are closer together and sidewalks are available. Biking may be feasible in the northern portion of the study area in the area surrounding Mansfield Road. There are designated bike lanes along Mansfield Road. There are no mass transit options within the study area. While the study area has sidewalks within the residential areas and a limited amount of designated bicycle lanes, cars are the primary mode of transportation.

b. Describe the current travel patterns along the existing facility and within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.

The existing travel patterns within the study area are primarily southeast traffic along Lake Ridge Parkway to gain access to US 67 and neighborhood traffic to access local businesses. The majority of travel within the study area would be done by car.

c. Describe how the proposed project would permanently change access and travel patterns along the facility and within the community study area compared to the existing condition, including beneficial and adverse impacts. Please include estimated travel time changes, as appropriate.

The proposed project would include the construction of a grade-separated interchange at Lake Ridge Parkway, US 67 would pass over Lake Ridge Parkway.

Currently users of Lake Ridge Parkway have to drive approximately 1.25 miles south along the US 67 frontage road to access US 67 southbound. To access US 67 northbound from Lake Ridge Parkway, drivers have to travel approximately 1 mile south along the US 67

frontage road and take a u-turn at the unsignalized intersection at Shiloh Road and travel approximately 0.5 mile north to access US 67 northbound.

The proposed grade separation at Lake Ridge Parkway would allow drivers to pass under US 67 and drive approximately 1.15 miles north along the US 67 frontage road to access US 67 northbound.

A new entrance ramp to US 67 southbound would be constructed approximately 0.5 mile south of Lake Ridge Parkway, allowing drivers to access US 67 quicker and without having to travel through the intersection at Shiloh Road.

The proposed project would also alter the entrance and exits ramps along US 67 within the project limits and these changes are summarized in the following paragraphs.

- The existing US 67 southbound entrance ramp located south of Mt. Lebanon Road would be removed. This entrance ramp would be replaced with a new entrance ramp located approximately 0.5 mile south of the removed entrance ramp.

- The existing US 67 northbound exit ramp located south of Mt. Lebanon Road would be removed. This exit ramp would be replaced with a new exit ramp located approximately 0.6 mile south of the removed exit ramp.

- The existing US 67 southbound exit ramp located south of Lake Ridge Parkway would be removed. This exit ramp would be replaced with a new exit ramp located approximately 0.25 north of the removed exit ramp.

- The existing US 67 northbound entrance ramp located south of Lake Ridge Parkway would be removed. This entrance ramp would be replaced with a new entrance ramp located approximately 0.25 mile north of the removed entrance ramp.

The northbound and southbound US 67 frontage roads would be shifted slightly outwards from their current locations; however, all driveway access to properties located along the frontage road would be maintained. No property would lose access to US 67 frontage roads and mainlanes.

Approximately 0.1 mile of Mt. Lebanon Road located on the west side of US 67 (from frontage road Station 4070+00 to 4064+00 as shown on the project schematic) would be removed. The portion of Mt. Lebanon Road that would be removed provides access to the US 67 frontage road. New access to Mt. Lebanon Road would be constructed approximately 0.2 mile north of the removed access point (frontage road Station 4075+00). Properties located along the removed portion of Mt. Lebanon Road would continue to have access to Mt. Lebanon Road and would maintain driveway access.

- d. Describe the specific areas that would be affected by these changes, such as residences or businesses. Which community facilities listed in Section B.g. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

Businesses located along US 67 within the project limits primarily consist of industrial facilities and there are a limited number of residences. Properties located adjacent to US 67 that may potentially have ROW acquisition impacts may have altered driveway access, but access would be maintained. Final driveway locations and design would be addressed during final design phase in conjunction with property owner's coordination. Final driveway configurations will be detailed in the PS&E stage. For driveway reconstruction outside the proposed ROW, TxDOT would coordinate with the property owner to maintain "as good or better" driveway geometry, as much as practical for the vehicles that currently use that driveway. The installation of an access driveway along multilane facilities (such as the proposed new location LP 9 project) from an adjacent property connecting to the frontage road lanes would be in accordance with the TxDOT Access Management Manual.

There are no community facilities located adjacent to proposed project. Access to community facilities would not be affected by the proposed project.

- e. How would the proposed project affect emergency response times? Please calculate added distance and/or estimated travel times for any potential response time increases.**

The proposed project should not negatively affect emergency response times and may decrease the amount time it would take to leave areas located along Lake Ridge Parkway and transport patients because the grade separation would provide more direct access to US 67.

- f. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment or livestock trailers across the highway?**

There are several farm and/or ranch properties located in the eastern portion of the study area. The proposed project would not affect the movement of farm equipment or livestock trailers across the highway.

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

There are continuous frontage roads throughout the project that area that would allow continued access to all parts of the community.

2. Changes in Access and Travel Patterns for Construction of Highway on New Locations

- a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?**



Not applicable

- b. Describe the current travel patterns within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.**

Not applicable

- c. Describe the changes in access and travel patterns that would result from the proposed project, including any beneficial and adverse impacts. For new location projects, consider whether access to previously inaccessible areas would be created, as well as how the introduction of the project to the area could change previously established travel patterns on other facilities in the community study area.**

Not applicable

- d. Describe the specific areas that would be affected by these changes. What residences or businesses are located near the proposed new-location facility? Which community facilities listed in Section B.d. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

Not applicable

- e. How would the new highway affect emergency response times?**

Not applicable

- f. Is land adjacent to the new-location highway available for development?**

Not applicable

- g. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment, livestock, or trailers across the highway?**

Not applicable

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

Not applicable

3. Changes in Access and Travel Patterns for New Bypass or Reliever Route Projects

- a. What businesses are located along the existing corridor for which the bypass or reliever route would be created? Which of these businesses are primarily dependent on passing traffic for business (e.g., gas stations, restaurants, hotels, etc.)?**

Not applicable

- b. Are frontage roads proposed as part of the project? If so, describe the type and location of the frontage roads.**

Not applicable

- c. Describe any mitigation or design element, such as new signage, proposed to address adverse impacts to existing traffic-dependent businesses.**

Not applicable

H. Community Cohesion

Does the project involve one or more of the following elements?

- Construction of a highway on new location
- Construction of a new grade separation of more than one level
- Construction of a new interchange
- Expansion of an existing facility or interchange by a width equal to or greater than an existing travel lane.
- Upgrade of a non-freeway facility to a free-way facility
- Addition of tolled or managed lanes
- Construction of a new raised median or extension of an existing raised median that will prevent access to a least one driveway or cross street.
- Introduction of a new median along a previously undivided facility



- ☐ No Proceed to **Section I, Environmental Justice.**
- ☒ Yes Answer all questions in this section and proceed to **Section I.**

- 1. Briefly characterize the existing level of community cohesion. Ideally, this information should be based on feedback from members of the affected community or communities. If no such information is available, rely on geographic characteristics, development patterns, and observations made during the site visit.**

The community study area is bisected by US 67. The communities located within the study area are centered around Lake Ridge Parkway to the west of US 67 and are concentrated east of S Cedar Hill Road on the east of US 67. The majority of the neighborhoods within the study area are not located directly adjacent to US 67 and are connected within their community by local streets.

- 2. Describe whether construction of the proposed project would change the existing level(s) of separation experienced near the project area. Changes in separation could include but are not limited to introduction of a new physical barrier; expansion of an existing physical barrier; or contribution to a perceived sense of separation by constructing a new grade separation. Consider all modes if multiple modes are used in the community study area.**

The proposed project includes the construction of a new grade separation at US 67 and Lake Ridge Parkway. The grade separation would allow US 67 to pass over Lake Ridge Parkway. The grade separation would allow for improved access to US 67 from Lake Ridge Parkway.

The majority of the proposed work takes place within existing ROW; therefore, minimizing the impacts to community cohesion. The additional ROW required is located adjacent to US 67, which is on the outer edge of residential areas.

The proposed project would require additional ROW for staging areas for construction and for the preservation of additional ROW for future construction of the ultimate interchange facility. The property required for the staging areas and preservation of future ROW consists of vacant land and a commercial property (JD Abrams, Inc.). The acquisition of the ROW in this area would not prevent members of the community from accessing other areas of the community.

The proposed project would not create any new barriers or cause any additional separation to the community.

- 3. Describe whether the changes associated with the proposed project (including impacts to access and travel patterns) would directly or indirectly result in separation or isolation of any geographic areas or groups of people. Consider all modes if multiple modes are used in the community study area.**

The proposed project would have impacts to access and travel patterns. The majority of impacts are related to the construction of a grade separation at Lake Ridge Parkway and the relocation of

entrance and exits ramps. The grade separation would allow for improved access to US 67 from Lake Ridge Parkway. All entrance and exit ramps that would be removed by the proposed project would be replaced by an entrance or exit ramp within a mile of the removed location. Members of the community may exit and enter US 67 at different locations but no access to the community would be removed and access may be improved for residents in the vicinity of Lake Ridge Parkway.

Approximately 0.1 mile of Mt. Lebanon Road would be removed; however, properties along Mt. Lebanon Road would continue to access to Mt. Lebanon Road and US 67.

Cars are the primary mode of transportation with the study area and the proposed project would not permanently remove any access to cars within the study area.

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

- 4. Describe whether the changes associated with the proposed project would affect use of local services and community facilities. Would the project make access to these services and facilities more or less convenient? Would the frequency with which people access other parts of the community change? Consider all modes if multiple modes are used in the community study area.**

The proposed project would not prevent or hinder the public gaining access to other parts of the community or from participating in local activities. Users of the roadway may have to travel further to access a US 67 entrance or exit ramp; however, the proposed project would reduce traffic congestion, improve the area's mobility, and enhance connectivity, thus improving overall access to the community and local activities.

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

The driveway location may be altered for properties located adjacent to US 67 that ROW would be acquired from. Final driveway locations and design would be addressed during final design phase in conjunction with property owner's coordination. Final driveway configurations will be detailed in the PS&E stage. For driveway reconstruction outside the proposed ROW, TxDOT would coordinate with the property owner to maintain "as good or better" driveway geometry, as much as practical for the vehicles that currently use that driveway. The installation of an access driveway along multilane facilities from an adjacent property connecting to the frontage road lanes would be in accordance with the TxDOT Access Management Manual.

I. Environmental Justice

Based on the data provided in Sections C.b. and C.d., does the community study area include any minority or low-income census geographies (i.e., "EJ census geographies")?



- ☐ No Proceed to **Section J, Limited English Proficiency.**
- ☒ Yes Answer all questions in this section and proceed to **Section J.**

1. If the project would result in displacements, how many of these displacements would be located in EJ census geographies versus non-EJ census geographies?

The proposed project would displace one structure associated with a commercial property. The displacement is located within BG 1 CT 607.02 Ellis County. The median income for this block group is \$94,673. The census block that this displacement is located within has no recorded population.

2. Would there be impacts related to access and/or travel patterns? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?

The proposed project would have impacts to access and travel patterns. The majority of impacts are related to the construction of a grade separation at Lake Ridge Parkway and the removal of entrance and exits ramps. The grade separation would allow for improved access to US 67 from Lake Ridge Parkway. All entrance and exit ramps that would be removed by the proposed project would be replaced by an entrance or exit ramp within a mile of the removed location. Members of the community may exit and enter US 67 at different locations but no access to the community would be removed and access may be improved for residents in the vicinity of Lake Ridge Parkway. Approximately 0.1 mile of Mt. Lebanon Road would be removed; however, properties along Mt. Lebanon Road would continue to access to Mt. Lebanon Road and US 67.

The impacts to access and travel patterns would be equally shared among the users of US 67 and would not impact EJ census geographies at a higher or disproportionate rate than non-EJ census geographies.

3. Would there be impacts related to community cohesion? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?

The proposed project is not anticipated to have impacts to community cohesion. The proposed project consists of construction along an existing roadway and would not create a new barrier to community cohesion.

4. Do any of the displaced businesses, community facilities, or services specifically cater to minority or low-income populations? Would the services provided cease, be reduced, or be forced to temporarily stop if displaced? If so, where is the nearest comparable service provided? Consider the effects to EJ populations that reside within the community study area as well as EJ populations that may reside elsewhere but still rely on the services being

provided by these establishments.

The proposed project would potentially displace one commercial building associated with JD Abrams, Inc. (2040 S US 67, Midlothian, TX). JD Abrams is a general contractor. The proposed project would not acquire the entire property associated with JD Abrams and would not displace all the structures located on the property.

This business does specifically cater to minority or low-income populations. It is not anticipated that potentially impacted business would have to cease, reduce or temporarily stop their services. The proposed project would acquire less than half the parcel; therefore, JD Abrams may be able to relocate on the portion of the property not acquired by TxDOT. In addition, the majority of the structures located on the parcel would not be impacted by the proposed project.

In the event that their ability to offer services is temporarily affected there are approximately six general contractors (Taylors Contracting, 3-I General Contractor, Horizon General Contractor, Lonestar General Contracting, Covenant Contractors, McMichael Contractors) located within a 10-mile radius of the potentially displaced structure.

In addition, if the affected property owner would like to relocate there are sufficient comparable properties available within the surrounding area. LoopNet.com (a commercial property search engine) was used to search the commercial/industrial relocations properties that were at least 25 acres within zip code 76065 and adjacent zip codes (76084, 76063, 75104, 75154, 75167).

There are 5 comparable properties for sale in zip code 76065, 2 in zip code 76084, 4 in zip code 76063, 2 in zip code 75104, 5 in zip code 75154, and 1 in zip code 75167.

5. Based on the other technical documentation prepared for the proposed project, would there be any impacts to the human environment (e.g., noise, air quality, etc.) that could affect the community study area? If yes, would these impacts occur in EJ census geographies or non-EJ census geographies?

The proposed project is located along an existing corridor within a urban area. While individual minority and low-income persons may be affected by the proposed project, over the long term, the entire community, including minority and low-income populations would benefit from the proposed project as a result of improved mobility and reduced traffic congestion. Therefore, it is not anticipated that there would be disproportionately high and adverse human health or environmental effects specific to any minority or low-income group or individuals as a result of the proposed project. There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment during construction. These effects would be temporary and would not be selectively limited to minority or low-income communities but would potentially affect all residential and business communities located in the areas adjacent to the proposed project.

6. Has the community experienced substantial impacts from past transportation projects such as a new roadway causing a large number of displacements or introducing a barrier and separating parts of the community? Describe any recurring community impacts that may be

perpetuated by the proposed project.

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

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

US 67 from N 9th Street to the Dallas County Line is undergoing roadway repairs. Work is ongoing to widen US 67 from Beltline Road to Wheatland Road from four to six lanes. The eastern portion of the study area is within the path of the proposed Loop 9, Segment A. Mansfield Road from US 83 to north of FM 65 is scheduled for preventive maintenance.

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

The purchase of property for preservation of future ROW lessens the amount of disruption to members of the community, including EJ populations. No additional minimization or mitigation efforts are proposed

9. In consideration of all the impacts to EJ populations described above and any mitigation proposed, would impacts to EJ populations be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations? Describe why or why not.

While individual minority and low-income persons may be affected by the proposed project, over the long term, the entire community, including minority and low-income populations, would benefit from the proposed project. It is not anticipated that there would be disproportionately high and adverse human health or environmental effects specific to any minority or low-income group or individuals as result of the proposed project.

There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment used at the proposed staging location. These effects would be temporary and would not be selectively limited to minority or low-income communities, but would potentially affect all residential and business communities located in the areas adjacent to the proposed project.

J. Limited English Proficiency

Based on the data provided in Sections C.e. and observations made during the site visit, are LEP persons likely to be present in the community study area?



- ☐ No Proceed to **Section K, Conclusions.**
- ☒ Yes Answer all questions in this section and proceed to **Section K.**

1. What languages do the LEP persons likely to be present in the community study area speak?

The American Community Survey 2018 5-year estimates for Limited English Proficiency (LEP) were analyzed for the six census block groups in the study area. The LEP population within the six block group ranges from 0.2% to 18%. The largest number of LEP population was located within the following three block groups, BG 3 CT 165.23 Dallas County (12%), BG 1, CT 166.16 Dallas County (13%), and BG 1 CT 165.23 (18%).

Of the LEP persons located within the study area 75% speak Spanish and 24% speak Asian and Pacific Island Languages.

2. If public involvement events have occurred or are ongoing, then describe the accommodations that have been made for LEP persons during the public involvement process. Was assistance in a language other than English requested or is it anticipated to be requested? Were notices for public involvement opportunities provided in languages other than English? Were services such as translation or interpretation provided during public involvement events?

Notices for the public meeting were published in Spanish in Al Dia newspaper on January 8, 2020. Translation services were offered at the public meeting.

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

It is anticipated that public hearing will be held for the proposed project in Fall of 2020.

Notices for the public hearing will be published in Spanish in Al Dia newspaper. Translation services will be offered at the public hearing.

K. Conclusions

Following approval of the Community Impact Assessment Technical Report form by TxDOT ENV, this summary must be included in the draft EA or draft EIS, if one is being prepared.

In the text box provided below, provide a summary of the analysis conducted above and include the following information:



- Whether EJ populations occur within the community study area
- Summary of impacts related to displacements
- Summary of impacts related to access and travel patterns
- Summary of impacts related to community cohesion
- Summary of impacts to EJ populations
- Summary of LEP issues and accommodations

If some of the above components of the analysis do not apply to a particular project, please indicate this in the conclusion statements (i.e., “The proposed project would not result in any displacements; therefore, a displacements analysis was not required.”).

According to the 2010 Census, there are 309 blocks within the study area, 170 of the blocks have no recorded population and 58 have a minority population of 50% or greater. Of the 139 populated blocks within the study area 42% have a minority population of 50% or greater. The percent minority of the blocks with a minority population ranges from 7% to 100% minority.

The proposed project would potentially displace one commercial building associated with JD Abrams, Inc. (2040 S US 67, Midlothian, TX). JD Abrams is a general contractor. The proposed project would not acquire the entire property associated with JD Abrams and would not displace all the structures located on the property.

LoopNet.com (a commercial property search engine) was used to search the commercial/industrial relocations properties that were at least 10 acres within zip code 76065 and adjacent zip codes (76084, 76063, 75104, 75154, 75167). There are 12 comparable properties for sale in zip code 76065, 2 in zip code 76084, 5 in zip code 76063, 3 in zip code 75154, 6 in zip code 75154, and 2 in zip code 75167. JD Abrams is located on a 29.31 acre parcel. The proposed project would potentially displace one structure (storage building) located on the parcel. The proposed project would acquire less than half the parcel; therefore, JD Abrams may be able to relocate on the portion of the property not acquired by TxDOT. In addition, the majority of the structures located on the parcel would not be impacted by the proposed project.

The proposed project would include the construction of a grade-separated interchange at Lake Ridge Parkway, US 67 would pass over Lake Ridge Parkway. Currently users of Lake Ridge Parkway have to drive approximately 1.25 miles south along the US 67 frontage road to access US 67 southbound. To access US 67 northbound from Lake Ridge Parkway, drivers have to travel approximately 1 mile south along the US 67 frontage road and take a u-turn at the unsignalized intersection at Shiloh Road and travel approximately 0.5 mile north to access US 67. The proposed grade separation at Lake Ridge Parkway would allow drivers to pass under US 67 and drive approximately 1.15 miles north along the US 67 frontage road to access US 67 northbound. A new entrance ramp to US 67 southbound would be constructed approximately 0.5 mile south of Lake Ridge Parkway, allowing drivers to access US 67 quicker and without have to travel through the intersection at Shiloh Road.

The proposed project would also alter the entrance and exits ramps along US 67 within the project limits these changes are summarized in the following paragraphs.

--The existing US 67 southbound entrance ramp located south of Mt. Lebanon Road would be removed.

This entrance ramp would be replaced with a new entrance ramp located approximately 0.5 mile south of the removed entrance ramp.

--The existing US 67 northbound exit ramp located south of Mt. Lebanon Road would be removed. This exit ramp would be replaced with a new exit ramp located approximately 0.6 mile south of the removed exit ramp.

--The existing US 67 southbound exit ramp located south of Lake Ridge Parkway would be removed. This exit ramp would be replaced with a new exit ramp located approximately 0.25 north of the removed exit ramp.

--The existing US 67 northbound entrance ramp located south of Lake Ridge Parkway would be removed. This entrance ramp would be replaced with a new entrance ramp located approximately 0.25 mile north of the removed entrance ramp.

The northbound and southbound US 67 frontage roads would be shifted slightly outwards from their current locations; however, all driveway access to properties located along the frontage road would be maintained. No property would lose access to US 67 frontage roads and mainlanes.

Approximately 0.1 mile of Mt. Lebanon Road located on the west side of US 67 (from frontage road Station 4070+00 to 4064+00 as shown on the project schematic) would be removed. The portion of Mt. Lebanon Road that would be removed provides access of the US 67 frontage road. New access to Mt. Lebanon Road would be constructed approximately 0.2 mile north of the removed access point (frontage road Station 4075+00). Access to properties located along the removed portion of Mt. Lebanon Road would continue to have access to Mt. Lebanon Road and would have maintain driveway access.

Businesses located along US 67 within the project limits primarily consist of industrial facilities and there are a limited number of residences. Properties located adjacent to US 67 that may potentially have ROW acquisition impacts may have altered driveway access, but access would be maintained. Final driveway locations and design would be addressed during final design phase in conjunction with property owner's coordination. Final driveway configurations will be detailed in the PS&E stage. For driveway reconstruction outside the proposed ROW, TxDOT would coordinate with the property owner to maintain "as good or better" driveway geometry, as much as practical for the vehicles that currently use that driveway. The installation of an access driveway along multilane facilities (such as the proposed new location LP 9 project) from an adjacent property connecting to the frontage road lanes would be in accordance with the TxDOT Access Management Manual.

The majority of the proposed work takes place within existing ROW; therefore, minimizing the impacts to community cohesion. The additional ROW required is located adjacent to US 67, which is on the outer edge of residential areas. The proposed project would require additional ROW for staging areas for construction and for the preservation of additional ROW for future construction of the ultimate interchange facility. The property required for the staging areas and preservation of future ROW consists of vacant land and a commercial property (JD Abrams, Inc.). The acquisition of the ROW in this area would not prevent members of the community from accessing other areas of the community. The proposed project would not create any new barriers or cause any additional separation to the community. The proposed project would not prevent or hinder the public gaining access to other parts of the community or from participating in local activities.

Users of the roadway may have to travel further to access a US 67 entrance or exit ramp; however, the proposed project would reduce traffic congestion, improve the area's mobility, and enhance connectivity, thus improving overall access to the community and local activities.

The proposed project would displace one structure associated with a commercial property. The



displacement is located within BG 1 CT 607.02 Ellis County. The median income for this block group is \$94,673. The census block that this displacement is located within has no recorded population.

The impacts to access and travel patterns would equally shared among the users of US 67 and would not impact EJ census geographies at a higher or disproportionate rate than non-EJ census geographies.

The proposed project is not anticipated to have impacts to community cohesion. The proposed project consists of construction along an existing roadway and would not create a new barrier to community cohesion.

The proposed project is located along an existing corridor within an urban area. While individual minority and low-income persons may be affected by the proposed project, over the long term, the entire community, including minority and low-income populations, would benefit from the proposed project. It is not anticipated that there would be disproportionately high and adverse human health or environmental effects specific to any minority or low-income group or individuals as result of the proposed project.

There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment used at the proposed staging location. These effects would be temporary and would not be selectively limited to minority or low-income communities but would potentially affect all residential and business communities located in the areas adjacent to the proposed project.

ATTACHMENTS

FIGURES

Figure 1: Vicinity Map

Figure 2: Aerial Overview Map

Figure 3: Community Facilities Map

Figure 4: Minority Population Map

Figure 5: Median Household Income Map

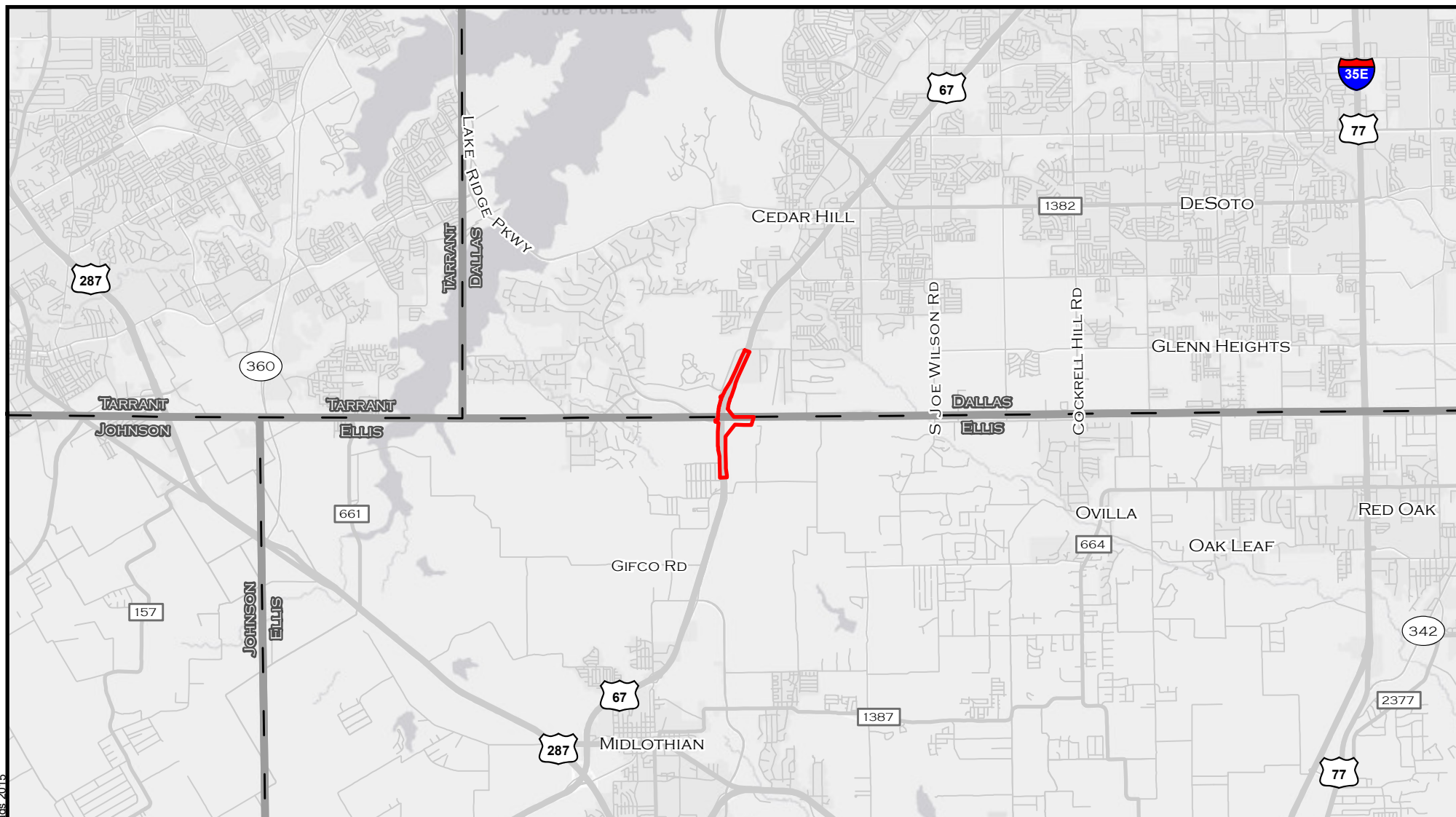
Figure 6: ROW Acquisition Map

APPENDICES

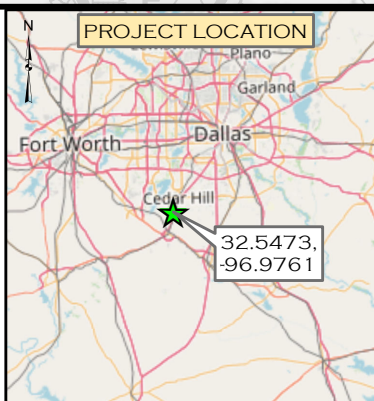
Appendix A: Census Data

Appendix B: Study Area Photographs

Appendix C: ROW Acquisition Table



 PROJECT AREA



US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
VICINITY MAP
DALLAS & ELLIS COUNTIES, TEXAS

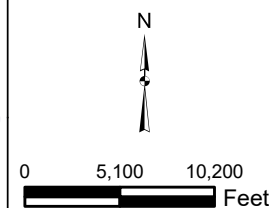
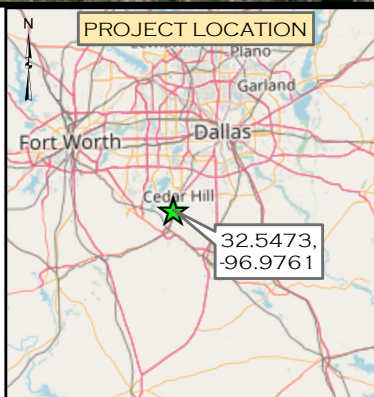


FIGURE 1

DATE:
JULY 2020



 PROJECT AREA



US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
AERIAL OVERVIEW MAP
DALLAS & ELLIS COUNTIES, TEXAS

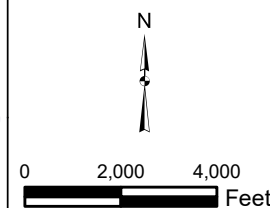
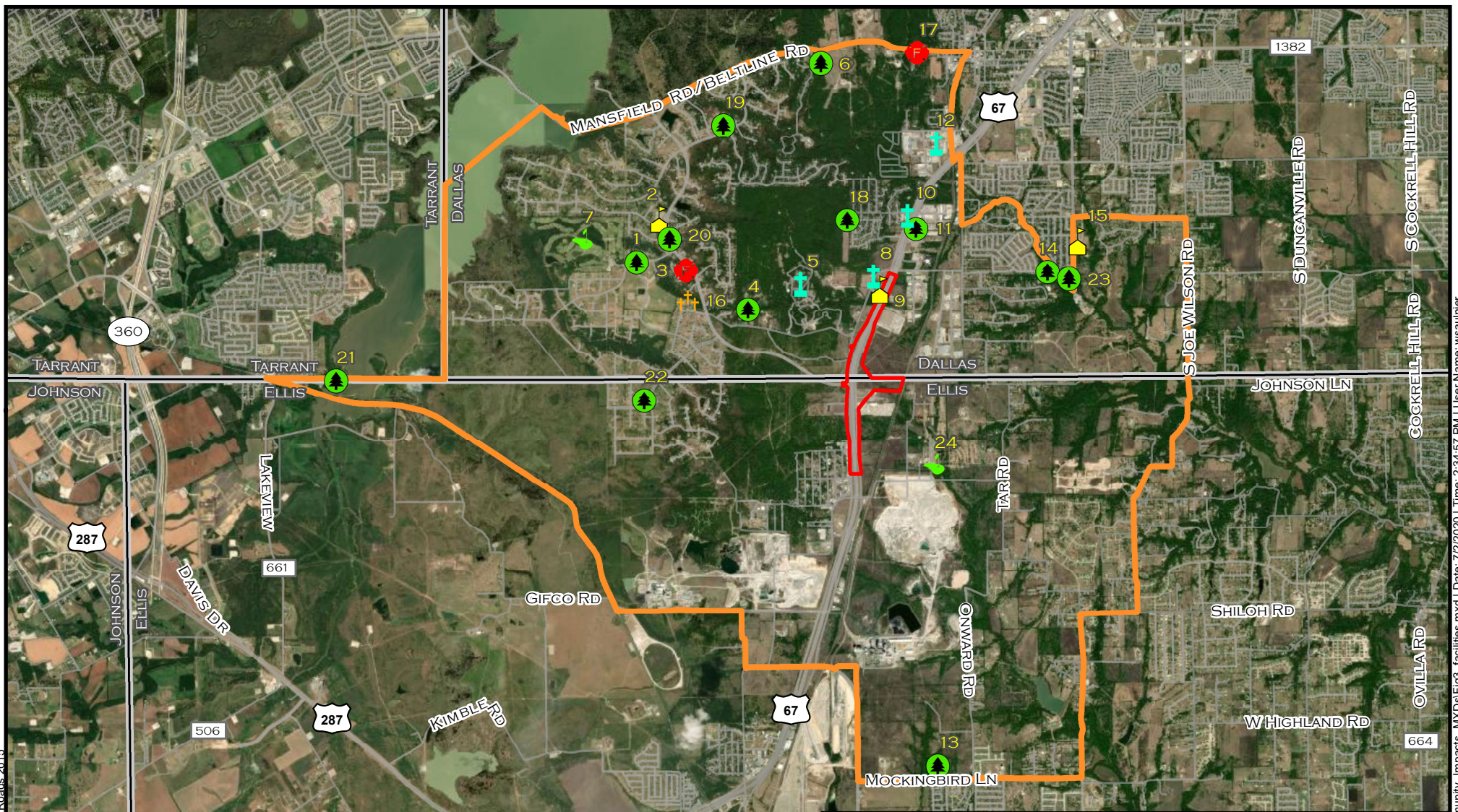
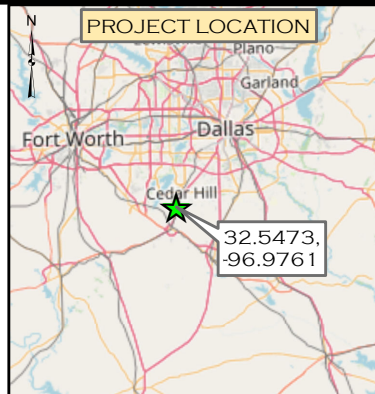


FIGURE 2

DATE:
JULY 2020



-  CEMETERY
-  FIRE/EMS
-  GOLF COURSE
-  PARKS/RECREATIONAL AREAS
-  PLACES OF WORSHIP
-  SCHOOLS
-  STUDY AREA
-  PROJECT AREA



US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
COMMUNITY FACILITIES MAP
DALLAS & ELLIS COUNTIES, TEXAS

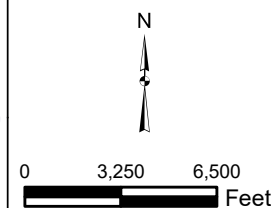
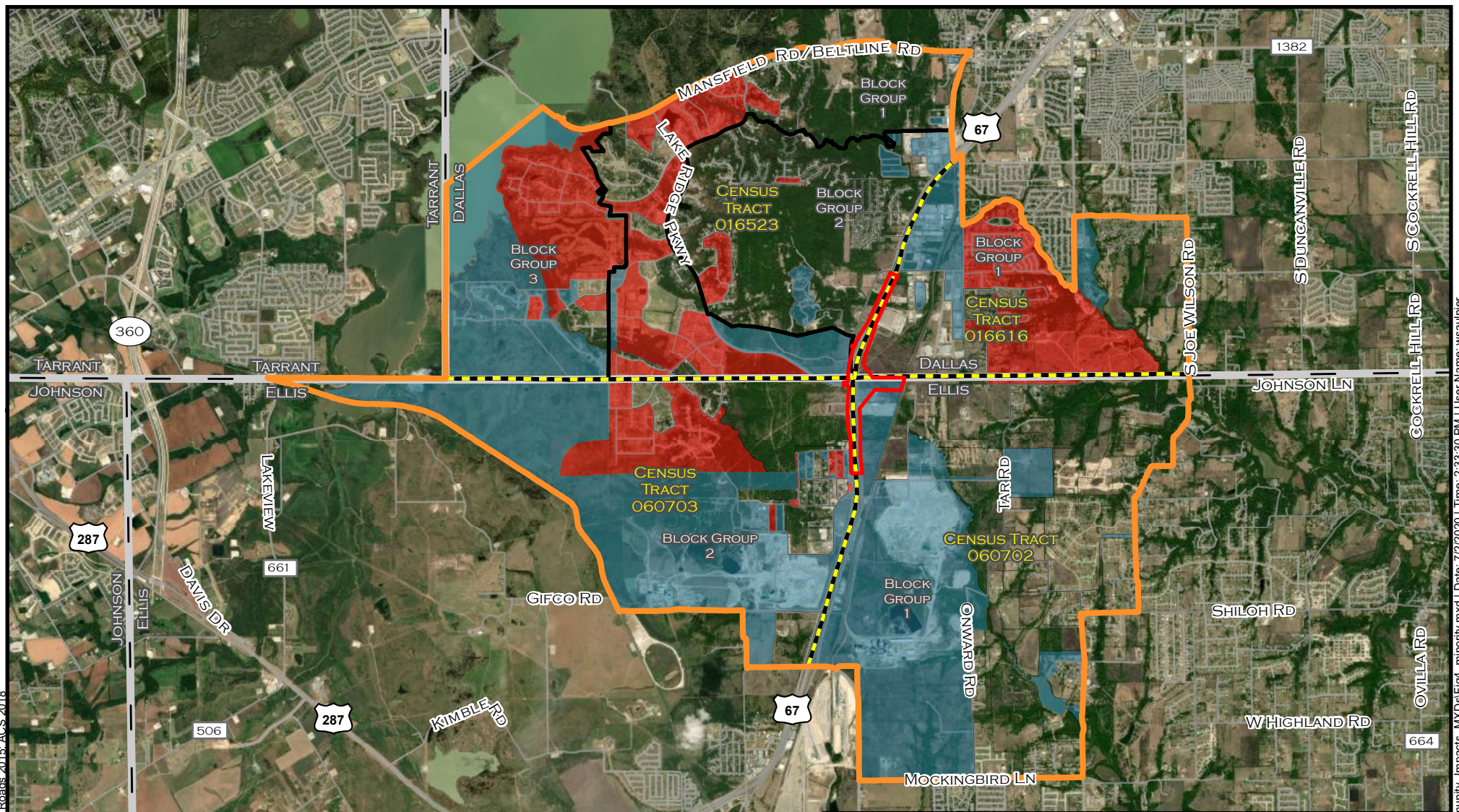
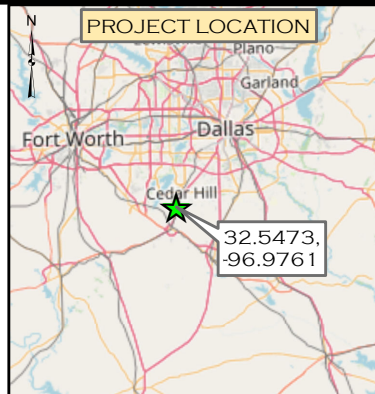


FIGURE 3

DATE:
JULY 2020



- STUDY AREA
- PROJECT AREA
- CENSUS TRACT
- BLOCK GROUP
- CENSUS BLOCKS
- NO RECORDED POPULATION
- 0% - 49% MINORITY POPULATION
- 50% - 100% MINORITY POPULATION



US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
MINORITY POPULATION MAP
DALLAS & ELLIS COUNTIES, TEXAS

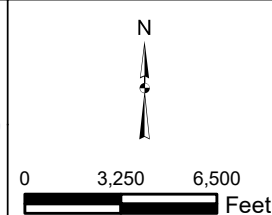
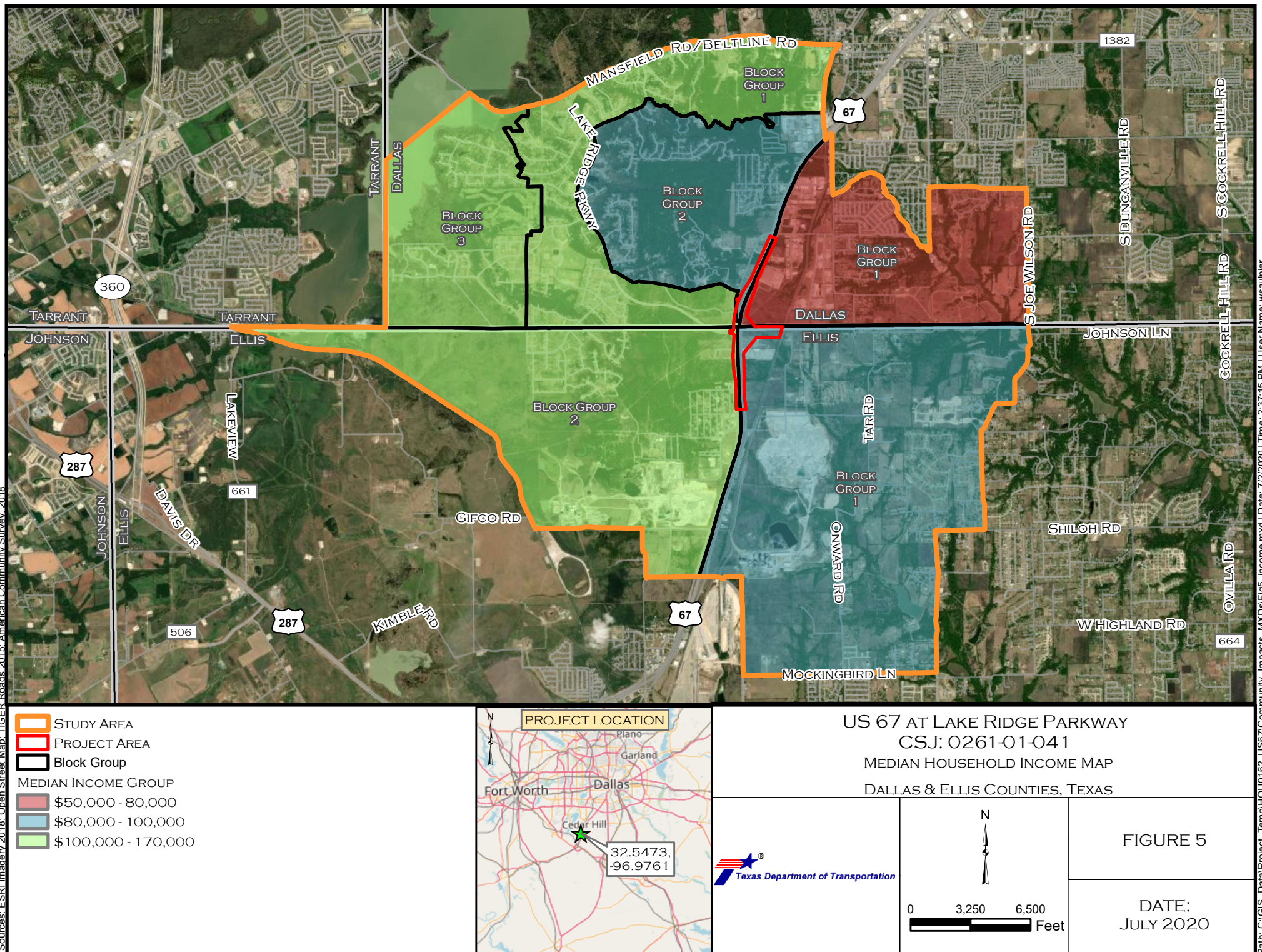


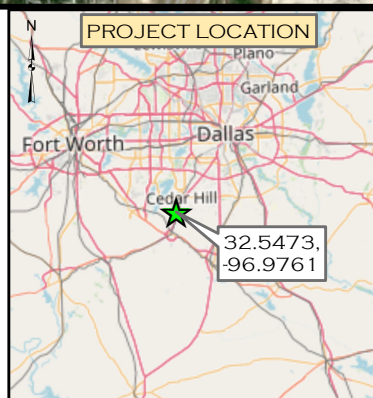
FIGURE 4

DATE:
JULY 2020





- ★ POTENTIAL DISPLACEMENT
- PROJECT AREA



US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
ROW ACQUISITION OVERVIEW
DALLAS & ELLIS COUNTIES, TEXAS

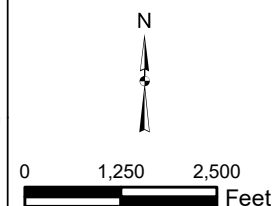
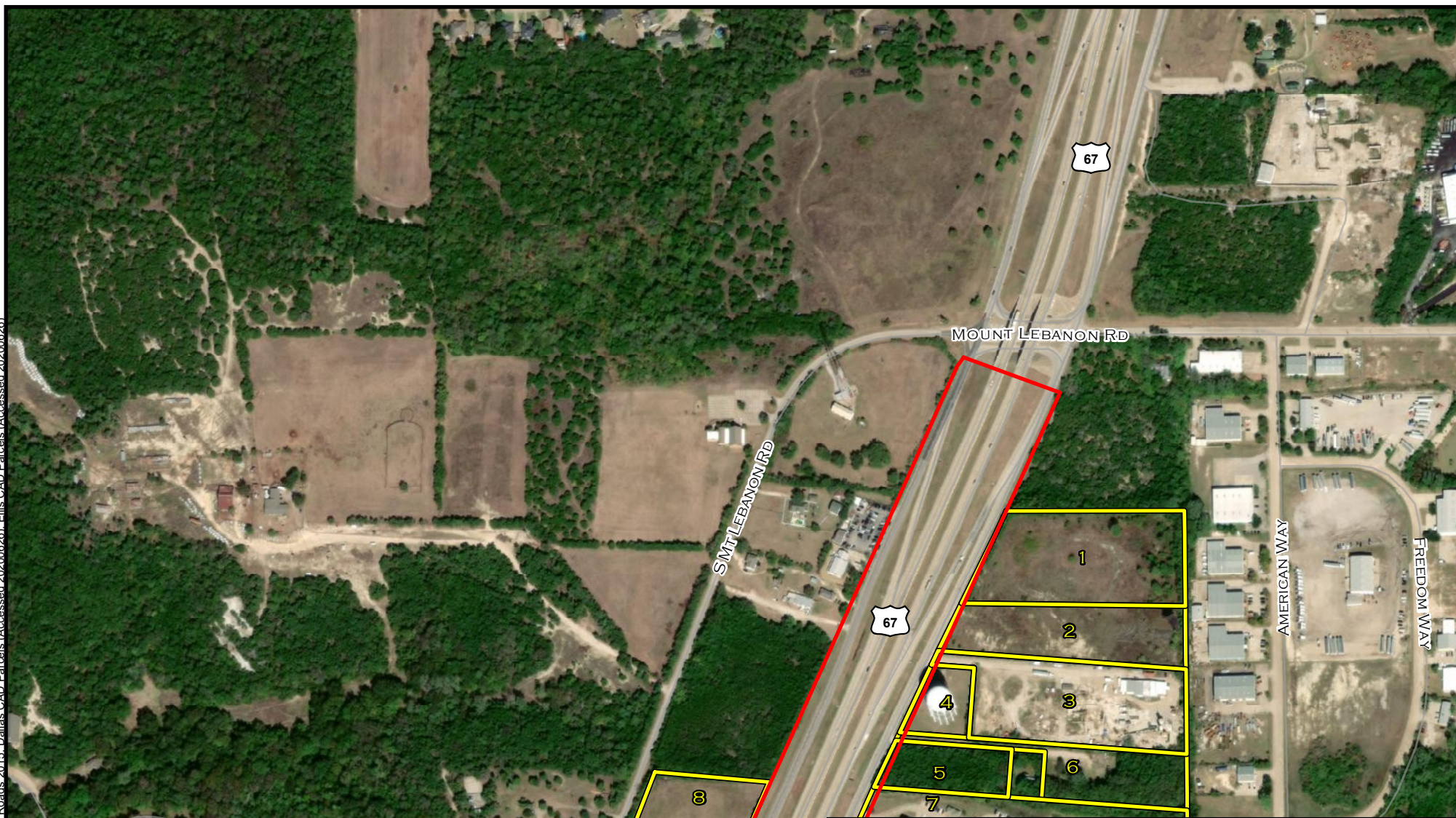
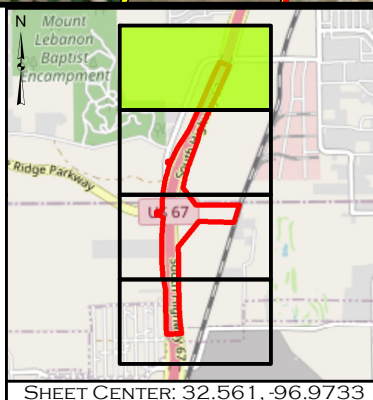




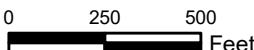
FIGURE 6

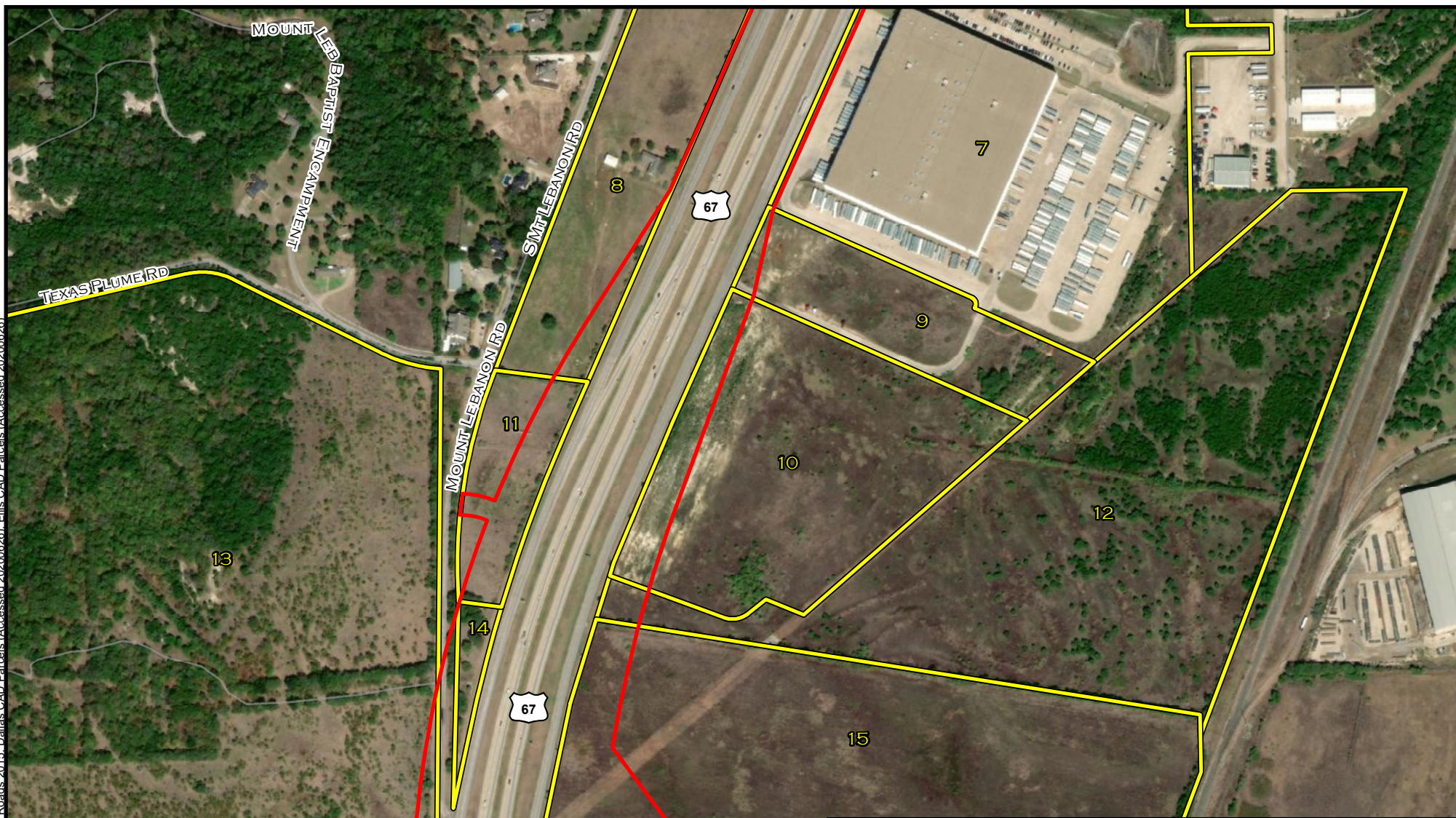
DATE:
JULY 2020



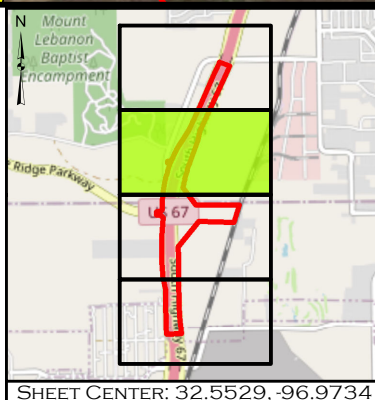
- ★ POTENTIAL DISPLACEMENT
- ▭ PARCEL BOUNDARY
- ▭ PROJECT AREA



<p>US 67 AT LAKE RIDGE PARKWAY CSJ: 0261-01-041 ROW ACQUISITION MAP DALLAS & ELLIS COUNTIES, TEXAS</p>		
	 	FIGURE 6 SHEET 1
		DATE: JULY 2020



- ★ POTENTIAL DISPLACEMENT
- ▭ PARCEL BOUNDARY
- ▭ PROJECT AREA



SHEET CENTER: 32.5529, -96.9734

US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
ROW ACQUISITION MAP
DALLAS & ELLIS COUNTIES, TEXAS

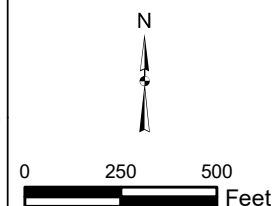
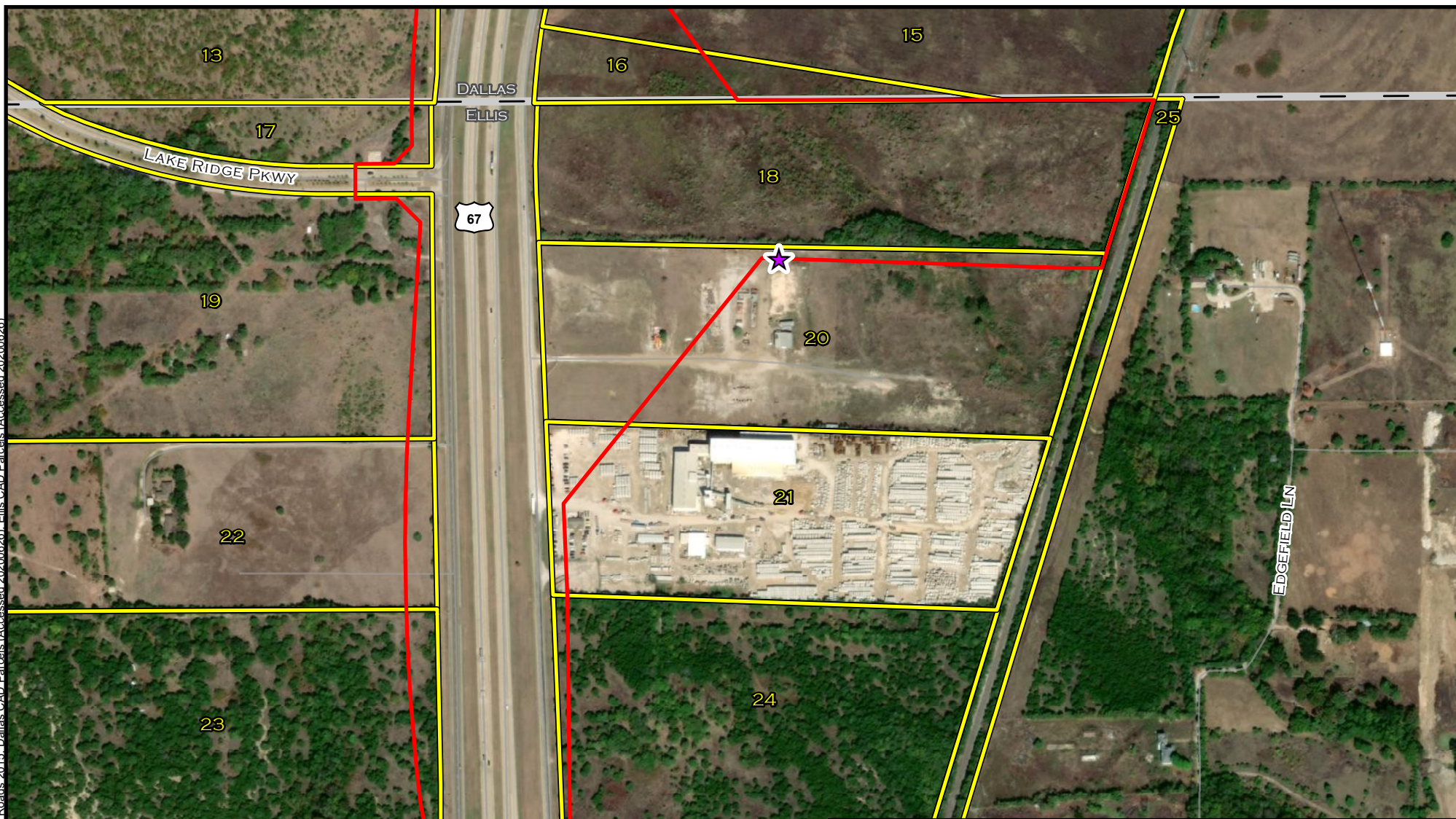
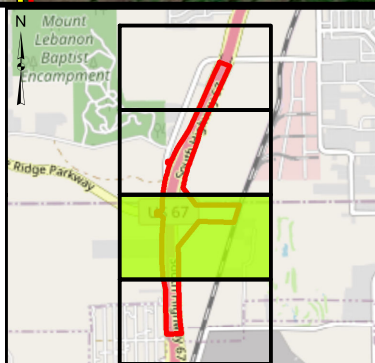


FIGURE 6
SHEET 2

DATE:
JULY 2020



- ★ POTENTIAL DISPLACEMENT
- ▭ PARCEL BOUNDARY
- ▭ PROJECT AREA



SHEET CENTER: 32.5449, -96.9735



US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
ROW ACQUISITION MAP
DALLAS & ELLIS COUNTIES, TEXAS

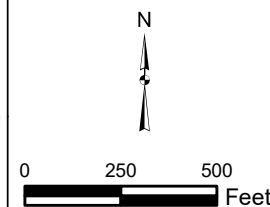
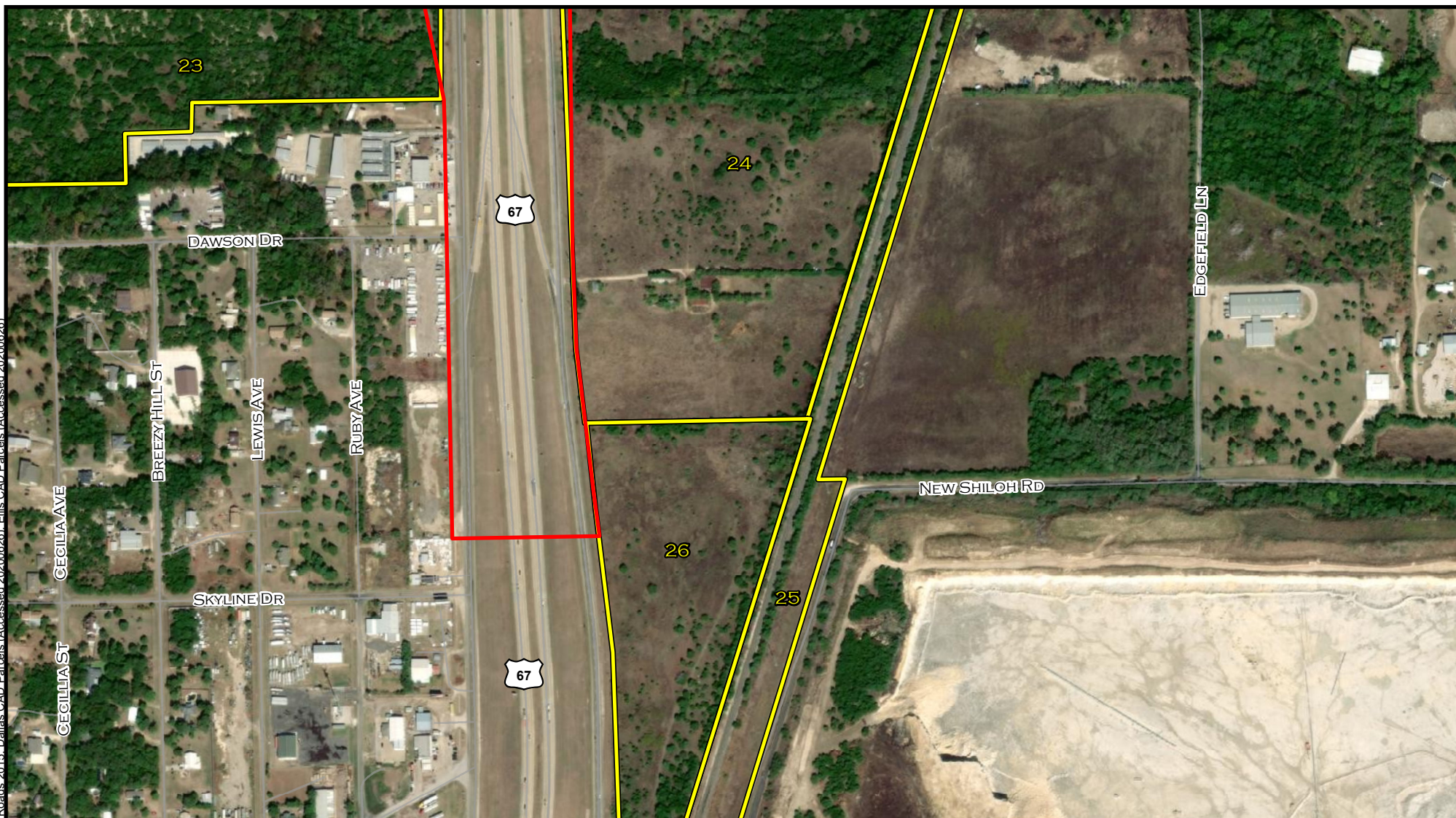
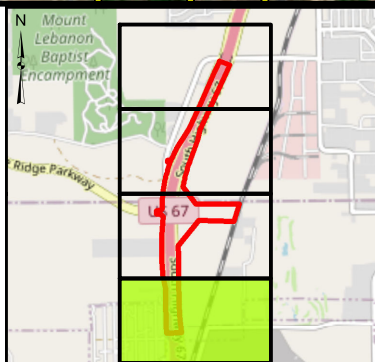


FIGURE 6
SHEET 3

DATE:
JULY 2020



- ★ POTENTIAL DISPLACEMENT
- ▭ PARCEL BOUNDARY
- ▭ PROJECT AREA



SHEET CENTER: 32.5369, -96.9737

US 67 AT LAKE RIDGE PARKWAY
CSJ: 0261-01-041
ROW ACQUISITION MAP
DALLAS & ELLIS COUNTIES, TEXAS

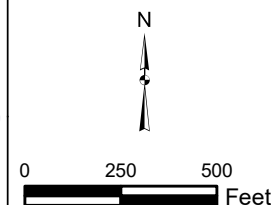


FIGURE 6
SHEET 4

DATE:
JULY 2020

Appendix A: Census Data

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
Block Group 1, Census Tract 165.23, Dallas County, Texas											
1000	0	0	0	0	0	0	0	0	0	0	0%
1001	3	3	0	0	0	0	0	0	0	0	0%
1002	19	13	6	0	0	0	0	0	0	6	32%
1003	7	6	0	0	0	0	0	0	1	1	14%
1004	104	73	5	0	0	0	0	0	26	31	30%
1005	0	0	0	0	0	0	0	0	0	0	0%
1006	0	0	0	0	0	0	0	0	0	0	0%
1007	185	122	17	1	26	0	2	0	17	63	34%
1008	0	0	0	0	0	0	0	0	0	0	0%
1009	54	20	12	0	15	0	0	4	3	34	63%
1010	0	0	0	0	0	0	0	0	0	0	0%
1011	55	10	25	0	10	0	0	3	7	45	82%
1012	20	10	7	0	1	0	0	2	0	10	50%
1013	0	0	0	0	0	0	0	0	0	0	0%
1014	130	30	77	0	8	0	0	7	8	100	77%
1015	85	28	39	0	6	0	0	0	12	57	67%
1016	0	0	0	0	0	0	0	0	0	0	0%
1017	43	16	18	0	5	0	0	0	4	27	63%
1018	270	146	78	0	18	0	0	6	22	124	46%
1019	0	0	0	0	0	0	0	0	0	0	0%
1020	0	0	0	0	0	0	0	0	0	0	0%
1021	0	0	0	0	0	0	0	0	0	0	0%
1022	144	62	51	0	11	0	3	3	14	82	57%
1023	0	0	0	0	0	0	0	0	0	0	0%
1024	116	35	43	0	15	0	3	3	17	81	70%
1025	57	33	19	0	0	0	0	1	4	24	42%
1026	93	51	34	0	0	0	0	0	8	42	45%
1027	3	0	3	0	0	0	0	0	0	3	100%
1028	0	0	0	0	0	0	0	0	0	0	0%
1029	0	0	0	0	0	0	0	0	0	0	0%
1030	47	19	14	1	4	0	0	0	9	28	60%
1031	0	0	0	0	0	0	0	0	0	0	0%
1032	0	0	0	0	0	0	0	0	0	0	0%
1033	0	0	0	0	0	0	0	0	0	0	0%
1034	3	3	0	0	0	0	0	0	0	0	0%
1035	62	24	18	0	9	0	0	0	11	38	61%
1036	45	13	32	0	0	0	0	0	0	32	71%
1037	78	16	39	0	0	0	0	6	17	62	79%
1038	0	0	0	0	0	0	0	0	0	0	0%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
1039	0	0	0	0	0	0	0	0	0	0	0%
1040	48	6	27	0	7	0	0	1	7	42	88%
1041	0	0	0	0	0	0	0	0	0	0	0%
1042	0	0	0	0	0	0	0	0	0	0	0%
1043	0	0	0	0	0	0	0	0	0	0	0%
1044	14	11	0	0	0	0	0	0	3	3	21%
1045	18	9	5	0	0	0	0	4	0	9	50%
1046	0	0	0	0	0	0	0	0	0	0	0%
1047	2	0	2	0	0	0	0	0	0	2	100%
1048	56	6	38	0	4	0	0	0	8	50	89%
1049	0	0	0	0	0	0	0	0	0	0	0%
1050	0	0	0	0	0	0	0	0	0	0	0%
1051	0	0	0	0	0	0	0	0	0	0	0%
Block Group 2, Census Tract 165.23, Dallas County											
2000	0	0	0	0	0	0	0	0	0	0	0%
2001	0	0	0	0	0	0	0	0	0	0	0%
2002	573	433	49	1	26	0	1	15	48	140	24%
2003	51	46	0	0	0	0	0	0	5	5	10%
2004	0	0	0	0	0	0	0	0	0	0	0%
2005	0	0	0	0	0	0	0	0	0	0	0%
2006	44	27	4	0	8	0	0	1	4	17	39%
2007	54	22	23	0	0	0	0	0	9	32	59%
2008	0	0	0	0	0	0	0	0	0	0	0%
2009	0	0	0	0	0	0	0	0	0	0	0%
2010	0	0	0	0	0	0	0	0	0	0	0%
2011	0	0	0	0	0	0	0	0	0	0	0%
2012	0	0	0	0	0	0	0	0	0	0	0%
2013	0	0	0	0	0	0	0	0	0	0	0%
2014	7	7	0	0	0	0	0	0	0	0	0%
2015	46	28	16	0	2	0	0	0	0	18	39%
2016	45	33	11	0	0	0	0	0	1	12	27%
2017	0	0	0	0	0	0	0	0	0	0	0%
2018	75	62	5	0	0	0	0	1	7	13	17%
2019	0	0	0	0	0	0	0	0	0	0	0%
2020	0	0	0	0	0	0	0	0	0	0	0%
2021	0	0	0	0	0	0	0	0	0	0	0%
2022	580	319	127	6	44	0	0	14	70	261	45%
2023	0	0	0	0	0	0	0	0	0	0	0%
2024	0	0	0	0	0	0	0	0	0	0	0%
2025	0	0	0	0	0	0	0	0	0	0	0%

Source: 2010 Census Summary File 1 Table P9

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
2026	7	7	0	0	0	0	0	0	0	0	0%
2027	30	2	14	0	9	0	0	0	5	28	93%
2028	64	32	26	0	2	0	0	2	2	32	50%
2029	42	36	3	0	0	0	0	0	3	6	14%
2030	0	0	0	0	0	0	0	0	0	0	0%
2031	0	0	0	0	0	0	0	0	0	0	0%
2032	74	67	2	0	0	1	0	0	4	7	9%
2033	0	0	0	0	0	0	0	0	0	0	0%
2034	0	0	0	0	0	0	0	0	0	0	0%
2035	106	81	9	0	2	0	0	3	11	25	24%
2036	0	0	0	0	0	0	0	0	0	0	0%
2037	0	0	0	0	0	0	0	0	0	0	0%
2038	0	0	0	0	0	0	0	0	0	0	0%
2039	39	27	6	0	0	0	0	0	6	12	31%
2040	0	0	0	0	0	0	0	0	0	0	0%
2041	101	79	17	0	0	0	0	1	4	22	22%
2042	0	0	0	0	0	0	0	0	0	0	0%
2043	0	0	0	0	0	0	0	0	0	0	0%
2044	0	0	0	0	0	0	0	0	0	0	0%
2045	0	0	0	0	0	0	0	0	0	0	0%
2046	0	0	0	0	0	0	0	0	0	0	0%
2047	0	0	0	0	0	0	0	0	0	0	0%
2048	0	0	0	0	0	0	0	0	0	0	0%
2049	0	0	0	0	0	0	0	0	0	0	0%
2050	9	6	0	0	0	0	0	3	0	3	33%
2051	57	29	17	0	7	0	0	0	4	28	49%
2052	0	0	0	0	0	0	0	0	0	0	0%
Block Group 3, Census Tract 165.23, Dallas County, Texas											
3000	0	0	0	0	0	0	0	0	0	0	0%
3001	0	0	0	0	0	0	0	0	0	0	0%
3002	0	0	0	0	0	0	0	0	0	0	0%
3003	0	0	0	0	0	0	0	0	0	0	0%
3004	0	0	0	0	0	0	0	0	0	0	0%
3005	0	0	0	0	0	0	0	0	0	0	0%
3006	190	85	76	0	4	0	1	2	22	105	55%
3007	23	7	12	0	0	0	0	0	4	16	70%
3008	61	23	21	0	12	0	0	0	5	38	62%
3009	26	12	5	2	0	0	0	0	7	14	54%
3010	102	32	42	0	16	0	0	4	8	70	69%
3011	0	0	0	0	0	0	0	0	0	0	0%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
3012	0	0	0	0	0	0	0	0	0	0	0%
3013	0	0	0	0	0	0	0	0	0	0	0%
3014	0	0	0	0	0	0	0	0	0	0	0%
3015	0	0	0	0	0	0	0	0	0	0	0%
3016	1	0	0	0	0	0	0	1	0	1	100%
3017	0	0	0	0	0	0	0	0	0	0	0%
3018	0	0	0	0	0	0	0	0	0	0	0%
3019	32	19	9	1	0	0	0	2	1	13	41%
3020	0	0	0	0	0	0	0	0	0	0	0%
3021	2	2	0	0	0	0	0	0	0	0	0%
3022	13	0	8	0	0	0	0	0	5	13	100%
3023	0	0	0	0	0	0	0	0	0	0	0%
3024	0	0	0	0	0	0	0	0	0	0	0%
3025	0	0	0	0	0	0	0	0	0	0	0%
3026	0	0	0	0	0	0	0	0	0	0	0%
3027	0	0	0	0	0	0	0	0	0	0	0%
3028	3	0	3	0	0	0	0	0	0	3	100%
3029	2	1	0	0	0	0	0	0	1	1	50%
3030	0	0	0	0	0	0	0	0	0	0	0%
Block Group 1, Census Tract 166.16, Dallas County, Texas											
1000	151	98	9	0	2	0	0	2	40	53	35%
1001	42	39	2	0	0	0	0	0	1	3	7%
1002	57	35	15	0	0	0	0	3	4	22	39%
1003	0	0	0	0	0	0	0	0	0	0	0%
1004	0	0	0	0	0	0	0	0	0	0	0%
1005	476	174	178	3	3	3	0	7	108	302	63%
1006	7	7	0	0	0	0	0	0	0	0	0%
1007	6	0	0	0	1	0	0	0	5	6	100%
1008	51	8	35	0	0	0	0	0	8	43	84%
1009	86	9	55	0	0	0	1	0	21	77	90%
1010	48	7	29	0	0	0	2	1	9	41	85%
1011	19	11	0	0	0	0	0	1	7	8	42%
1012	7	2	0	0	1	0	0	0	4	5	71%
1013	60	15	15	2	6	0	0	0	22	45	75%
1014	0	0	0	0	0	0	0	0	0	0	0%
1015	0	0	0	0	0	0	0	0	0	0	0%
1016	0	0	0	0	0	0	0	0	0	0	0%
1017	35	20	8	0	0	0	0	0	7	15	43%
1018	0	0	0	0	0	0	0	0	0	0	0%
1019	0	0	0	0	0	0	0	0	0	0	0%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
1020	7	7	0	0	0	0	0	0	0	0	0%
1021	0	0	0	0	0	0	0	0	0	0	0%
1022	0	0	0	0	0	0	0	0	0	0	0%
1023	0	0	0	0	0	0	0	0	0	0	0%
1024	0	0	0	0	0	0	0	0	0	0	0%
1025	45	8	19	0	3	0	0	1	14	37	82%
1026	229	46	117	0	0	0	3	5	58	183	80%
1027	61	6	44	0	0	0	0	2	9	55	90%
1028	72	9	55	0	0	0	0	0	8	63	88%
1029	71	5	42	0	7	0	2	0	15	66	93%
1030	29	2	19	0	0	0	0	3	5	27	93%
1031	57	6	44	0	0	0	0	0	7	51	89%
1032	162	26	103	0	0	0	1	6	26	136	84%
1033	3	3	0	0	0	0	0	0	0	0	0%
1034	67	2	48	0	0	0	0	4	13	65	97%
1035	32	2	27	0	0	0	0	3	0	30	94%
1036	32	4	24	0	0	0	0	0	4	28	88%
1037	0	0	0	0	0	0	0	0	0	0	0%
1038	0	0	0	0	0	0	0	0	0	0	0%
1039	0	0	0	0	0	0	0	0	0	0	0%
1040	0	0	0	0	0	0	0	0	0	0	0%
1041	137	20	79	0	2	0	0	3	33	117	85%
1042	56	16	21	0	0	0	0	0	19	40	71%
1043	0	0	0	0	0	0	0	0	0	0	0%
Block Group 1, Census Tract 607.02, Ellis County, Texas											
1000	0	0	0	0	0	0	0	0	0	0	0%
1001	143	94	5	0	31	0	0	2	11	49	34%
1002	37	14	2	1	0	0	0	0	20	23	62%
1003	20	16	0	0	0	0	0	0	4	4	20%
1004	0	0	0	0	0	0	0	0	0	0	0%
1005	0	0	0	0	0	0	0	0	0	0	0%
1006	0	0	0	0	0	0	0	0	0	0	0%
1007	0	0	0	0	0	0	0	0	0	0	0%
1008	0	0	0	0	0	0	0	0	0	0	0%
1009	0	0	0	0	0	0	0	0	0	0	0%
1010	0	0	0	0	0	0	0	0	0	0	0%
1011	0	0	0	0	0	0	0	0	0	0	0%
1012	0	0	0	0	0	0	0	0	0	0	0%
1013	0	0	0	0	0	0	0	0	0	0	0%
1014	0	0	0	0	0	0	0	0	0	0	0%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
1015	0	0	0	0	0	0	0	0	0	0	0%
1016	0	0	0	0	0	0	0	0	0	0	0%
1017	0	0	0	0	0	0	0	0	0	0	0%
1018	0	0	0	0	0	0	0	0	0	0	0%
1019	16	16	0	0	0	0	0	0	0	0	0%
1020	0	0	0	0	0	0	0	0	0	0	0%
1021	38	20	3	0	0	0	0	0	15	18	47%
1022	0	0	0	0	0	0	0	0	0	0	0%
1023	66	61	3	0	1	0	0	0	1	5	8%
1024	2	2	0	0	0	0	0	0	0	0	0%
1025	76	58	1	0	0	0	0	3	14	18	24%
1026	27	17	6	0	0	0	0	0	4	10	37%
1027	0	0	0	0	0	0	0	0	0	0	0%
1028	13	13	0	0	0	0	0	0	0	0	0%
1029	21	15	1	0	1	0	0	2	2	6	29%
1030	12	12	0	0	0	0	0	0	0	0	0%
1031	10	10	0	0	0	0	0	0	0	0	0%
1032	18	13	0	0	0	0	0	0	5	5	28%
1033	17	17	0	0	0	0	0	0	0	0	0%
1034	2	1	0	0	0	0	0	1	0	1	50%
1035	191	153	7	0	0	0	0	0	31	38	20%
1036	2	2	0	0	0	0	0	0	0	0	0%
1037	0	0	0	0	0	0	0	0	0	0	0%
1038	0	0	0	0	0	0	0	0	0	0	0%
1039	12	9	0	0	0	0	0	0	3	3	25%
1040	0	0	0	0	0	0	0	0	0	0	0%
1041	0	0	0	0	0	0	0	0	0	0	0%
1042	0	0	0	0	0	0	0	0	0	0	0%
1043	48	41	0	1	1	0	0	0	5	7	15%
1044	0	0	0	0	0	0	0	0	0	0	0%
1045	0	0	0	0	0	0	0	0	0	0	0%
1046	0	0	0	0	0	0	0	0	0	0	0%
1047	0	0	0	0	0	0	0	0	0	0	0%
1048	0	0	0	0	0	0	0	0	0	0	0%
1049	0	0	0	0	0	0	0	0	0	0	0%
1050	0	0	0	0	0	0	0	0	0	0	0%
1051	0	0	0	0	0	0	0	0	0	0	0%
1052	0	0	0	0	0	0	0	0	0	0	0%
1053	0	0	0	0	0	0	0	0	0	0	0%
1054	18	13	0	0	0	0	0	1	4	5	28%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
1055	0	0	0	0	0	0	0	0	0	0	0%
1056	0	0	0	0	0	0	0	0	0	0	0%
1057	27	25	2	0	0	0	0	0	0	2	7%
1058	3	3	0	0	0	0	0	0	0	0	0%
1059	0	0	0	0	0	0	0	0	0	0	0%
1060	119	108	3	0	0	0	0	0	8	11	9%
1061	0	0	0	0	0	0	0	0	0	0	0%
Block Group 2, Census Tract 607.03, Ellis County, Texas											
2000	0	0	0	0	0	0	0	0	0	0	0%
2001	0	0	0	0	0	0	0	0	0	0	0%
2002	0	0	0	0	0	0	0	0	0	0	0%
2003	32	26	5	0	0	0	0	0	1	6	19%
2004	0	0	0	0	0	0	0	0	0	0	0%
2005	0	0	0	0	0	0	0	0	0	0	0%
2006	0	0	0	0	0	0	0	0	0	0	0%
2007	56	30	18	1	2	0	0	3	2	26	46%
2008	83	33	44	0	5	0	0	0	1	50	60%
2009	12	4	8	0	0	0	0	0	0	8	67%
2010	45	28	12	0	0	0	0	0	5	17	38%
2011	43	14	20	0	4	0	0	0	5	29	67%
2012	35	18	6	0	6	1	0	2	2	17	49%
2013	44	5	22	0	9	0	0	2	6	39	89%
2014	0	0	0	0	0	0	0	0	0	0	0%
2015	0	0	0	0	0	0	0	0	0	0	0%
2016	0	0	0	0	0	0	0	0	0	0	0%
2017	0	0	0	0	0	0	0	0	0	0	0%
2018	0	0	0	0	0	0	0	0	0	0	0%
2019	0	0	0	0	0	0	0	0	0	0	0%
2020	0	0	0	0	0	0	0	0	0	0	0%
2021	2	2	0	0	0	0	0	0	0	0	0%
2022	0	0	0	0	0	0	0	0	0	0	0%
2023	0	0	0	0	0	0	0	0	0	0	0%
2024	6	3	0	0	0	0	0	0	3	3	50%
2025	5	3	0	0	0	0	0	0	2	2	40%
2026	0	0	0	0	0	0	0	0	0	0	0%
2027	0	0	0	0	0	0	0	0	0	0	0%
2028	0	0	0	0	0	0	0	0	0	0	0%
2029	12	6	0	0	0	0	0	0	6	6	50%
2030	9	4	0	0	0	0	0	0	5	5	56%
2031	0	0	0	0	0	0	0	0	0	0	0%

Table 1: Minority Population

Block	Total:	Not Hispanic or Latino: - Population of one race: - White alone	Not Hispanic or Latino: - Population of one race: - Black or African American alone	Not Hispanic or Latino: - Population of one race: - American Indian and Alaska Native alone	Not Hispanic or Latino: - Population of one race: - Asian alone	Not Hispanic or Latino: - Population of one race: - Native Hawaiian and Other Pacific Islander alone	Not Hispanic or Latino: - Population of one race: - Some Other Race alone	Not Hispanic or Latino: - Two or More Races:	Hispanic or Latino	Total Minority	Total Percent Minority
2032	13	7	2	0	0	0	0	0	4	6	46%
2033	0	0	0	0	0	0	0	0	0	0	0%
2034	0	0	0	0	0	0	0	0	0	0	0%
2035	6	5	1	0	0	0	0	0	0	1	17%
2036	2	2	0	0	0	0	0	0	0	0	0%
2037	7	7	0	0	0	0	0	0	0	0	0%
2038	24	14	0	0	0	0	0	0	10	10	42%
2039	5	3	0	0	0	0	0	0	2	2	40%
2040	0	0	0	0	0	0	0	0	0	0	0%
2041	12	8	0	0	0	0	0	0	4	4	33%
2042	5	5	0	0	0	0	0	0	0	0	0%
2043	0	0	0	0	0	0	0	0	0	0	0%
2044	0	0	0	0	0	0	0	0	0	0	0%
2045	0	0	0	0	0	0	0	0	0	0	0%
2046	4	0	4	0	0	0	0	0	0	4	100%
2047	0	0	0	0	0	0	0	0	0	0	0%
2048	0	0	0	0	0	0	0	0	0	0	0%
2049	65	36	0	0	0	1	0	1	27	29	45%
2050	115	78	1	2	0	0	0	2	32	37	32%
2051	0	0	0	0	0	0	0	0	0	0	0%
2052	0	0	0	0	0	0	0	0	0	0	0%
2053	0	0	0	0	0	0	0	0	0	0	0%
2054	0	0	0	0	0	0	0	0	0	0	0%
2055	3	1	0	0	1	0	0	1	0	2	67%
2056	0	0	0	0	0	0	0	0	0	0	0%
2057	1	1	0	0	0	0	0	0	0	0	0%
2058	3	3	0	0	0	0	0	0	0	0	0%
2059	0	0	0	0	0	0	0	0	0	0	0%
2060	1	1	0	0	0	0	0	0	0	0	0%
2061	17	13	0	0	0	0	0	0	4	4	24%
2062	1	1	0	0	0	0	0	0	0	0	0%
2063	0	0	0	0	0	0	0	0	0	0	0%
2064	0	0	0	0	0	0	0	0	0	0	0%
2065	0	0	0	0	0	0	0	0	0	0	0%
2066	0	0	0	0	0	0	0	0	0	0	0%
Total Study Area	7931	3970	2278	22	357	6	19	150	1129	3961	50%

Table 2: Median Income (Dallas and Ellis Counties)

Geography	Median Income (dollars)
Block Group 1, Census Tract 166.16, Dallas County	78,688
Block Group 1, Census Tract 165.23, Dallas County	109,408
Block Group 2, Census Tract 165.23 Dallas County	91,319
Block Group 3, Census Tract 165.23, Dallas County	166,932
Block Group 1, Census Tract 607.02, Ellis County	94,673
Block Group 2, Census Tract 607.03, Ellis County	111,719

Source: American Community Survey 2018 5-year Estimates B19013

Table 3: Limited English Proficiency (Dallas and Ellis Counties)

Geography	Total Population	Total Speak English Less than Very well	Percent Speak English Less than Very Well
Block Group 1, Census Tract 166.16, Dallas County, Texas	2186	295	13%
Block Group 1, Census Tract 165.23, Dallas County, Texas	1596	286	18%
Block Group 2, Census Tract 165.23, Dallas County, Texas	1714	8	0.5%
Block Group 3, Census Tract 165.23, Dallas County, Texas	552	64	12%
Block Group 1, Census Tract 607.02, Ellis County, Texas	1102	2	0.2%
Block Group 2, Census Tract 607.03, Ellis County, Texas	611	25	4%

Source: American Community Survey 2018 5-year Estimates B16004

Appendix B: Study Area Photographs



Photo 1: Valley Ridge Park, Community Facility Map ID 1.



Photo 2: Lake Ridge Elementary, Community Facility Map ID 2.



Photo 3: Cedar Hill Fire Department Station 214, Community Facility Map ID 3.



Photo 4: Lester Lorch Park, Community Facility Map ID 4.



Photo 5: View of typical homes in the Pecan Acres Mobile Home Park located in the southern portion of the study area.



Photo 6: View of typical residential homes located along Prairie View Boulevard within the southwestern portion of the study area.



Photo 7. View of typical residential homes located along Onward Road in the southern portion of the study area on the east side of US 67.

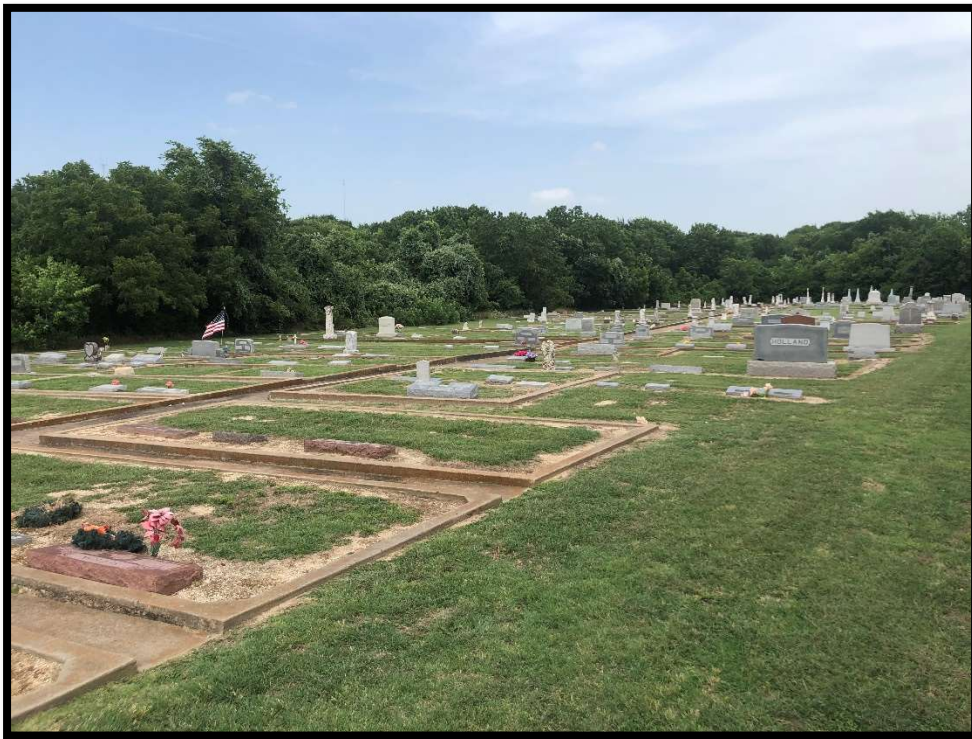


Photo 8: Pleasant Valley Cemetery, Community Facility Map ID 16.



Photo 9: Cedar Hill Fire Department, Community Facility Map ID 17



Photo 10. Wildwood Park, Community Facility Map ID 19.



Photo 11: View of the property that would be potentially be partially acquired and has a potential displacement.



Photo 12. Ash Grove Cement, a large cement manufacturing facility located within the study area.



Photo 13. Hanson Pipe & Products Inc, a commercial business located in the western portion of the study area.



Photo 14: Typical maintained roadside vegetation within the project area along US 67.

Appendix C: ROW Acquisition Table

Table 4: ROW Acquisition

Map ID	Appraisal District ID	Owner Name	Property Address	City	County
1	65121829010340000	PSHICHENKO PETER	1467 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
2	65121829010330000	PSHICHENKO PETER	1473 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
3	65121829010330100	MENDEZ TRAVIS LAND &	1522 S HWY 67	CEDAR HILL	Dallas
4	65121829010320000	CEDAR HILL CITY OF	1481 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
5	65121829010290100	KAKARLA FAMILY LTD PS	1485 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
6	65121829010290000	I AM VICTORIOUS INC	1542 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
7	160197100A1AR0000	STAG TX HOLDINGS LP	1650 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
8	65121829010190200	HEITMAN RONALD	1649 S HWY 67	CEDAR HILL	Dallas
9	160197100A02R0000	FLORIDA ROCK INDUSTRIES INC	1649 S HWY 67	CEDAR HILL	Dallas
10	160197100A03R0000	FLORIDA ROCK INDUSTRIES INC	1649 S HWY 67	CEDAR HILL	Dallas
11	65121829010190000	ATHERTON & MURPHY HOLDING	1649 S HWY 67	CEDAR HILL	Dallas
12	65121829010190100	FLORIDA ROCK INDUSTRIES INC	1649 S HWY 67	CEDAR HILL	Dallas
13	65067655510110000	A & M COMM HOLDINGS LP	1900 LAKE RIDGE PKWY	CEDAR HILL	Dallas
14	65121829010180000	A&M COMMERCIAL HOLDINGS LP	1510 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
15	65121829010250000	BAUER GERALD J TR	1505 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
16	65121829010170000	SWORDGLISTEN LTD PARTNERSHIP	1511 S J ELMER WEAVER FWY	CEDAR HILL	Dallas
17	242895	ATHERTON & MURPHY HOLDINGS INC	LAKE RIDGE	MIDLOTHIAN	Ellis
18	192303	SWORDGLISTEN LP	HIGHWAY 67	MIDLOTHIAN	Ellis
19	185914	ATHERTON & MURPHY HOLDINGS INC	HIGHWAY 67	MIDLOTHIAN	Ellis
20	192302	ABRAMS J D INC	2040 HIGHWAY 67	MIDLOTHIAN	Ellis
21	192308	PIPE PORTFOLIO OWNER LP	2138 HIGHWAY 67	MIDLOTHIAN	Ellis
22	185920	BALARAMA ANIL ETAL	5725 HIGHWAY 67	MIDLOTHIAN	Ellis
23	249370	ATHERTON & MURPHY HOLDINGS INC	HIGHWAY 67	CEDAR HILL	Ellis
24	192297	COMPUTER ENVIRONMENTS INC	5150 HIGHWAY 67	MIDLOTHIAN	Ellis
25	NA	NA	NA	NA	Ellis
26	192300	MOTE DEVELOPMENT COMPANY LLC	HIGHWAY 67	MIDLOTHIAN	Ellis