Project Name: Farm-to-Market Road (FM) 741 from State Highway (SH) 175 to FM 548

Control Section Job Number (CSJ): 1092-01-021

Report Date: April 2022

District: Dallas County(ies): Kaufman Let Date: February 2023

Project Classification: Open-ended (d) list CE

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 Section Two of the Environmental Handbook - Community Impacts, Environmental Justice, Limited English Proficiency and Title VI 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. Project Screening

Would the proposed project involve ANY of the following conditions?

- Creation of a new grade separation that is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway, which does not result in a multi-level interchange).
- Displacements are limited to structures that appear to be unoccupied or otherwise unused.
- Expansion of the roadway pavement by the width of one vehicle lane or more, but the expansion is limited to a project area with at least one of the following main characteristics:
 - o Rural projects characterized by scattered residences, sparse population overall, and has limited pedestrian activity adjacent to the project area
 - Development is predominately industrial or agricultural
 - Widening roadway approaches for bridge work
- Construction of a new or extension of an existing raised median or median barrier where at least one of the following project descriptions is true:
 - o Does not deny access to any driveways or cross streets (although travel patterns may still be impacted)
 - o Does not continue longer than 3 miles without a break or crossover
 - Does not occur in front of a school or emergency responder dispatch location such as

<u>Prepa</u>	red by:	
Sumn	nary Stat	ement
\boxtimes	Yes	Otherwise, provide a brief summary of why community impacts are not anticipated in the text box below to conclude the analysis. Do not complete the remainder of this Community Impacts Assessment Technical Report Form.
		If there is a reason to believe that the project would have the potential to result in adverse temporary or permanent impacts to community resources, proceed to Section B .
	Other	Consult ENV SME to determine what level of documentation is required. After contacting, if the SME concurs that a summary statement is sufficient for this project, fill in the summary in the space provided below and leave this box checked.
	No	Completion of this Community Impacts Assessment Technical Report form is required. Proceed to Section B .
		police stations, fire stations, or hospital emergency room (not to include standalone urgent care centers not associated with a traditional hospital)

TxDOT Environmental Affairs Division Effective Date: October 2021



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.).

TxDOT is proposing to reconstruct and widen 8.32 miles of FM 741 from US 175 to FM 548 in Kaufman County. The proposed project is located within the Cities of Forney and Crandall, and the unincorporated community of Heartland. Improvements include reconstruction and widening of the existing two-lane rural section to a proposed four-lane divided urban roadway (and ultimate six-lane divided urban roadway from US 175 to FM 2757). The existing right of way width varies from 90 to 179 feet. The project is located on 87 acres of existing right-of-way (ROW) and proposes to acquire approximately 48.7 acres of new ROW.

2. Define the Community Study Area by identifying community study area boundaries, and describe the methodology used for developing the community study area (i.e. explain the reasoning for why the study area boundaries are appropriate for the project).

Attach a map showing the community study area, the location of the project limits, 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 proposed project is located within the suburban and rural communities associated with the cities of Forney and Crandall, and the unincorporated community of Heartland. The community study area is composed of census block geographies that intersect a 1,000-foot buffer of the proposed project footprint. The community study area boundary is built on census block geographies for two reasons: 1) the block geographies appropriately capture the potential physical impacts of the proposed project and 2) data associated with these census block geographies are necessary for the environmental justice analysis.

Figure 2 in the Supplemental Information attachment illustrates the community study area boundary and the locations of the community facilities listed in section B4.

3. Describe existing land use and community character.

The northern portion of the project area is characterized by the presence of several densely constructed single-family residential subdivisions. South of County Woods Road, the project area transitions to agricultural land and low-density single-family residences. There are two major traffic generators adjacent to the project area: IH 20 and US 175.

4. Identify community facilities within the community study area by listing and describing them in the table below. Use this table to inform what is included in the map, described in B.2 above.

#	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	First Community Church of Crandall	Place of Worship	Private	No	No	See Figure 2b
#2	W. A. Martin Elementary School	School	Public	Yes, youth	No	See Figure 2b
#3	Bluff View Senior Village	Assisted Living	Public	Yes, seniors	Yes	See Figure 2b
#4	Crandall Community Cemetery	Cemetery	Public	No	Yes	See Figure 2b
#5	Vista Church	Place of Worship	Private	No	No	See Figure 2c
#6	Crandall Middle School	School	Public	Yes, youth	No	See Figure 2c
#7	Word Harvest Church	Place of Worship	Private	No	No	See Figure 2d
#8	Hollis T. Dietz Elementary School	School	Public	Yes, youth	No	See Figure 2d
#9	Heartland Park	Park	Public	No	No	See Figure 2d
#10	Barbara Walker Elementary School	School	Public	Yes, youth	No	See Figure 2d
#11	The Goddard School of Forney	Day Care Center	Public	Yes, youth	No	See Figure 2d



#	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
#12	Kaufman County Precinct 2	Municipal Facility	Public	No	Yes	See Figure 2e
#13	The Church of Jesus Christ of Latter-day Saints	Place of Worship	Private	No	Yes	See Figure 2e
#14	Kaufman County Emergency Services District (E.S.D.) Number 6 Station	Fire Station	Public	No	Yes	See Figure 2e
#15	Kaufman-Van Zandt-Rockwall Soil and Water Conservation District #505	County Office	Public	No	Yes	See Figure 2e & 2f
#16	Children's Lighthouse of Forney	Day Care Center	Public	Yes, youth	Yes	See Figure 2e & 2f
#17	Rhea Intermediate	School	Public	Yes, youth	No	See Figure 2f
#18	Forney High School	School	Public	Yes, youth	Yes	See Figure 2e & 2f
#19	Lakepointe Church	Place of Worship	Public	No	Yes	See Figure 2f
#20	Three Forks Senior Living of Forney	Assisted Living	Private	Yes, seniors	Yes	See Figure 2f
#21	Forney Justice Center	Municipal Facility	Public	No	No	See Figure 2f
#22	Forney Community Park	Park	Public	No	No	See Figure 2X
					No	
	<insert text=""></insert>	<insert text=""></insert>	<yes no=""></yes>	<insert text=""></insert>	<yes no=""></yes>	<insert text=""></insert>



#	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
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C. Demographics

Attach tables and maps to this Community Impacts Assessment Technical Report form detailing race/ethnicity (including Hispanic or Latino persons), language, and income. The TxDOT Census Data Tool includes all of this information in its screening report. Include other demographic data as appropriate, such as employment, disability, and age data for the community study area. A template demographics table is provided as Appendix A of this form found in the CIA Toolkit. Following completion of this section, proceed to **Section D**.

1.	Wha	at data sources were used?		
	\boxtimes	U.S. Census Bureau		
	\boxtimes	American Community Survey (ACS)		
		Texas Demographics Center		
		Texas Education Agency – "Texas Academic Performance Reports"		
	\boxtimes	Site Visit – Date of Site Visit: December 14, 2021		
	\boxtimes	Current and/or historic aerial photographs		
	\boxtimes	Other Kaufman CAD and Realtor com		

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. Attach a map of these EJ census areas.

60 of the 78 populated census blocks in the community study area contained a population of 50 percent or more minority persons. 32 of the minority blocks were majority Black, 27 were majority Hispanic, and the remaining census block contained Asian populations. However, it should be noted that seven of the 60 populated blocks with over 50 percent minority population contain a total population of 10 or less people.



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

The current (2022) U.S Department of Health and Human Services (HHS) poverty guideline for a family of four is \$27,750.

4. How many of the census geographies show a median household income below the HHS 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. Attach a map of these EJ census areas.

None of the eight census block groups adjacent to the proposed project show a median household income below the 2022 HHS poverty level of \$27,750. Median household incomes in the adjacent block groups are provided below. Median household incomes in the eight adjacent block groups range from \$59,138- \$156,136.

See Table 2 in the Supplemental Information attachment for further details.

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.

Limited English Proficiency (LEP) is defined as persons who speak English "less than very well." Seven of the eight census block groups adjacent to the proposed project contain LEP populations. LEP populations in each of the census block groups in the community study area range from 0.0 to approximately 16.4 percent of the total population over the age of five.

Of the total number of people over the age of five living in all eight of the adjacent census block groups, approximately 6.1 percent speak English "less than very well." The majority of the total LEP population in the community study area speaks Spanish, followed by Asian and Pacific Island languages and Indo-European languages.

Table 3 in the Supplemental Information attachment provides additional details about LEP persons within the census block groups in the community study area.

D. Site Visit

Following completion of this section, proceed to Section E.



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 within a reasonable time frame to provide accurate and timely information. If not, explain why site visit was either not conducted at all or was conducted outside of the general time period as this form.

A site visit was conducted on December 15, 2021. See Project Photographs in Supplemental Information attachment for more details.

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 other than English were observed during the site visit.

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

No places of worship, businesses, services, or other community facilities that target or serve specific minority groups were observed during the site visit.

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?

No signs of persons with disabilities were observed during the site visit.

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?

Several facilities that serve youth, including W. A. Martin Elementary School, Crandall Middle School, Hollis T. Dietz Elementary School, Barbara Walker Elementary School, The Goddard School of Forney, Children's Lighthouse of Forney, Rhea Intermediate, Forney High School, Henderson Elementary School, and the Children's Lighthouse of Forney were observed during the site visit. In addition, two facilities that serve the seniors, Bluff View Senior Village and Three Forks Senior Living of Forney, were also observed during the site visit.

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



No signs of low-income populations were observed during the site visit.

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 dirt pathways from pedestrian activity 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.

Several bus stops for the Crandall ISD schools were indentifed throughout the Heartland community, specifically near Bar Walker Elementary & Hollis T. Dietz Elementary School (Photo 10).

Sidewalks were observed near Forney High School along FM 741 near the northern terminus of the proposed project from Moniter Blvd to FM 548. Sidewalks are also present in residential neighborhoods throughout the community study area including Heartland and Fox Lake. These sidewalk networks are connected within each respective neighborhood, but are not interconnected between neighborhoods. Lastly, a hike-and-bike trail was also observed throughout the Heartland master-planned community.

No signs of other modes of transportation were observed along the project limits during the site visit.

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.

Project Photographs presented in the Supplemental Information attachment are provided to characterize conditions of the built and social environment. Based on observations made during the December 2021 site visit, the general character of the community study area is rural/suburban in nature. The area is composed of a mix of single-family residential, commercial, industrial, agriculture, and open space/undeveloped parcels. There is an increased presence of residential and commercial development along FM 741 near the cities of Crandall and Forney.



E. Public Involvement

Following completion of this section, proceed to **Section F.** Attempts should be made to integrate public involvement throughout the NEPA process. If timelines or other factors affect the possibility of conducting public involvement before this CIA, it is recommended that public involvement documentation be shared with ENV SMEs at a later date.

1. Please describe the public involvement efforts planned or previously carried out for the proposed project. If no public involvement is planned, briefly explain why and proceed to section F.

A virtual stakeholder meeting was held on December 7, 2020, with representatives from Kaufman County and the Heartland Community. A public meeting is anticipated for Spring 2022 and a public hearing is anticipated for Summer 2022.

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).

A virtual stakeholder meeting was held on December 7, 2020, with representatives from Kaufman County and the Heartland Community. The specific purpose of this meeting was to discuss the proposed changes to the existing shared-use path near the intersection of FM 741 and Heartland Parkway as the proposed ROW required for the project will likely impact the existing Hike & Bike Trail. The stakeholders for the Heartland Community preferred the alternative with two separate paths which they believed would address the safety concerns, as opposed to merging the two paths as presented in the exhibit.

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?

Public involvement is ongoing; a public meeting is planned for Spring 2022 and a public hearing is planned in the Summer 2022. Notices will be mailed to adjacent property owners. Translation services will be available upon request.



F. Dis	F. Displacements						
Would	the proposed p	roject result in any potential displacements?					
	No	Proceed to Section G , Access and Travel Patterns.					
\boxtimes	Yes	Answer the questions in all applicable sections in F, then proceed to Section G. Check the types of displacements that apply:					
\boxtimes	Residential	Answer all questions in Section F.1.					
	Commercial	Answer all questions in Section F.2.					
\boxtimes	Other	Such as places of worship, community centers, or schools, answer all questions in Section F.3.					

1. Residential Displacements

a. How many residences would potentially be displaced subject to final design considerations (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 potentially be displaced (e.g., single-family homes, apartments, duplexes, etc.)?

One residential displacements is anticipated.

Potential Displacement 4 (D4) is a single-family house located at 10012 Country View Lane, Forney TX 75126 (KCAD Property ID 26225).

The location of the potential displacements are shown as D2 on Figure 4c in the Supplemental Information attachment.

The Project Photographs provided in the Supplemental Information attachment provides a visual representation of the potential residential displacement.

b. Is there an adequate number of available replacement homes of comparable type, size, and cost? How was this determined? It should be noted that that costs associated with these properties are for analysis purposes only. Actual purchase price of acquired properties will be determined at the time of acquisition.

Utilizing online realtor services and currently available market data, comparatively priced housing does appear to be available for the potential residential displacement within the 75126 zip code. According to KCAD records, D4 was

Community Impacts Assessment Technical Report



appraised in 2021 at \$378,964. A March 2022 Realtor.com search revealed that there are 59 single-family houses for sale in the 75421-zip code for less than \$380,000. There are five single-family houses for sale on lots over 1.00 acres, comparable to the size of D4, all for sale less than than \$380,000.

TxDOT is committed to ensuring that decent, safe, and sanitary dwellings are made available to all persons displaced by the proposed project.



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 the questions below should be answered.

•	· · · · · ·
perce secti econ displ	e number of employees at businesses that would be displaced represents more than five ent of the workforce in the community study area, then answer all of the questions in this on and refer to Appendix B in the CIA Toolkit for guidance on how to further analyze omic impacts (unless there is reason to believe that the overall economic impact of the accements on the community would nevertheless be minor, in which case discuss with an ENV before completing all of the questions in this section).
a.	What types of businesses exist in the study area (e.g., commercial, retail, industrial, medical, etc.)?
	N/A
b.	Which businesses would potentially be displaced subject to final design considerations (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.)?
	N/A
c.	Are these businesses unique to the area? How far would a person have to travel to find a business offering similar services?
	N/A
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?

N/A



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.

N/A

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

N/A

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)?

N/A



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 potentially occur subject to final design considerations? Where are these facilities located?

Three "other" displacements is anticipated.

Potential Displacement 1 (D1) is a barn located off FM 741; KCAD Property ID 16020.

Potential Displacement 2 (D2) are three small metal sheds located on Kaufman County Precinct 2 property, near FM 741 and Precinct Drive; KCAD Property ID 9610.

Potential Displacement 3 (D3) is utility located in proposed ROW located south of the Windy Lane along FM 741; KCAD Property ID 7918.

The locations of the potential "other" displacements are shown as D1, D2, & D3 on Figure 4a- 4c in the Supplemental Information attachment.

b. Do the potentially 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?

The potentially displaced facilities do not serve a specific population(s).

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

It is anticipated that the "other" displacements (D1, D2, & D3) would be able to relocate.

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

The facilities do not appear to offer services.

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

It is anticipated that the "other" displacements (D1, D2 & D3) would be able to relocate.



G. Access and Travel Patterns

Would the project result in permanent change to or loss of existing access, creation of new acces	s,
or permanent change in travel patterns to any modes of transportation?	

	No	Proceed to Section H , Community Cohesion
\boxtimes	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.1. 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.2. only and proceed to Section H.
- If the project would create a new bypass or reliever route, **complete Sections G.2.** and G.3. 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)?

No bicycle lanes were observed along the project limits. Several bus stops for the Crandall ISD schools and a hike-and-bike trail were identified throughout the Heartland community. Sidewalks were observed near Forney High School along FM 741 near the northern terminus of the proposed project from Moniter Blvd to FM 548. Sidewalks are also present in residential neighborhoods throughout the community study area including Heartland and Fox Lake. These sidewalk networks are connected within each respective neighborhood, but are not interconnected between neighborhoods. However, the majority of the community study area is highly car-oriented, thus most people currently access destinations in the community study area with cars.

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 FM 741 facility is a two-lane rural undivided roadway with two-foot-wide shoulders. The existing right of way width varies from 90 to 179 feet. Lanes are 12 feet wide with 2-foot shoulders.



The community study area is primarily car-oriented, as driveways and cross streets tie directly into FM 741. Several bus stops for the Crandall ISD schools and a hike-and-bike trail were identified throughout the Heartland community. Sidewalks were observed near Forney High School along FM 741 near the northern terminus of the proposed project from Moniter Blvd to FM 548. Sidewalks are also present in residential neighborhoods throughout the community study area including Heartland and Fox Lake. These sidewalk networks are connected within each respective neighborhood, but are not interconnected between neighborhoods. Additionally, no bicycle lanes were observed in the community study area. Community members generally access parcels along FM 741 with cars if they have the ability.

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 existing FM 741 facility is a two-lane rural roadway with 12 feet wide lanes and two-foot-wide shoulders on either side of the roadway. The existing ROW width varies from 90 to 179 feet.

The community study area is primarily car-oriented, as driveways and cross streets tie directly into FM 741. Very limited and discontinuous sidewalks were observed in the northern portion of the community study area and throughout residential neighborhoods. However, no additional bus stops, sidewalks, or trails were seen in the community study area. Additionally, no bicycle lanes were observed in the community study area. Community members generally access parcels along FM 741 with cars if they have the ability.

Permanent changes to access and travel patterns are anticipated due to the proposed improvements due to the widening of FM 741 from a two-lane highway to a four-lane highway for a distance of approximately 8.32 miles, which includes a depressed median.

Due to the proposed depressed median, several properties would be impacted by this restriction of left turns along FM 741. In some cases, travelers on the opposite side of the roadway from their destination would need to pass their destination, then complete a legal U-turn, or turnaround, to reach their destination using one of the proposed median openings. Additionally, six roads that currently have two-way access to FM 741 would have one-way access to FM 741 once the proposed raised median is constructed. These eight one-way access streets are as follows: (1) Venner Circle (2) Thelma Lane (3) Griffin Lane (4) Dozier Circle (5) Eli Road (6) High Country Lane (7) Lewis Circle and (8) Linda Circle. In addition, the proposed project would also include the reconstruction of the along FM 741 over the tributary to Buffalo Creek, which would restrict access to the existing Gene Street. The proposed project would not accommodate Gene Street; therefore, it would not be available post construction.

The proposed raised median would limit access points across FM 741 to 24 breaks in the



median, which are designed for both eastbound and westbound left turns and U-turns. The distance between the breaks in the median range from approximately 50 to 4,100 feet with the average distance between breaks in the median at approximately 858 feet.

Figure 5 in the Supplemental Information attachment contains the schematic from which this analysis is based.

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?

The proposed divided highway sections would affect access and travel patterns to several businesses and residences that are located along FM 741 or the eight one-way access streets.

Left turn access would be restricted due to the proposed divided highway to a total of approximately 25 private residences, 14 agricultural/vacant properties, 7 commerical businesses, 5 community facilities, and 4 utilities along the FM 741 roadway, plus the businesses and residences located along the eight one-way access streets. In the cases where travelers on FM 741 are on the opposite side of the roadway from these residences, businesses, facilities, and streets they would need to travel away from their destination to make a legal U-turn at a divided highway crossover in order to access the driveway or access street of their destination. Distances between the proposed turnaround points range from approximately 50 to 4,100 feet with the average distance between the divided highway crossovers at approximately 1,330 feet. While the proposed divided highway sections would result in some changes in travel patterns, it would also reduce conflicts and improve safety throughout the project area.

As stated above, the proposed divided highway would affect the access and travel patterns to three community facilities identified within the community study area including the Crandall Community Cemetery, The Church of Jesus Christ of Latter-day Saints, Kaufman-Van Zandt-Rockwall Soil and Water Conservation District #506, and the Children's Lighthouse of Forney.

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 would improve mobility and enhance safety for emergency vehicles and reduce delays. The population living or working along FM 741 where the proposed median has eliminated a turn in front of their home or place of work could experience slight increases in response times of up to one minute.



The Kaufman County Emergency Services District (E.S.D.) Number 6 Station is located immediately adjacent to the corridor. The proposed project is not anticipated to impact this facility.

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?

Yes, several active farms and ranches are present in the community study area and located immediately adjacent to the FM 741 roadway. Several ranches and farms would lose direct left-turn access due to the proposed divided highway sections and would need to make a legal U-turn at a divided highway crossover in order to access the property.

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

There are no significant adverse impacts to access and travel patterns; therefore, mitigation is not proposed.



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)?

- 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.
- 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.
- 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?
- e. How would the new highway affect emergency response times?
- f. Is land adjacent to the new-location highway available for development?



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



- 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.)?
 - b. Are frontage roads proposed as part of the project? If so, describe the type and location of the frontage roads.
 - c. Describe any mitigation or design element, such as new signage, proposed to address adverse impacts to existing traffic-dependent businesses.

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 freeway 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

		introduction of a new median delig a proviously analytical admity
	No	Proceed to Section I, Environmental Justice.
\times	Yes	Answer all questions in this section and proceed to Section I.

 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.

Based on observations made during the site visit in December 2021, community cohesion along the FM 741 project limits is of mixed intensity. The communities surrounding the project corridor are typically rural with pockets of activity scattered throughout. The area is increasingly urbanized along the southern terminus of the proposed project area, towards the City of Crandall and also along the northern terminus, towards the City of Forney. The Heartland neighborhood seems to be a cohesive master-planned community with a parks, trails, schools, other amenitites, and hundreds of single-family homes. The proposed project also traverses the unincorporated areas of Kaufman County. Thus, there is minimal community cohesion between these unincorporated areas where agricultural pasture is the dominant land use.

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.



Because FM 741 is an existing roadway, the improvements would not substantially change the degree of separation between existing residential and commercial uses. The roadway improvements would shift the alignment of the roadway closer to the existing residential neighborhoods and commercial businesses throughout the project corridor.

As previously detailed in Section G (Access and Travel Patterns), the proposed project would divide the roadway in certain sections with a depressed median, which would restrict vehicular access across the highway to 24 proposed breaks in the median, providing numerous opportunities for travel in either direction. Eight local roads that currently have two-way access to FM 741 would have one-way access to FM 741 and one street, Gene Street, would lose access altogether as a result of the proposed project. The divided highway sections are proposed to increase safety within the project area.



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.

As previously discussed, eight intersecting streets that currently have two-way access would have one-way access to FM 741 due to the proposed depressed median. The proposed median would limit access points across FM 741 to 24 breaks in the median, which are designed for both eastbound and westbound left turns and U-turns. The distance between the breaks in the median range from approximately 50 to 4,100 feet with the average distance between breaks in the median at approximately 858 feet. In addition, the reconstruction of the bridge the along FM 741 over the tributary to Buffalo Creek, which would restrict access to the existing Gene Street.

The proposed project would not separate or isolate any distinct neighborhoods, ethic groups or other special groups as FM 741 is an existing roadway.

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 divided highway would not affect the access and travel patterns to any of the community facilities identified within the community study area.

Overall, negative changes to community access or participation in local activities are not anticipated. Ultimately, residents would access other parts of the community and participate in local activities to the same degree as done today, with greater safety and improved mobility. The proposed construction of a shared-use path would improve access and safety of pedestrians and cyclists within the community study area.

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

There are no significant adverse impacts to community cohesion; therefore, mitigation is not proposed.



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Based on the data provided in Section C., 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.			
\boxtimes	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?

Four total potential displacements are anticipated from the proposed project. Two out of the four of these potential displacements are located in EJ census geographies (Block 2012 Block Group 2, Census Tract 508.02, Kaufman County, Texas & Block 2015 Block Group 2, Census Tract 502.13, Kaufman County, Texas).

See Figure 3 for the location of the potential displacements and census geographies.

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?

Changes to access and travel patterns due to the proposed divided highway are anticipated, but are equally distributed throughout the project area in EJ and non-EJ geographies alike.

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?

60 out of the 78 populated blocks in the community study area contain predominantly minority populations. Minimal impacts to community cohesion due to the proposed median are anticipated; however, the proposed project would not separate or isolate any distinct neighborhoods, ethnic groups, or other specific groups as FM 741 is an existing roadway and the proposed improvements would yield safety benefits to all along the project area.

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.

No businesses or community facilities would be displaced by the proposed project.



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?

It is not anticipated that the proposed project would result in adverse air quality impacts. A noise analysis is currently being prepared and the results will be incorporated in a future version of this report.

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.

The community is not known to have 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?

There have not been any major infrastructure projects, industrial facilities, or other large scale developments constructed in or adjacent to the community study area-- -talk about the master planned community here.

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

There are no significant adverse impacts to EJ populations; therefore, mitigation is not 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.

EJ populations are present in the community study area. The project would require new ROW, which would potentially result in one residential displacements and three other shed/structure displacements. Two of the four potential displacements would occur in environmental justice census block geographies.

Although slight changes to access and travel patterns are anticipated due to the proposed divided





highway, the project would not permanently adversely impact the community and would not havedisproportionately high and adverse impacts on minority and/or low-income populations. The proposed safety improvements would benefit everyone located in the project area.



J. Limited English Proficiency

Yes

Based on t	the data provided in Section C. and observations made during the site visit, are LEP					
persons likely to be present in the community study area? Remember that requests for						
accommoda	ations must be considered, and in most cases provided.					
☐ No	Proceed to Section K, Conclusions.					

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?

According to ACS data, seven out of the eight of the census block groups adjacent to the proposed project contain LEP populations. A majority of the LEP population speaks Spanish, followed by Asian and Pacific Island languages, and Indo-European 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?

Alternatively, describe why no accommodations were provided.

A public meeting is planned for Spring 2022 and a public hearing is planned Summer 2022. Notices will be mailed to adjacent property owners. Translation services will be available upon request.

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

Though a public meeting has not occurred for this project, LEP persons will be given the opportunity for meaningful involvement in the NEPA process. Reasonable steps will be taken to ensure all persons have meaningful access to the programs, services, and information TxDOT provides.



K. Conclusions

Following approval of the Community Impacts 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, including a statement regarding whether, in consideration
 of all the impacts to EJ populations described above and any mitigation proposed, impacts to EJ
 populations would be disproportionately high and adverse when compared to impacts to and
 mitigation for impacts to non-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.").

The proposed project would enhance safety and mobility for existing and future residences, businesses, and community facilities within the project vicinity. Environmental justice populations are present in the community study area. One potential residential displacement and one other displacement that are anticipated due to the proposed project are located in an EJ census geography. Although access and travel patterns changes are anticipated due to the proposed divided median, the project would not permanently adversely impact the community and would not have disproportionately high and adverse impacts on minority and/or low-income populations. Improved mobility and enhanced safety in the project area would benefit all nearby residential communities.

The proposed project would require new right-of-way, which would result in four potential displacements. One residential displacement and three other displacements are anticipated. Comparatively priced housing does appear to be available for the potential residential displacement within the 75126 zip code. TxDOT is committed to ensuring that decent, safe, and sanitary dwellings are made available to all persons displaced by the proposed project.

Changes in travel patterns are anticipated due to the proposed project. Some travelers on FM 741 may have to travel in the opposite direction and then complete a legal U-turn in order to access some properties along FM 741 or the eight one-way access streets. The potential changes in travel patterns could result in slightly longer travel times for residents, employees, or commercial customers along FM 741. However, safety would be enhanced for all users of the FM 741 roadway due to the proposed divided





highway. Overall, these improvements offer safety benefits for all members of the public, and would not affect the frequency with which people access other parts of the community.

No existing neighborhoods would be divided because FM 741 is an existing roadway. The improvements would not substantially change the degree of separation between existing residential and commercial uses, although a perceived sense of separation could occur due to the divided median. The roadway improvements would shift the alignment of the roadway closer to the existing residential neighborhoods and commercial businesses at various locations where the proposed right-of-way would be added along both sides of FM 741. The proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups as FM 741 is an existing roadway.

LEP persons will be afforded the opportunity to participate in the decision-making process. A public meeting is planned for Spring 2022 and a public hearing is anticipated for Summer 2022. Reasonable steps will continue to be taken throughout project development to ensure all persons have meaningful access to the programs, services, and information TxDOT provides.

Prepared by: Madeline Harris, Environmental Planner



Supplemental Information Community Impacts Assessment

FM 741 from SH 175 to FM 548

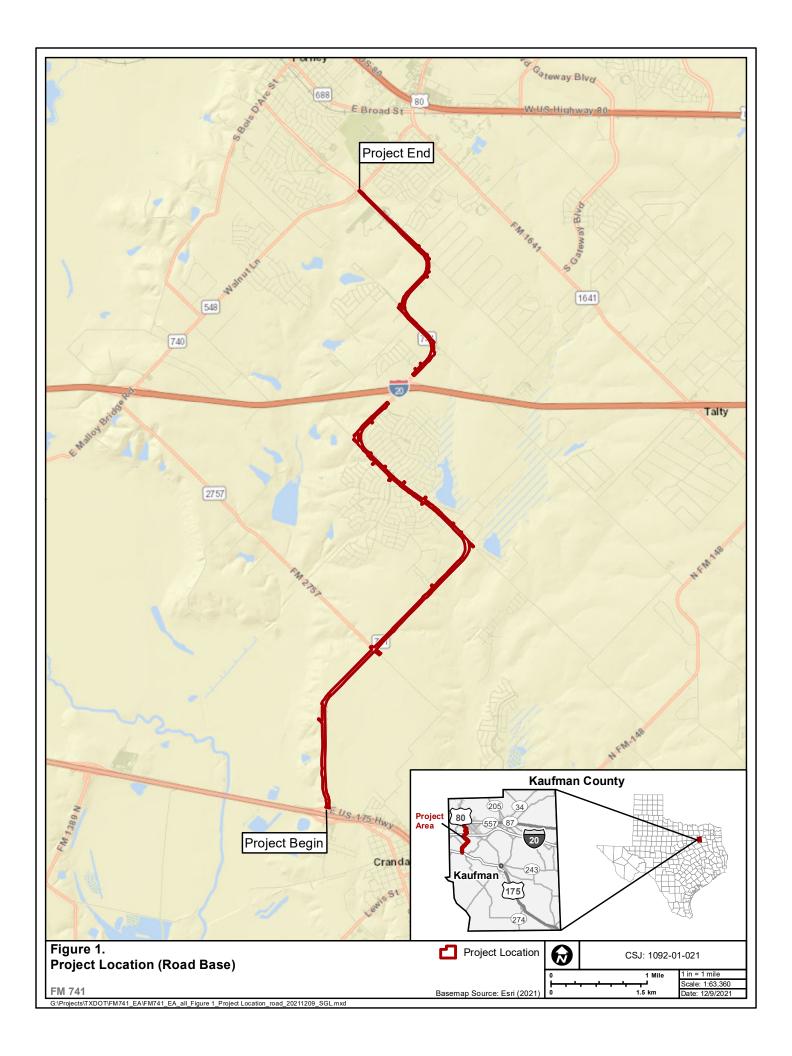
Kaufman County, Texas

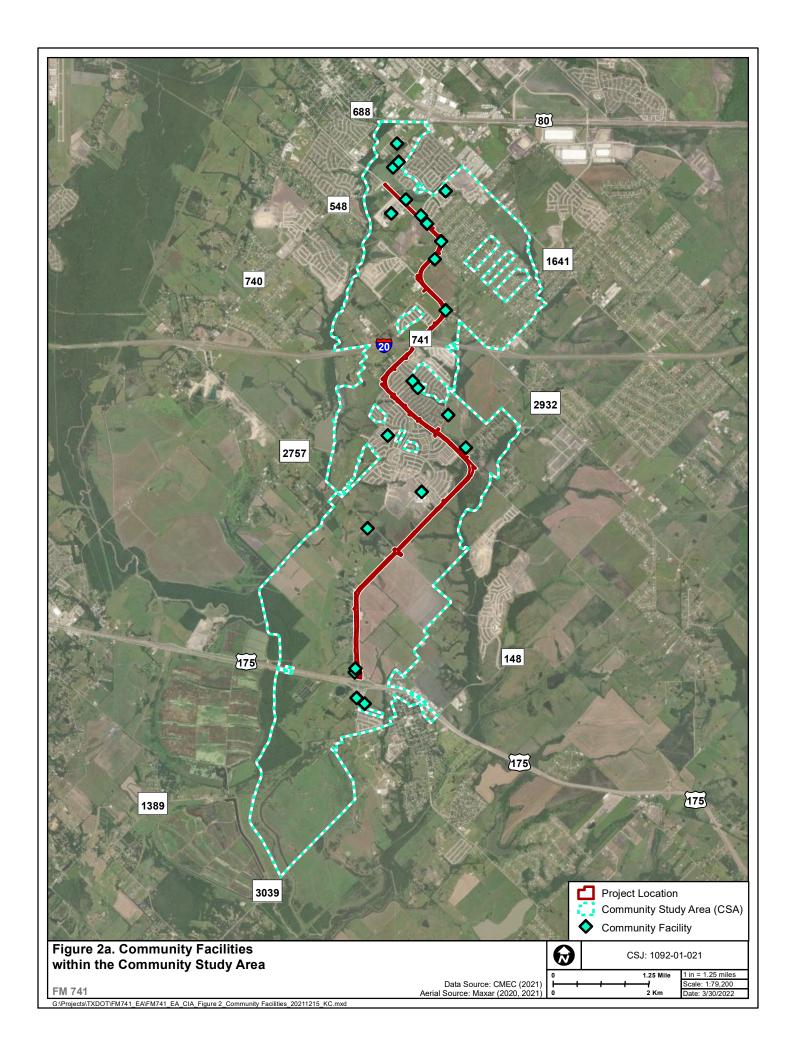
CSJ: 1092-01-021

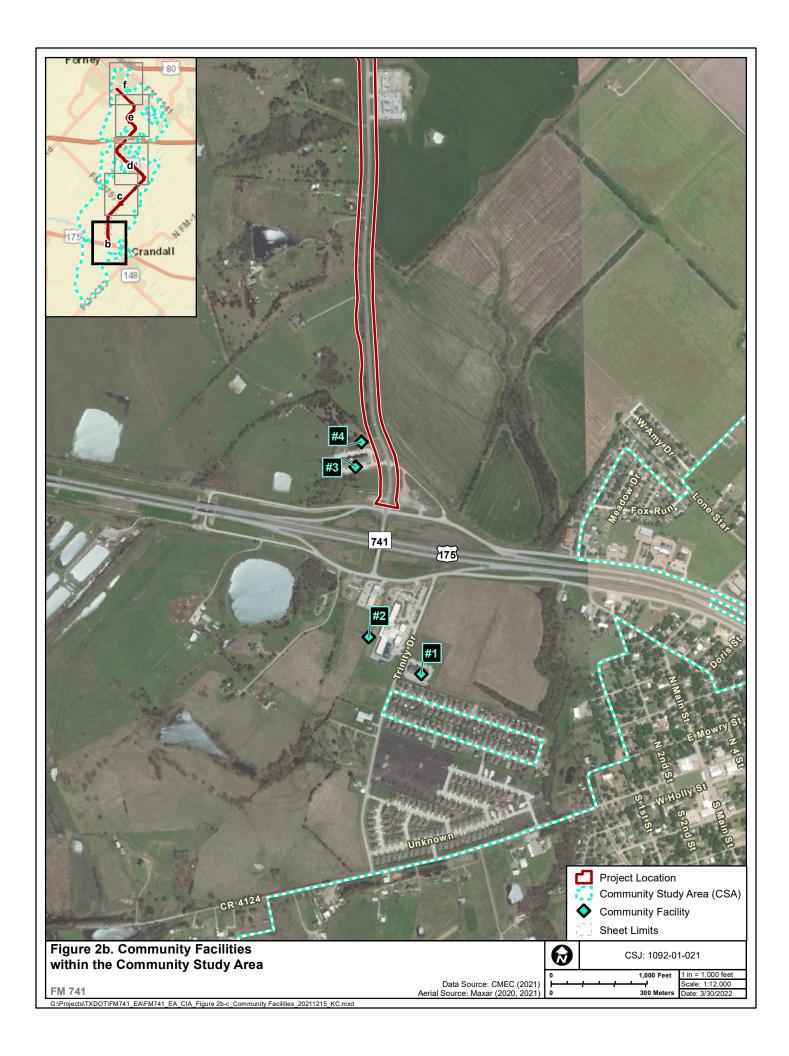
April 2022

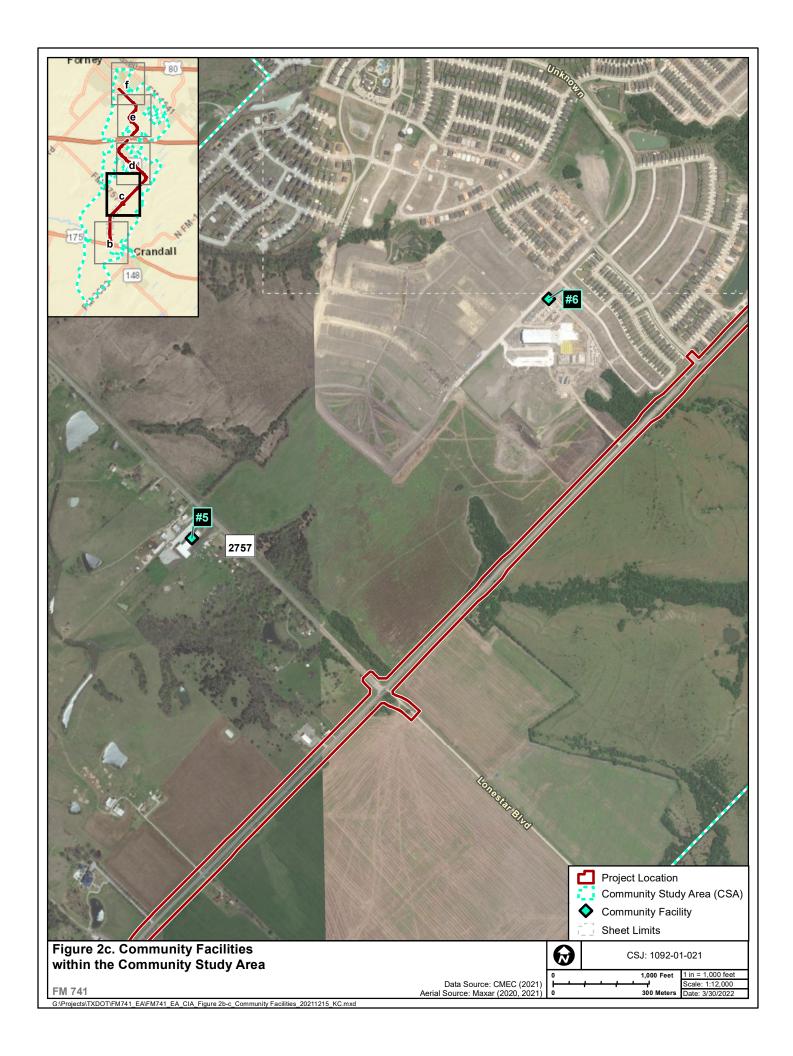
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

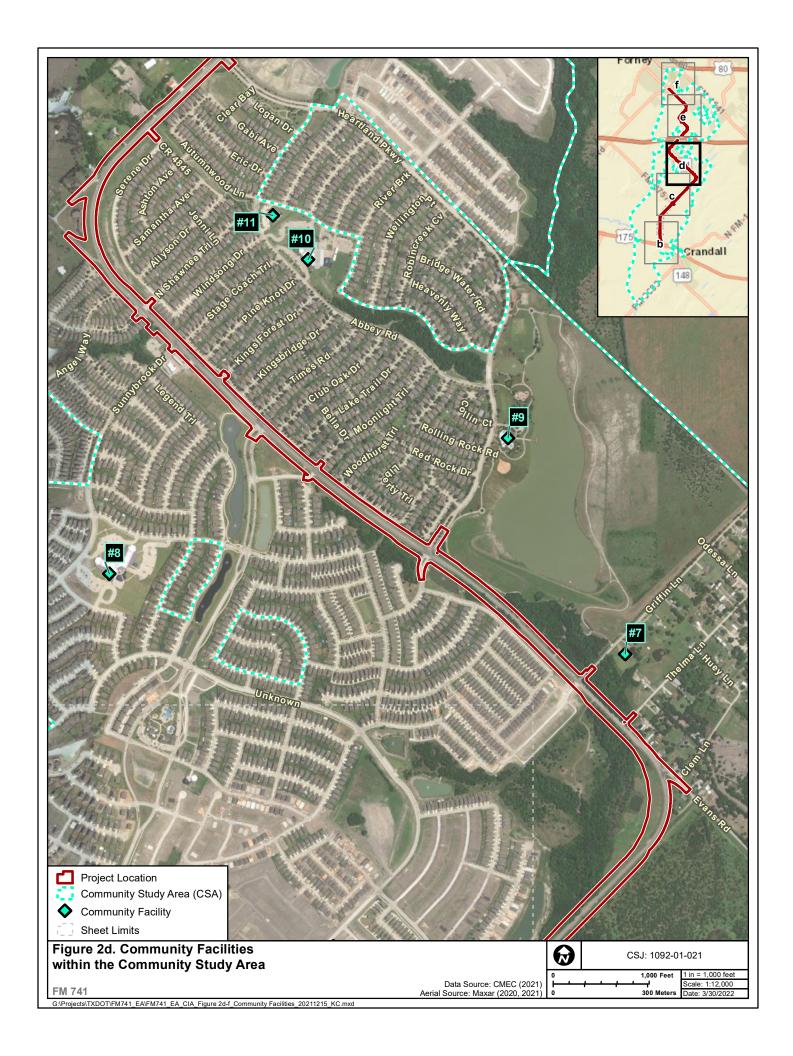
Figures

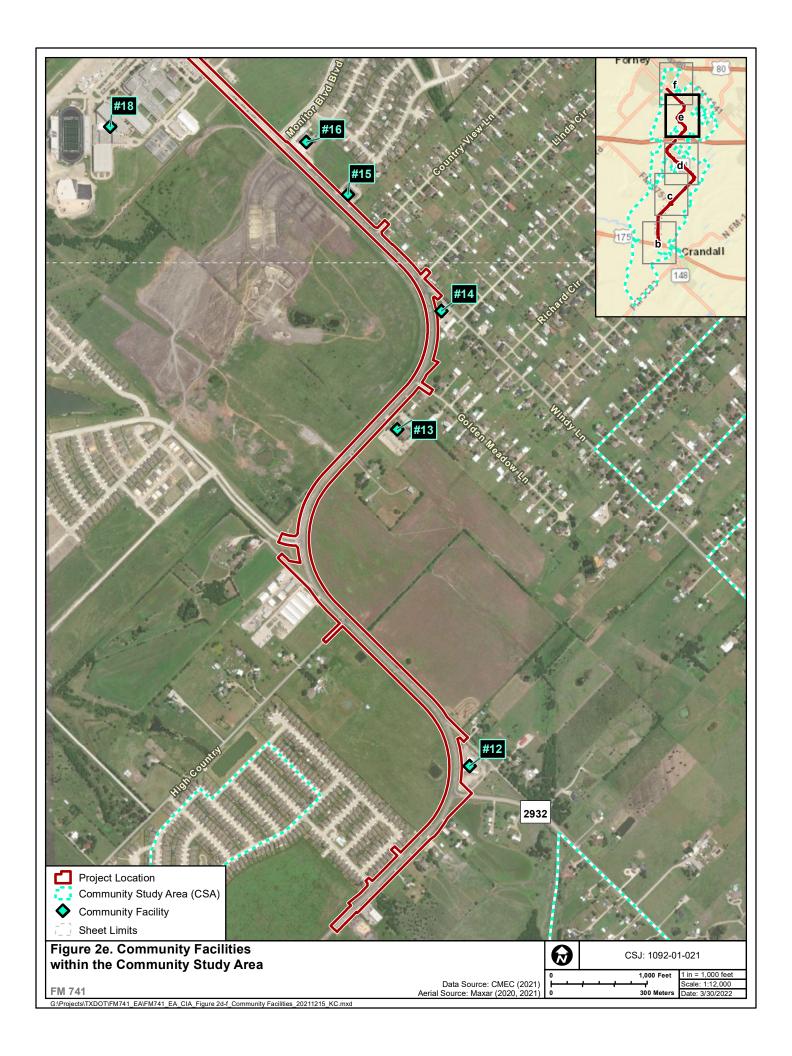


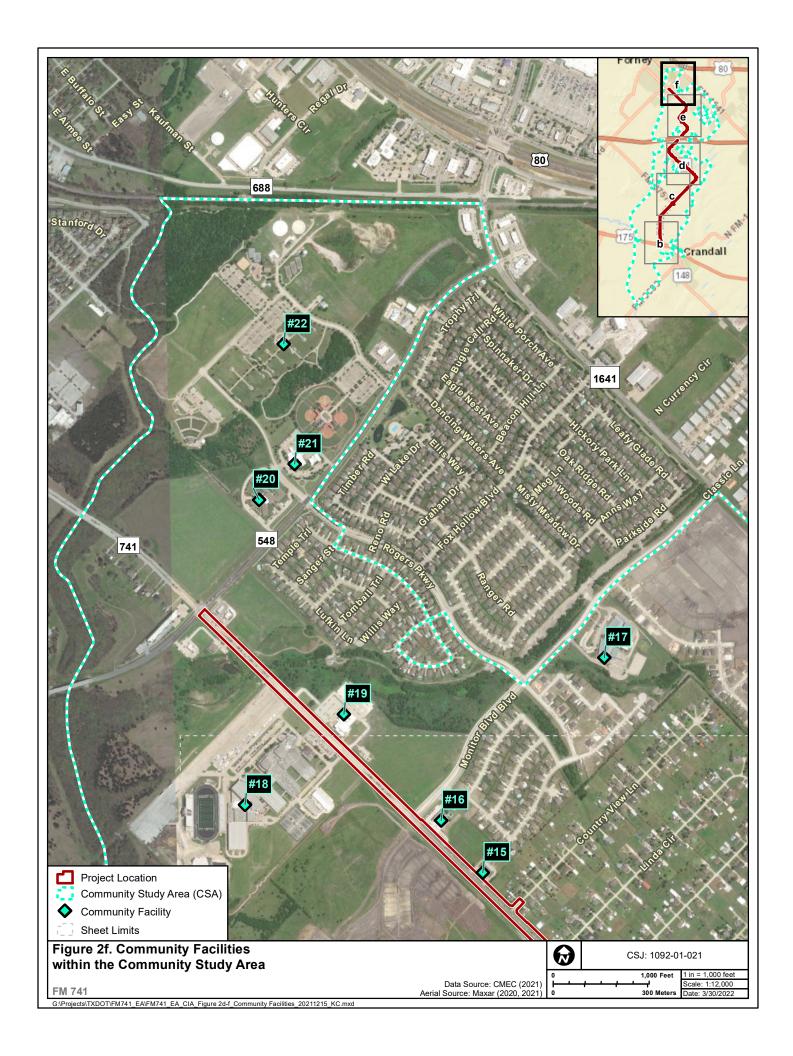


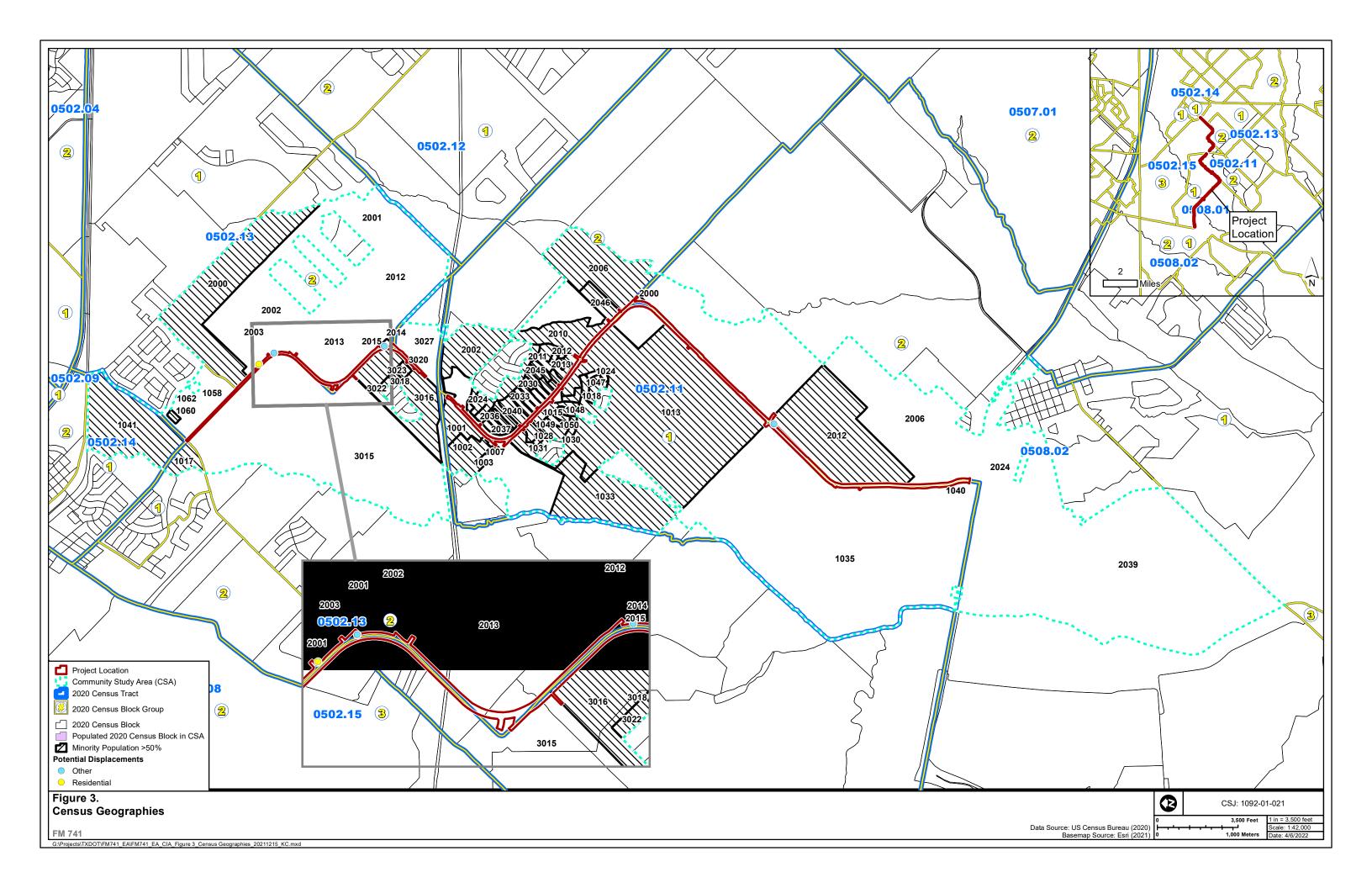


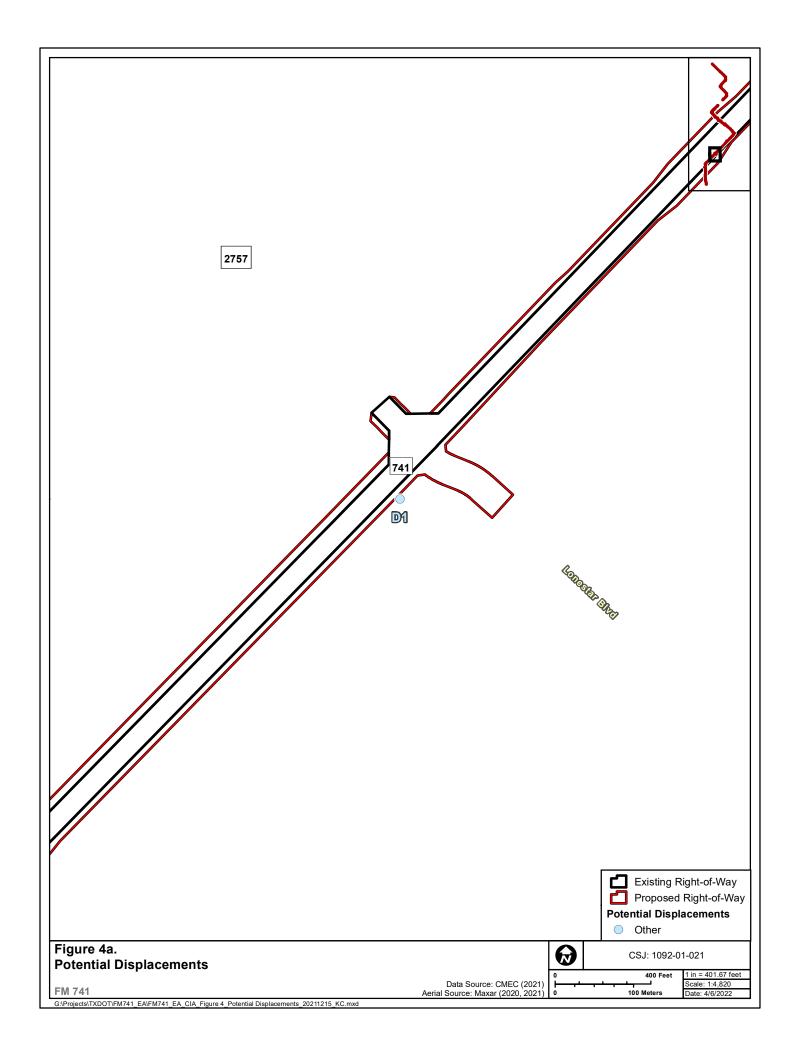


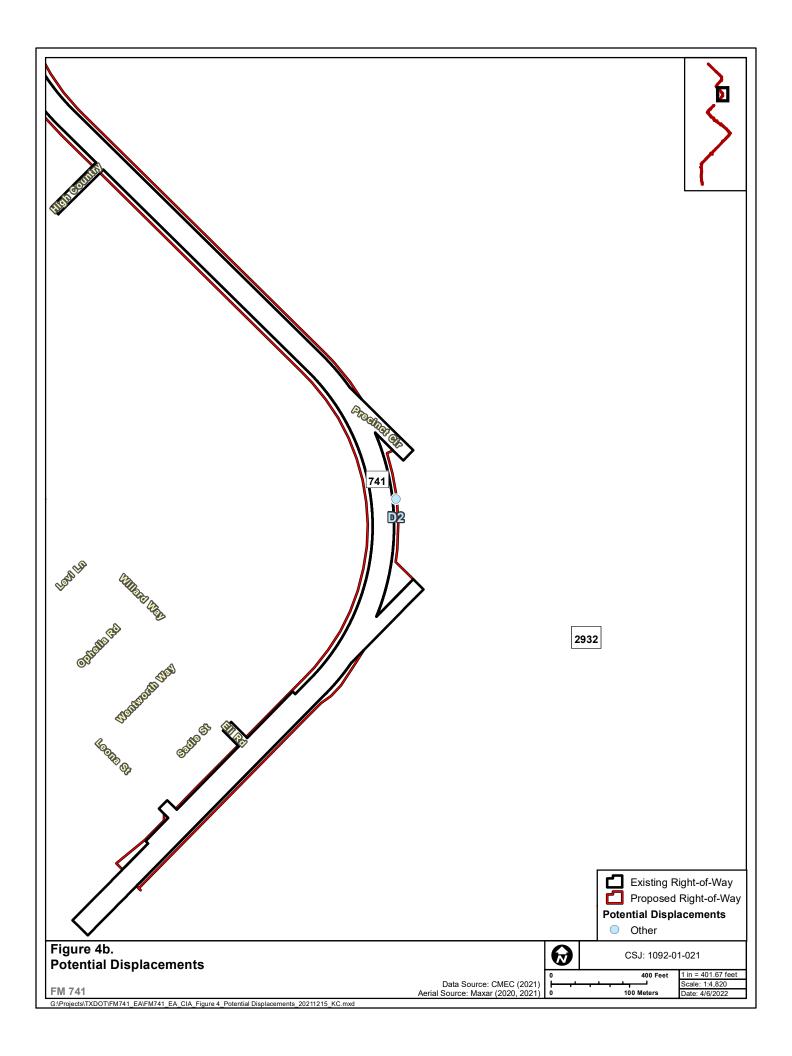












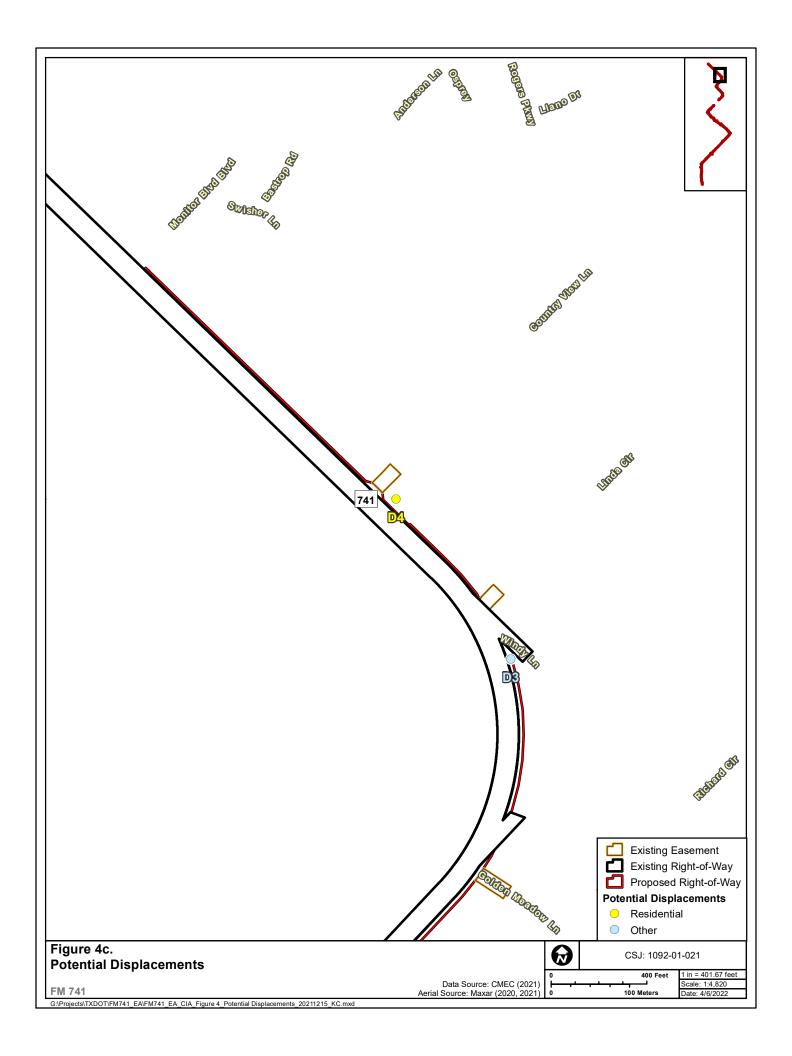
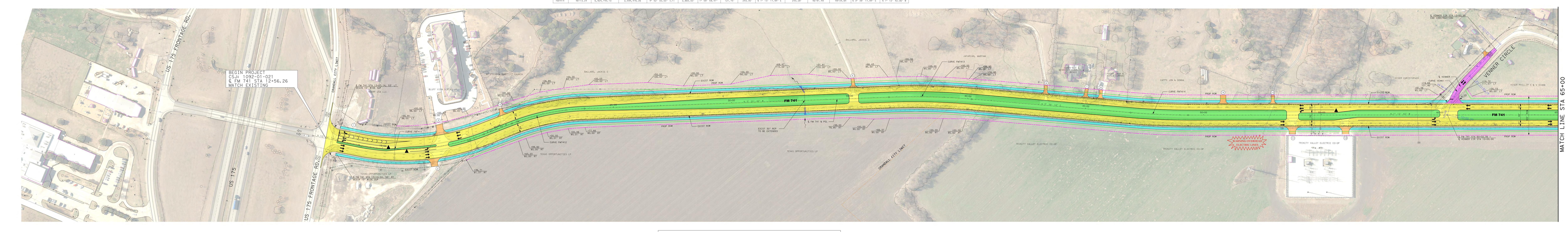


Figure 5: Schematic

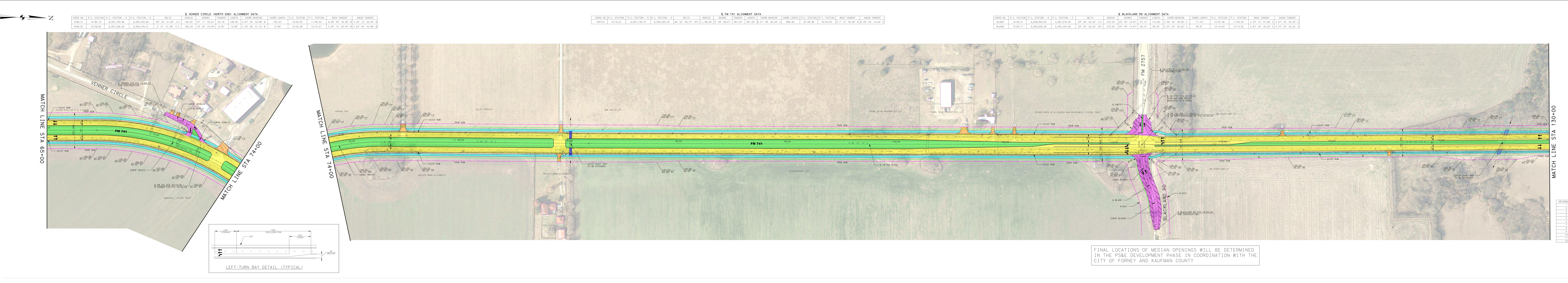
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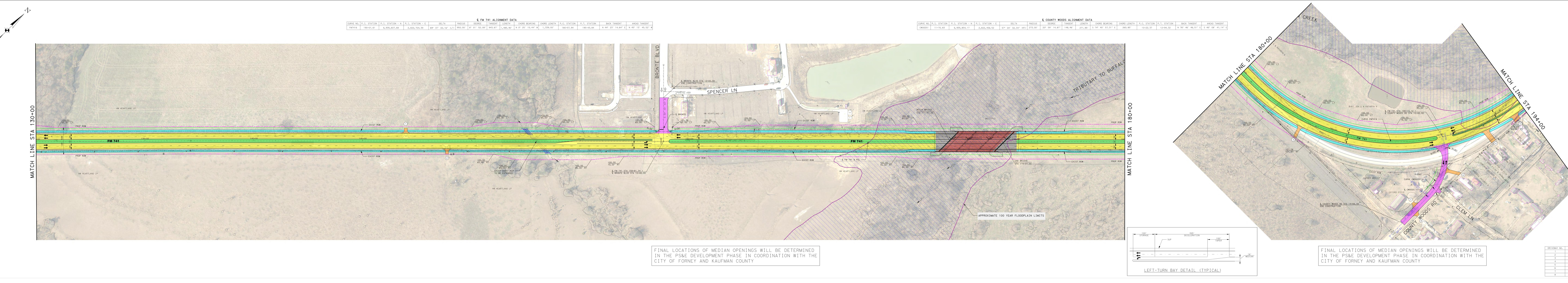
CURVE NO. P.I. STATION BACK TANGENT AHEAD TANGENT PM7412 22+22.00 6,921,533.00 2,594,508.96 18* 50′ 58.34" (RT) 955.00′ 5° 59′ 58.41" 158.52′ 314.18′ N 12° 46′ 11.23" W 312.77′ 20+63.47 23+77.66 N 22° 11′ 40.40" W N 3° 20′ 42.06" W PM7413 38+41.60 6,923,773.00 2,594,414.29 7° 00′ 00.00" (RT) 2,865.00′ 1° 59′ 59.47" 175.23′ 350.03′ N 0° 09′ 17.94" E 349.81′ 36+66.37 40+16.40 N 3° 20′ 42.06" W N 3° 39′ 17.94" E PM7414 48+13.24 6,924,743.10 2,594,476.26 4° 52′ 00.00" (LT) 2,865.00′ 1° 59′ 59.47" 121.75′ 243.35′ N 1° 13′ 17.94" E 243.28′ 46+91.49 49+34.84 N 3° 39′ 17.94" E N 1° 12′ 42.06" W

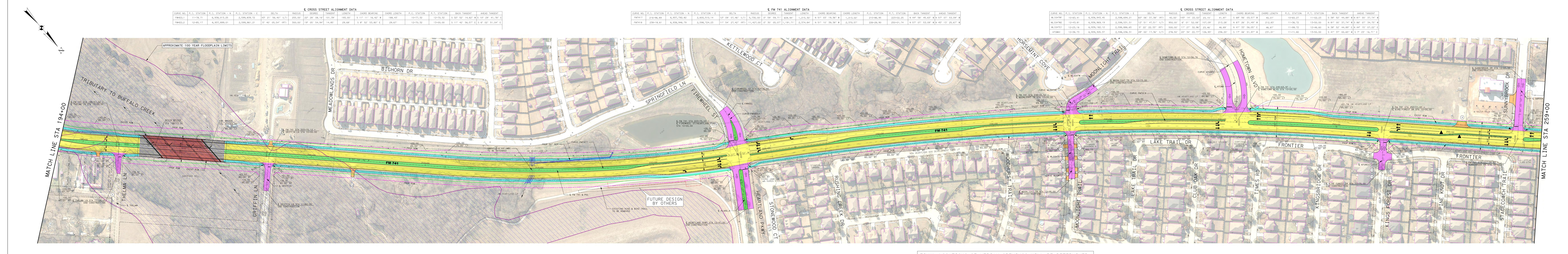
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8	2,594,364.67	43° 15′ 43.99" (RT)	100.00′	57° 17′ 44.81"	39.66′	75.51′	N 69° 34′ 50.06" W	73.73′	10+45.78	11+21.29	S 88° 47′ 17.94" W	N 47° 56′ 58.07" W



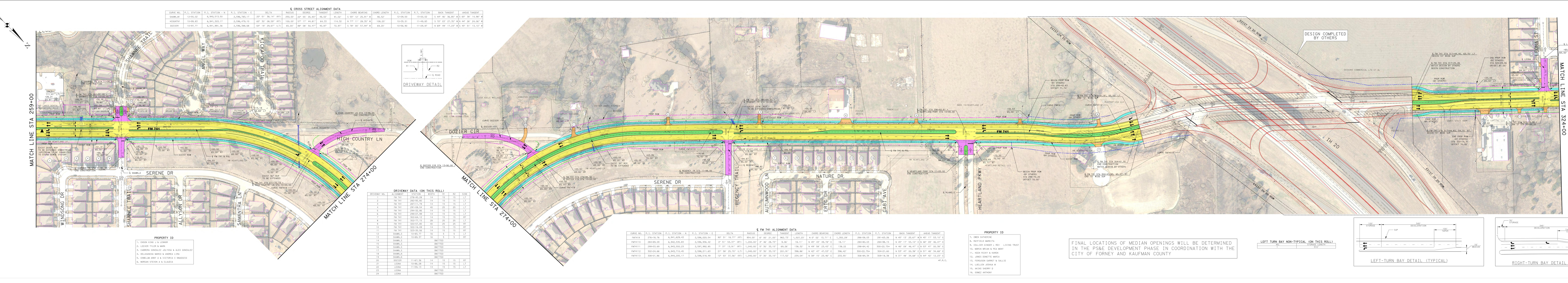
FINAL LOCATIONS OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE CITY OF FORNEY AND KAUFMAN COUNTY

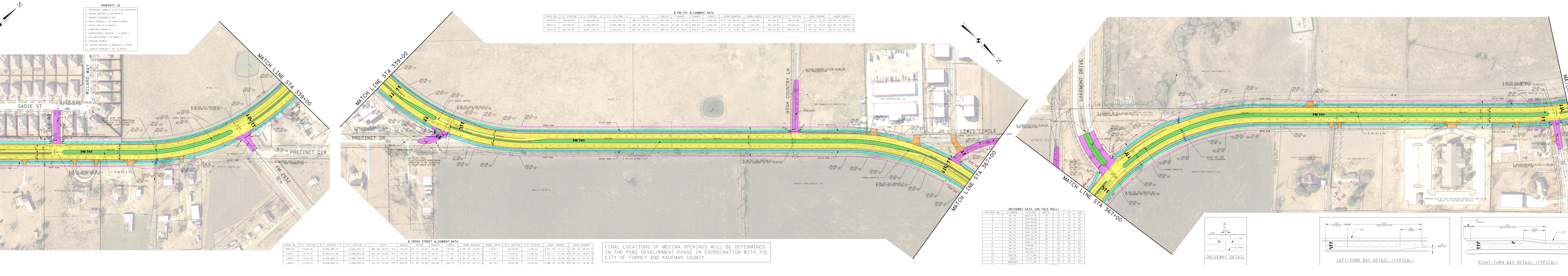


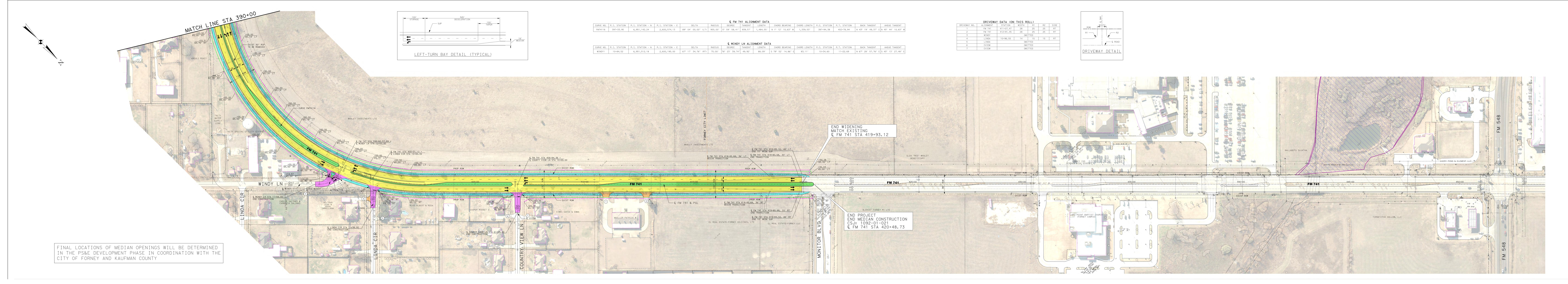




FINAL LOCATIONS OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE CITY OF FORNEY AND KAUFMAN COUNTY







Tables

Demographic Information within the Community Study Area

				Table '	l: Race/l	Ethnicity	in the	Commun	ity Stud	y Area	– Kaufı	man Co	unty (2	2020 De	cennial	Census)				
Census Tract/ Block Group	Block	Total Population	Wł	nite	Bla	nck*	America	an Indian*	As	ian	Pacific	Islander*	Ot	ther*	Tv	wo*	Hisp	panic**	Total Min	ority***
Gloup		Population	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Kaufman Co	unty	145,310	78,626	54.1%	21,541	14.8%	623	0.4%	2,107	1.5%	70	0.0%	435	0.3%	5,743	4.0%	36,165	24.9%	66,684	45.9%
City of Cran	dall	3,860	2,868	74.3%	170	4.4%	23	0.6%	21	0.5%	1	0.0%	7	0.2%	119	3.1%	651	16.9%	992	25.7%
City of Form	ney	23,455	12,665	54.0%	4,118	17.6%	105	0.4%	547	2.3%	15	0.1%	69	0.3%	1,064	4.5%	4,872	20.8%	10,790	46.0%
CT 502.11/ E	3G 1	4,676	1,380	29.5%	1,752	37.5%	8	0.2%	73	1.6%	4	0.1%	39	0.8%	171	3.7%	1,249	26.7%	3,296	70.5%
	1001	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	100.0%	5	100.0%
	1002	12	-	-	2	16.7%	-	-	-	-	-	-	-	-	2	16.7%	8	66.7%	12	100.0%
	1003	12	7	58.3%	3	25.0%	-	-	-	-	-	-	-	-	-	-	2	16.7%	5	41.7%
	1004	5	1	20.0%	-	-	-	-	-	-	-	-	-	-	-	-	4	80.0%	4	80.0%
	1007	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100.0%	1	100.0%
	1013	2,286	595	26.0%	943	41.3%	7	0.3%	47	2.1%	-	-	18	0.8%	47	2.1%	629	27.5%	1,691	74.0%
	1015	156	67	42.9%	42	26.9%	-	-	-	-	-	-	-	-	11	7.1%	36	23.1%	89	57.1%
	1018	138	44	31.9%	66	47.8%	-	-	3	2.2%	-	-	-	-	5	3.6%	20	14.5%	94	68.1%
	1024	47	8	17.0%	20	42.6%	-	-	-	-	-	-	1	2.1%	6	12.8%	12	25.5%	39	83.0%
	1026	60	18	30.0%	20	33.3%	-	-	1	1.7%	-	-	5	8.3%	4	6.7%	12	20.0%	42	70.0%
	1028	87	22	25.3%	30	34.5%	-	-	-	-	-	-	2	2.3%	8	9.2%	25	28.7%	65	74.7%
	1029	73	30	41.1%	18	24.7%	-	-	4	5.5%	-	-	-	-	2	2.7%	19	26.0%	43	58.9%
	1030	139	39	28.1%	44	31.7%	1	0.7%	-	-	-	-	3	2.2%	8	5.8%	44	31.7%	100	71.9%
	1031	92	35	38.0%	37	40.2%	-	-	-	-	-	-	-	-	7	7.6%	13	14.1%	57	62.0%
	1032	111	38	34.2%	46	41.4%	-	-	-	-	-	-	-	-	8	7.2%	19	17.1%	73	65.8%
	1033	13	1	7.7%	4	30.8%	-	-	-	-	-	-	-	-	-	-	8	61.5%	12	92.3%
	1035	55	48	87.3%	1	1.8%	-	-	-	-	-	-	-	-	4	7.3%	2	3.6%	7	12.7%
	1040	55	31	56.4%	16	29.1%	-	-	2	3.6%	-	-	1	1.8%	1	1.8%	4	7.3%	24	43.6%
	1047	69	15	21.7%	41	59.4%	-	-	1	1.4%	-	-	-	-	7	10.1%	5	7.2%	54	78.3%
	1048	95	25	26.3%	28	29.5%	-	-	1	1.1%	-	-	-	-	4	4.2%	37	38.9%	70	73.7%
	1049	267	73	27.3%	94	35.2%	-	-	1	0.4%	-	-	-	-	6	2.2%	93	34.8%	194	72.7%

				Table 1	l: Race/l	Ethnicity	in the (Commun	ity Stud	dy Area	– Kauf	man Co	unty (2	2020 De	cennial	Census				
Census Tract/ Block Group	Block	Total Population	Wh	iite	Bla	ack*	America	ın Indian*	As	sian	Pacific	Islander*	Ot	her*	T	wo*	Hisp	oanic**	Total Mir	nority***
Cioup		, opaiailoii	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
	1050	110	34	30.9%	19	17.3%	-	-	4	3.6%	-	-	4	3.6%	1	0.9%	48	43.6%	76	69.1%
CT 502.11/ B	G 2	4,751	1,557	32.8%	1,534	32.3%	21	0.4%	38	0.8%	2	0.0%	20	0.4%	184	3.9%	1,395	29.4%	3,194	67.2%
	2002	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	100.0%	3	100.0%
	2006	127	5	3.9%	24	18.9%	-	-	-	-	-	-	-	-	-	-	98	77.2%	122	96.1%
	2010	134	49	36.6%	66	49.3%	4	3.0%	-	-	-	-	-	-	5	3.7%	10	7.5%	85	63.4%
	2011	167	65	38.9%	56	33.5%	2	1.2%	-	-	-	-	-	-	8	4.8%	36	21.6%	102	61.1%
	2012	53	9	17.0%	26	49.1%	-	-	-	-	-	-	-	-	-	-	18	34.0%	44	83.0%
	2013	47	4	8.5%	21	44.7%	-	-	-	-	-	-	-	-	3	6.4%	19	40.4%	43	91.5%
	2014	149	66	44.3%	40	26.8%	-	-	-	-	-	-	-	-	15	10.1%	28	18.8%	83	55.7%
	2015	112	51	45.5%	28	25.0%	-	-	-	-	-	-	-	-	2	1.8%	31	27.7%	61	54.5%
	2016	131	51	38.9%	30	22.9%	-	-	3	2.3%	-	-	2	1.5%	11	8.4%	34	26.0%	80	61.1%
	2023	41	20	48.8%	4	9.8%	-	-	-	-	-	-	-	-	8	19.5%	9	22.0%	21	51.2%
	2024	134	53	39.6%	44	32.8%	-	-	-	-	-	-	2	1.5%	15	11.2%	20	14.9%	81	60.4%
	2025	122	36	29.5%	52	42.6%	-	-	3	2.5%	-	-	-	-	1	0.8%	30	24.6%	86	70.5%
	2027	132	42	31.8%	62	47.0%	-	-	2	1.5%	-	-	1	0.8%	6	4.5%	19	14.4%	90	68.2%
	2030	77	32	41.6%	32	41.6%	5	6.5%	1	1.3%	-	-	-	-	6	7.8%	1	1.3%	45	58.4%
	2031	128	45	35.2%	38	29.7%	1	0.8%	1	0.8%	-	-	7	5.5%	9	7.0%	27	21.1%	83	64.8%
	2033	64	25	39.1%	15	23.4%	-	-	-	-	-	-	2	3.1%	9	14.1%	13	20.3%	39	60.9%
	2036	259	92	35.5%	86	33.2%	5	1.9%	1	0.4%	-	-	2	0.8%	15	5.8%	58	22.4%	167	64.5%
	2037	124	42	33.9%	44	35.5%	2	1.6%	5	4.0%	-	-	-	-	1	0.8%	30	24.2%	82	66.1%
	2039	160	49	30.6%	72	45.0%	-	-	-	-	-	-	-	-	5	3.1%	34	21.3%	111	69.4%
	2040	584	138	23.6%	268	45.9%	-	-	7	1.2%	-	-	-	-	4	0.7%	167	28.6%	446	76.4%
	2041	107	41	38.3%	32	29.9%	-	-	-	-	-	-	-	-	4	3.7%	30	28.0%	66	61.7%
	2042	67	32	47.8%	17	25.4%	-	-	-	-	-	-	-	-	5	7.5%	13	19.4%	35	52.2%
	2043	163	53	32.5%	62	38.0%	1	0.6%	-	-	-	-	-	-	7	4.3%	40	24.5%	110	67.5%
	2044	97	32	33.0%	11	11.3%	-	-	-	-	-	-	-	-	4	4.1%	50	51.5%	65	67.0%
	2045	80	28	35.0%	23	28.8%	-	-	2	2.5%	-	-	-	-	4	5.0%	23	28.8%	52	65.0%

				Table 1	: Race/	Ethnicity	in the C	Commun	ity Stud	y Area	- Kauf	man Co	unty (2	2020 De	cennial	Census				
Census Tract/ Block Group	Block	Total Population	Wh	ite	Bla	ack*	America	n Indian*	As	ian	Pacific	Islander*	Ot	her*	Τν	wo*	Hisp	oanic**	Total Min	ority***
Gloup		Population	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
	2046	56	7	12.5%	13	23.2%	-	-	-	-	-	-	-	-	1	1.8%	35	62.5%	49	87.5%
CT 502.13/ B	G 1	4,527	2,504	55.3%	769	17.0%	11	0.2%	165	3.6%	1	0.0%	17	0.4%	243	5.4%	817	18.0%	2,023	44.7%
	1058	210	148	70.5%	22	10.5%	-	-	4	1.9%	-	-	3	1.4%	2	1.0%	31	14.8%	62	29.5%
	1059	45	15	33.3%	11	24.4%	-	-	12	26.7%	-	-	-	-	1	2.2%	6	13.3%	30	66.7%
	1060	31	17	54.8%	1	3.2%	-	-	2	6.5%	-	-	-	-	6	19.4%	5	16.1%	14	45.2%
	1061	67	43	64.2%	8	11.9%	1	1.5%	1	1.5%	-	-	1	1.5%	1	1.5%	12	17.9%	24	35.8%
	1062	36	22	61.1%	4	11.1%	1	2.8%	-	-	-	-	-	-	2	5.6%	7	19.4%	14	38.9%
CT 502.13/ B	G 2	2,206	1,449	65.7%	159	7.2%	14	0.6%	24	1.1%	-	-	3	0.1%	67	3.0%	490	22.2%	757	34.3%
	2000	221	52	23.5%	86	38.9%	-	-	13	5.9%	-	-	-	-	-	-	70	31.7%	169	76.5%
	2001	954	650	68.1%	41	4.3%	4	0.4%	1	0.1%	-	-	2	0.2%	24	2.5%	232	24.3%	304	31.9%
	2002	108	82	75.9%	7	6.5%	-	-	-	-	-	-	-	-	5	4.6%	14	13.0%	26	24.1%
	2003	105	78	74.3%	3	2.9%	-	-	3	2.9%	-	-	-	-	1	1.0%	20	19.0%	27	25.7%
	2012	96	71	74.0%	-	-	-	-	5	5.2%	-	-	-	-	2	2.1%	18	18.8%	25	26.0%
	2013	147	118	80.3%	7	4.8%	-	-	-	-	-	-	-	-	14	9.5%	8	5.4%	29	19.7%
	2014	8	7	87.5%	-	-	-	-	-	-	-	-	-	-	-	-	1	12.5%	1	12.5%
	2015	7	3	42.9%	-	-	-	-	-	-	-	-	1	14.3%	-	-	3	42.9%	4	57.1%
CT 502.14/ B	G 1	1,584	971	61.3%	223	14.1%	1	0.1%	12	0.8%	-	-	2	0.1%	85	5.4%	290	18.3%	613	38.7%
	1041	14	1	7.1%	2	14.3%	-	-	-	-	-	-	-	-	-	-	11	78.6%	13	92.9%
CT 502.15/ B	G 1	1,855	1,167	62.9%	174	9.4%	18	1.0%	25	1.3%	-	-	2	0.1%	71	3.8%	398	21.5%	688	37.1%
	1017	25	7	28.0%	3	12.0%	-	-	1	4.0%	-	-	-	-	-	-	14	56.0%	18	72.0%
CT 502.15/ B	G 3	3,369	1,596	47.4%	750	22.3%	7	0.2%	71	2.1%	5	0.1%	11	0.3%	111	3.3%	818	24.3%	1,773	52.6%
	3015	43	30	69.8%	-	-	-	-	-	-	-	-	-	-	1	2.3%	12	27.9%	13	30.2%
	3016	459	111	24.2%	170	37.0%	-	-	-	-	-	-	5	1.1%	2	0.4%	171	37.3%	348	75.8%
	3017	92	24	26.1%	38	41.3%	-	-	-	-	-	-	-	-	5	5.4%	25	27.2%	68	73.9%
	3018	59	17	28.8%	23	39.0%	-	-	1	1.7%	-	-	-	-	5	8.5%	13	22.0%	42	71.2%
	3019	108	38	35.2%	40	37.0%	-	-	3	2.8%	-	-	-	-	7	6.5%	20	18.5%	70	64.8%
	3020	36	13	36.1%	9	25.0%	-	-	-	-	-	-	-	-	2	5.6%	12	33.3%	23	63.9%

	Table 1: Race/Ethnicity in the Community Study Area – Kaufman County (2020 Decennial Census)																			
Census Tract/ Block Group	Block	Total Population	Wł	nite	ВІ	ack*	America	an Indian*	Asi	an	Pacific	lslander*	Ot	:her*	T	WO*	His	panic**	Total Min	ority***
бющр		ropulation	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
	3022	88	30	34.1%	14	15.9%	-	-	2	2.3%	-	-	3	3.4%	5	5.7%	34	38.6%	58	65.9%
	3023	131	17	13.0%	57	43.5%	1	0.8%	8	6.1%	-	-	-	-	-	-	48	36.6%	114	87.0%
	3027	27	23	85.2%	-	-	-	-	-	-	-	-	-	-	-	-	4	14.8%	4	14.8%
	3028	19	8	42.1%	1	5.3%	-	-	-	-	-	-	-	-	-	-	10	52.6%	11	57.9%
CT 508.02/ BG	2	2,296	1,571	68.4%	125	5.4%	20	0.9%	15	0.7%	1	0.0%	5	0.2%	91	4.0%	468	20.4%	725	31.6%
	2000	8	-	-	2	25.0%	-	-	-	-	-	-	-	-	-	-	6	75.0%	8	100.0%
	2006	171	135	78.9%	8	4.7%	-	-	1	0.6%	-	-	-	-	4	2.3%	23	13.5%	36	21.1%
	2012	10	3	30.0%	-	-	1	10.0%	-	-	-	-	-	-	-	-	6	60.0%	7	70.0%
	2024	366	231	63.1%	25	6.8%	1	0.3%	9	2.5%	-	-	-	-	7	1.9%	93	25.4%	135	36.9%
	2039	12	10	83.3%	-	-	-	-	-	-	-	-	-	-	-	-	2	16.7%	2	16.7%

Note: Only populated Census blocks are shown. Of the 109 Census blocks in the Community Study Area, 78 were populated. Source: 2020 Census Summary File 1—Texas [machine-readable data files]/prepared by the U.S. Census Bureau, 2021. Table P2.

* The complete Census race descriptions are as follows: White alone; Black or African American Indian and Alaska Native alone; Asian alone; Native Hawaiian and Other Pacific Islander alone; Some Other Race alone; and Two or More Races. α See 2020 Decennial Census Redistricting Data Summary File Technical Documentation for additional information about race and origin here: https://www2.census.gov/programs-surveys/decennial/2020/technical-documentation/complete-tech-docs/summaryfile/2020Census_PL94_171Redistricting_StatesTechDoc_English.pdf

*** Blocks in bold have greater than or equal to 50 percent minority persons.

Income Information within the Community Study Area

Table 2: Median Household Income (American Community Survey 2016-2020)

(American Community Survey 2010-2020)												
Census Geography	Total Households	Median Household Income in the Past 12 months (in 2019 inflation adjusted dollars)	2022 DHHS Poverty Guideline (family of four)									
Kaufman County	39,237	\$72,179										
City of Crandall	1,149	\$96,417										
City of Forney	7,624	\$93,792										
Census Tract 502.11	1,803	\$59,917										
Block Group 1	591	\$68,170										
Block Group 2	1,212	\$59,138										
Census Tract 502.13	1,260	\$119,302										
Block Group 1	810	\$117,849	¢27.750									
Block Group 2	450	\$156,136	\$27,750									
Census Tract 502.14	1,151	\$61,982										
Block Group 1	913	\$71,393										
Census Tract 502.15	2,150	\$127,292										
Block Group 1	931	\$135,711										
Block Group 3	560	\$130,051										
Census Tract 508.02	2,190	\$95,966										
Block Group 2	776	\$74,688										

Source: U.S. Census Bureau, 2016-2020 American Community Survey, Tables B11001 and B19013 Note: ACS data are estimates; they are not counts. Income data is provided in 2020 inflation adjusted dollars.

Limited English Proficiency Information within the Community Study Area

Table 3: Persons Who Speak English Less Than Very Well (American Community Survey 2016-2020)

			Tatal			Language	s Spoken by	LEP Popul	ations		
Census Tract/ Block Group	Population 5 years & over	No. LEP	Total Percent LEP of Pop. 5 years & over	No. Spanish	Percent Spanish of LEP Pop.	No. Indo- European	Percent Indo- European of LEP Pop.	No. Asian & Pacific Islander	Percent Asian & Pacific Islander of LEP Pop.	No. Other	Percent Other of LEP Pop.
Kaufman County	120,436	6,604	5.5%	5,911	4.9%	202	0.2%	351	0.3%	140	0.1%
City of Crandall	3,527	53	1.5%	49	1.4%	-	-	4	0.1%	-	-
City of Forney	21,358	402	1.9%	277	1.3%	-	-	76	0.4%	49	0.2%
Census Tract 502.11	6,269	848	13.5%	771	12.3%	77	1.2%	-	-	-	-
Block Group 1	1,766	290	16.4%	213	12.1%	77	4.4%	-	-	-	-
Block Group 2	4,503	558	12.4%	558	12.4%	-	-	-	-	-	-
Census Tract 502.13	4,049	127	3.1%	62	1.5%	15	0.4%	50	1.2%	-	-
Block Group 1	2,315	95	4.1%	30	1.3%	15	0.6%	50	2.2%	-	-
Block Group 2	1,734	32	1.8%	32	1.8%	-	-	-	-	-	-
Census Tract 502.14	3,079	100	3.2%	100	3.2%	-	-	-	-	-	-
Block Group 1	2,625	100	3.8%	100	3.8%	-	-	-	-	-	-
Census Tract 502.15	6,053	72	1.2%	72	1.2%	-	-	-	-	-	-
Block Group 1	2,787	-	-	=	-	-	-	-	-	-	-
Block Group 3	1,679	63	3.8%	63	3.8%	-	-	-	-	-	-
Census Tract 508.02	6,624	136	2.1%	128	1.9%	-	-	8	0.1%	-	-
Block Group 2	2,390	68	2.8%	64	2.7%	-	-	4	0.2%	-	-
Total Block Groups	19,799	1,206	6.1%	289	1.5%	15	0.1%	54	0.3%	-	-

Source: U.S. Census Bureau, 2016-2020 American Community Survey Table B16004.

Note: ACS data are estimates; they are not counts.

Project Photographs



Photo #1. Southern terminus of the project area at US 175. Direction facing: North.



Photo #2. Community Facility #1, First Community Church. Direction facing: Southeast



Photo #3. Community Facility #2, W.A. Martin Elementary School located off US 175. Direction facing: Southwest



Photo #4. Community Facility #3, Bluff View Senior Village, located off FM 741. Direction facing: North



Photo #5. Community Facility #4, Crandall Community Cemetery, located off FM 741. Direction facing: West.



Photo #6. View of D1, an abandon metal shed, located off FM 741. Direction facing: Southeast.



Photo #7. Another view of D1, abandon shed, located off FM 741. Direction facing: Northeast.



Photo #8. Community Facility #5, Vista Church, located off FM 2757. Direction facing: South.



Photo #9. Entrance to Heartland community located off 741 and Brontë Blvd. Direction facing: North



Photo #10. Construction of Community Facility #6, Crandall Middle School, located within the Heartland community. Direction facing: Southwest.



Photo #11. Example of a Heartland community bus stop signage. Direction facing: North.



Photo #12. Community Facility #8, Hollis T. Dietz Elementary School, located in the Heartland community. Direction facing: Southeast



Photo #13. Community Facility #7, Word Harvest Church, located off Griffin Lane. Direction facing: South.



Photo #14. Community Facility #9, Heartland Park, located with in the Heartland community. Direction facing: East.



Photo #15. Community Facility #12, Kaufman County Precinct 2 Maintenance Facility. Direction facing: West.



Photo #16. View of potential relocation D2, metal sheds, from FM 741. Direction facing: Northeast.



Photo #17. View of potential relocation D2, metal shed, from FM 741. Direction facing: South.



Photo #18. View of potential relocation D2, metal sheds, from FM 741. Direction facing: Southeast.



Photo #19. Community Facility #11, the Goddard School For Early Childhood Development, located off FM 741. Direction facing: South.



Photo #20. Community Facility #10, Barbara Walker Elementary School, located within the Heartland community. Direction facing: Southeast.



Photo #21. Community Facility #15, Forney Fire Department, located between FM 741 and Windt Lane.

Direction facing: South.



Photo #22. View of utilities located within the right-of-way. Direction facing: West.



Photo #23. Community Facility #13, The Church of Jesus Christ of the Latter-Day Saints, located off FM 741. Direction facing: Southeast



Photo #24. Potential residential displacement, D3, located off FM 741 and Country View Lane. Direction facing: East.



Photo #25. Another view of D3 from FM 741. Direction facing: Northeast.



Photo #26. Community Facility #15, Kaufman-Van Zandt-Rockwall Soil and Water Conservation District #505, located off FM 741. Direction facing: Southeast.



Photo #27. Community Facility #16, Children's lighthouse of Forney. Direction facing: Southeast.



Photo #28. Community Facility #17, Rhea intermediate school. Direction facing: South.



Photo #29. Community Facility #18, Forney High School, located off Fm 741. Direction facing: Southwest.



Photo #30. Community Facility #19, Lakepointe church. Direction facing: Southeast.



Photo #31. Community facility #20, Three Forks Senior Living, located of FM 548. Direction facing: West.



Photo #32. View of Community Facility #21, Forney Justice Center, located off FM 548. Direction facing: East.



Photo #33. Entrance to The Villages of Fox Hollow neighborhood, located off FM 548. Direction facing: Southwest.



Photo #34. Community Facility #22, Forney Community Park. Direction facing: South.



Photo #35. Main entrance to Community Facility #22, Forney Community Park, located off FM 548. Direction facing: North.



Photo #36. Western project terminus at FM 548; facing west.