

## Appendix G – Community Impacts Assessment Technical Report

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# Community Impacts Assessment - Technical Report

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Loop 9, Segment A: US 67 to IH 35E

Dallas and Ellis County, Texas

CSJ: 2964-10-006

Prepared by: Ecosystem Planning and Restoration, LLC

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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.

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## 1. Introduction

This Community Impacts Assessment evaluates the potential effects to the community from the Loop 9, Segment A project proposed by the Texas Department of Transportation (TxDOT), including access and travel patterns, community cohesion, minority and low-income populations, and persons of limited English proficiency (LEP).

## 2. Proposed Project

The proposed Loop 9, Segment A project includes the construction of a six-lane new location frontage road system between United States 67 (US 67) and Interstate Highway 35 East (IH 35E) through Dallas and Ellis counties, Texas, and is approximately 9.4 miles in length. The proposed Loop 9, Segment A roadway system would pass through the Cities of Cedar Hill, Ovilla, Glenn Heights, and Red Oak. The proposed project right-of-way (ROW) would include a median that would accommodate the future construction of an ultimate access-controlled mainlane facility. Construction of the ultimate access-controlled mainlane facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction. A Vicinity Map and an Aerial Overview Map have been included as **Figure 1** and **Figure 2**.

The new location Loop 9, Segment A frontage road system would include an eastbound and westbound frontage road facility, each consisting of three 12-foot lanes, an 8-foot inside shoulder, and an 8-foot outside shoulder for bicycle accommodations within the rural section of the proposed roadway. The proposed project ROW would include a median (358 to 512 feet wide) that would accommodate the future construction of an ultimate access-controlled mainlane facility.

The proposed project would construct intersections at eight (8) major crossroads as follows: Tar Road, future Clark Road, S. Joe Wilson Road, S. Duncanville Road, S. Cockrell Hill Road, S. Westmoreland Road, S. Hampton Road, and Uhl Road. The proposed project would also construct a grade separation at the BNSF Railroad. In addition, the western limit of the project would tie into a grade separation at US 67 which would be constructed under a separate project prior to construction of Loop 9, Segment A. The eastern limit of the project would tie into a grade separation at IH 35E, which would be constructed under a separate project prior to construction of Loop 9, Segment A.

The proposed Loop 9, Segment A project, from US 67 to IH 35E, would likely be constructed in three phases based on traffic needs and project funding. A logical sequence for staging the various elements for construction of the new location roadway system could be as follows:

- Phase 1 would construct a single two-lane, two-way frontage road, and would also acquire the proposed ROW to accommodate a six-lane frontage road system and the future ultimate access-controlled mainlane facility. This phase would also include restriping of the US 67 intersection to accommodate the new Loop 9 frontage road turning movements.

- Phase 2 would involve the construction of the three-lane frontage road in each direction, which would include the conversion of the two-way frontage road built in Phase 1 to a one-way operation, and the construction of grade separations at specific high-volume intersections. Phase 2 would be constructed as traffic warrants and funding becomes available.
- Phase 3 would involve the construction of the ultimate access-controlled mainlane facility in both directions. Construction of the ultimate access-controlled mainlane facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

### Build Alternatives

From Tar Road to approximately 0.9 miles east of S. Joe Wilson Road, a distance of approximately 2.8 miles, four build alternatives are being considered. East and west of these limits, each alternative shares a Common Alignment to the project termini.

#### Alternative 1

Alternative 1 (2.78 miles), the north-central alternative, diverges from the Common Alignment at Tar Road heading east, then immediately turns northeast before crossing S. Joe Wilson Road and converging back with the common alignment.

#### Alternative 2

Alternative 2 (2.76 miles), the south-central alternative, diverges from the Common Alignment at Tar Road heading east, then immediately turns northeast; however, this alignment follows a straighter path between Tar Road and S. Joe Wilson Road. After S. Joe Wilson Road, the alternative continues in a northeast direction before converging back with the Common Alignment.

#### Alternative 3

Alternative 3 (2.84 miles), the southernmost alternative, diverges from the Common Alignment at Tar Road and keeps east for distance of 0.8 miles centered on existing Knight Street. At the end of Knight Street, the alternative shifts northeast before crossing S. Joe Wilson Road and converging back with the Common Alignment.

#### Alternative 4

Alternative 4 (3.16 miles), the northernmost alternative, diverges from the Common Alignment at Tar Road, heading northeast, then continues for approximately 2.04 miles before turning east and crossing S. Joe Wilson Road. After S. Joe Wilson Road, the alignment continues east, north of and parallel to Bear Creek Road, for 1.12 miles before converging back with the Common Alignment.

## Modifications

As a result of prior public and stakeholder comments, four modifications are also being evaluated. Modifications A and B to the Common Alignment were developed to reduce potential residential impacts at Lindell Estates. Modification C was developed to optimize the intersection with S. Westmoreland Road and reduce potential residential impacts to homes on Shady Meadows Lane. Modification D was developed along Alternative 3 to reduce potential residential and environmental impacts near Knight Street.

### Modification A

Modification A begins approximately 0.27 miles west of Hampton Road where it diverges slightly to the south of the Common Alignment, continuing east, before crossing back over the Common Alignment approximately 0.36 miles east of Hampton Road. At this point, Modification A travels northeast of the Common Alignment for a distance of 1.5 miles before converging back with the Common Alignment. At its furthest point, the centerline of Modification A is 0.15 miles north of the centerline of the Common Alignment.

### Modification B

Modification B follows the same path as Modification A; however, it does not extend as far north of the Common Alignment. At its furthest point, the centerline of Modification B is 0.07 miles north of the centerline of the Common Alignment.

### Modification C

Modification C begins approximately 0.86 miles west of S. Westmoreland Road. At this point, Modification C diverges south of the Common Alignment and then continues east past S. Westmoreland Road for a distance of 0.19 miles before converging back with the Common Alignment.

### Modification D

Modification D begins approximately 0.43 miles west of Tar Road. At this point, it begins to shift north of Alternative 3. Modification D continues east, crossing Tar Road and running parallel with Knight Street. At its furthest point, the centerline of Modification D is approximately 300 feet north of the centerline of Alternative 3. After Knight Street, Modification D turns northeast before converging back with Alternative 3 approximately 0.04 miles west of S. Joe Wilson Road.

## **3. General Character of the Community**

### **3.1. Community Study Area**

The purpose of the proposed project is to develop a facility that would help address transportation demand and system linkage within the study area by providing a direct link from IH 35E to US 67 that would serve the residents and businesses in the area.

A community impact study area (study area) was chosen to identify the area mostly likely to be impacted by the proposed Loop 9, Segment A project and includes parts or all of the following communities: Cedar Hill, DeSoto, Glenn Heights, Midlothian, Ovilla, and Red Oak. The study area was defined as the area between the proposed project and the closest major roadways. The closest major roadways were chosen as the boundaries of this study area because areas outside of this study area are better served by other roadways. The study area limits are Parkerville Road to the north, IH 35E to the east, and US 67 to the west. The southern study limit runs along Farm-to-Market (FM) 664 (Ovilla Road), from IH 35E west until the intersection of Ovilla Road and Shiloh Road. The southern study area limit then follows Shiloh Road heading west until the road dead ends. From here, the limits follow along natural barriers and property boundaries until the limits reach US 67. The boundaries of the community impacts study area are shown in **Figure 3**.

The current land use within the community study area is primarily a mix of residential and agricultural uses, with commercial properties located along US 67 and IH 35E. The North Central Texas Council of Governments (NCTCOG) land use data from 2005 and 2015 were compared to determine the land use trends within the study area. The land use categories varied from 2005 to 2015; however, the categories were similar enough to allow for a comparison. The amount of vacant and ranch land within the study area decreased by approximately 4,000 acres, a 21 percent decrease, from 2005 to 2015. The amount of residential land use increased by approximately 3,000 acres, a 16 percent increase, from 2005 to 2015. The 2005 and 2015 land use maps are shown on **Figures 3.1 and 3.2**. The NCTCOG inventory of existing and planned subdivisions within the study area was reviewed. From 1930 to 1989 approximately 46 subdivisions or mobile home developments were built and from 1990 to 2020 approximately 47 subdivision or mobile home developments were built, and three subdivisions are planned. The residential development within the study area has nearly doubled over the last 30 years compared to the previous 60 years. Loop 9, Segment A has been identified in transportation planning efforts for several years and the majority of newly constructed and planned subdivisions were designed to accommodate and have access to the proposed Loop 9, Segment A project. There are 26 major employers within and adjacent to the community study area, indicating that this area acts as more than a commuter community to the Dallas/Fort Worth metro area. Major employer is defined as an employer with at least 100 employees at a given location. The presence of employment opportunities will cause this area to continue to grow. The existing and planned subdivisions and major employers are shown in **Figure 4**.

### 3.2. Community Facilities

The study area was reviewed to determine what community facilities were present and what population they served. Tables 1-5 list the community facilities located within the study area and **Figure 5** shows their locations.

**Table 1: Police, Fire, and Emergency Services**

Figure ID Number	Name of Facility	Public or Private	Does the facility serve a specific population if so, who	Adjacent to the Project?
10	Cedar Hill Fire Station 212	Public	No	No
31	Glenn Heights Police Department	Public	No	No
35	Glenn Heights City Fire Department	Public	No	No
49	Ovilla City Hall and Police Department	Public	No	No
66	Ovilla Fire Station	Public	No	No

**Table 2: Schools**

Figure ID Number	Name of Facility	Public or Private	Does the facility serve a specific population if so, who	Adjacent to the project?
1	Cedar Hill Preparatory Academy	Private	No	No
6	WS Permenter Middle School	Public	No	No
9	Plummer Elementary School	Public	No	No
16	Collegiate Prep Elementary	Public	No	No
19	Curtistene S. McCowan Middle School	Public	No	No
21	Frank D. Moates Elementary	Public	No	No
24	Amber Terrace Discovery and Design Early Childhood Academy	Public	Signs were observed in Spanish outside of this facility	No
40	Russell P. Schupmann Elementary School	Public	No	No
42	Shields Elementary School	Public	No	No
43	Little Hawks Learning Center	Public	No	No
46	Ovilla Christian School	Private	No	No
50	Fire House Kids	Private	No	No
54	Dolores W. McClatchey Elementary	Public	No	No
56	Cobblestone Learning Center	Private	No	No



**Table 2: Schools (cont.)**

Figure ID Number	Name of Facility	Public or Private	Does the facility serve a specific population if so, who	Adjacent to the project?
58	Park Ridge Academy	Private	No	No
59	Bear Creek Children's Academy	Private	No	No
62	Happy House Day Care	Private	No	No
65	A Bright Beginning Preparatory School and Child Care	Private	No	No
67	Metro Christian Academy	Private	No	No
69	Turning Point Christian Academy	Private	No	No

**Table 3: Places of Worship**

Figure ID Number	Name of Facility	Public or Private	Does the facility serve a specific population if so, who	Adjacent to the project?
3	Point of Light Church	Private	This facility serves the African American community	No
4	Calvary Methodist Church	Private	No	No
11	Restoration Church of Cedar Hill	Private	This facility serves the African American community	No
14	Kingdom Hall of Jehovah's Witnesses	Private	This facility serves the Hispanic community	No
15	M.E.T.R.O: Christ's Church	Private	This facility serves the African American community	No
17	Cornerstone Bible Church of Cedar Hill	Private	No	No
22	The Praise Temple Evangelistic Church	Private	This facility serves the African American community	No
23	De Soto Assembly of God	Private	No	No
25	Marvellous Light Community Church	Private	This facility serves the African American community	No
26	Fuego De Dios Church	Private	This facility serves the Hispanic community	No
27	Teen & Life Challenge Lighthouse	Private	No	No
28	North Glenn Heights Church of Christ	Private	No	No
30	Kingdom Hall of Jehovah's Witnesses	Private	No	No
33	Bear Creek Baptist Church	Private	No	No

**Table 3: Places of Worship (cont.)**

Figure ID Number	Name of Facility	Public or Private	Does the facility serve a specific population if so, who	Adjacent to the project?
34	Vertical Church	Private	No	No
36	Dar Al Arqam Masjid	Private	The facility serves the Muslim community	No
37	Church of Christ in Red Oak	Private	No	No
38	Lord of Life Lutheran Church	Private	No	No
39	Ovilla Heights Baptist Church	Private	No	No
41	Harvest of Praise Ministry	Private	This facility serves the African American community	No
44	Ovilla Road Church of Nazarene	Private	No	No
45	Grace Church of Ovilla	Private	No	No
47	Ovilla Road Baptist Church	Private	No	No
52	Ovilla Church of Christ	Private	No	No
53	Shiloh Cumberland Presbyterian Church	Private	No	No
55	Ellis County Outdoorsman Church	Private	No	No
61	Lakeview Community Church	Private	No	No
63	New Heart Fellowship Church	Private	This facility serves the African American community	No
64	International Revival Center	Private	No	No
67	Faith Fellowship	Private	This facility serves the African American community.	No
68	Discipleship Ministries	Private	This facility serves the African American community	No
72	Freedom Church	Private	This facility serves the African American community	No

**Table 4: Cemeteries**

Figure ID Number	Name of Facility	Public or Private	Does the facility serve a specific population if so, who	Adjacent to the project?
20	Holy Redeemer Cemetery	Private	No	No
48	Shiloh Cemetery	Public	No	No

**Table 5: Parks, Recreational Areas, and Public Facilities**

Figure ID Number	Name of Facility	Public or Private	Does the facility serve a specific population if so, who	Adjacent to the project?
2	Pet Memorial Park	Private	No	No
5	Parkerville Park	Public	No	No
7	Liberty Park	Public	No	No
8	Dot Thomas Park	Public	No	No
12	Cedar Hill Recreation Center	Public	No	No
13	Longhorn Park	Public	No	No
18	Cindy Jones Park	Public	No	No
29	Meadow Creek Park	Public	No	No
32	Heritage Community Park	Public	No	No
51	Heritage Park	Public	No	No
57	Tidwell Park	Public	No	No
60	Gateway Park	Public	No	No
69	DART Park and Ride	Public	No	No
70	Pecan Trail Golf Course	Private	No	No

## 4. Demographics

To determine the demographics of the study area, data was obtained from the U. S. Census Bureau, the American Community Survey (ACS), site visits (conducted in January and February 2022), and current and historical aerial photographs.

### Minority Populations

To determine potential for the project to impact minorities, the census blocks located within the study area were analyzed for race/ethnicity and compared to the cities of Cedar Hill, DeSoto, Glenn Heights, Red Oak, Ovilla, Midlothian, and Dallas and Ellis Counties. Of the 563 blocks within the study area, 391 (70% of blocks within the study area) have a 50% or higher minority population (**Figure 6**). The minority population located within the study area is primarily Black or African American (66% of the minority population) and Hispanic or Latino (29% of the minority population).

A table showing the percent minority by block within the study area has been included in **Appendix A**.

**Table 6** shows the minority populations of the cities and counties within the study area. The percent minority by block is comparative to Dallas County and lower than the cities of Cedar Hill, Glenn Heights, and DeSoto. The percent minority by block is higher than Ellis County and the cities of Midlothian, Ovilla, and Red Oak.

**Table 6: Minority Populations – Counties/Cities**

Geography	Total Population	Minority Population	Percent Minority
Dallas County	2,613,539	1,888,552	72%
Ellis County	192,455	85,960	45%
Cedar Hill	49,148	40,502	82%
DeSoto	56,145	50,505	90%
Glenn Heights	15,819	13,424	85%
Red Oak	35,125	10,936	31%
Ovilla	4,304	1,554	36%
Midlothian	14,222	8,789	62%

#### Low-income Populations

To determine if there were low-income populations located within the study area, the 2020 American Community Survey 5-year estimates for median income for the block groups located within the study area were analyzed. There are 21 block groups located within the study area, for which the median income ranges from \$21,982 to \$174,861. One block group (CT 166.21, BG 3) within the study area has a median income below the 2022 US Department of Health and Human Services (DHHS) poverty guideline for a family of four (\$27,750). For comparison, **Table 7** lists the median income of the counties and cities within the study area. **Figure 7** shows the median income by block group and **Appendix A** includes a table of the median income by block group.

**Table 7: Median Income – Counties/Cities**

Geography	Median Income (Dollars)
Dallas County	\$61,870
Ellis County	\$79,834
Cedar Hill	\$75,715
Desoto	\$71,124

Geography	Median Income (Dollars)
Glenn Heights	\$72,695
Midlothian	\$95,603
Ovilla	\$102,917
Red Oak	\$78,646

#### Limited English Proficiency

Executive Order 13166, entitled "Improving Access to Services for Persons with Limited English Proficiency (LEP)", mandates that Federal agencies examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so LEP persons can have meaningful access to them. It is expected that agency plans will provide for such meaningful access consistent with, and without unduly burdening, the fundamental mission of the agency. Each agency shall also work to ensure that recipients of federal financial assistance (recipients) provide meaningful access to their LEP applicants and beneficiaries (65 Federal Register 50123, August 16, 2000).

The 21 block groups within the study area were analyzed to determine the percent of persons who speak English less than 'very well,' which is considered LEP. The percent of LEP persons within the block groups ranges from 0% to 50%. The most common primary language spoken by LEP persons was Spanish (92% of the study area LEP population). Other languages such as Indo-European languages (4%) and Asian and Pacific Island (1%) languages were present in smaller amounts. For comparison, **Table 8** lists the LEP populations of the counties and cities within the study.

**Table 8: Limited English Proficiency – Counties/Cities**

Geography	Total Population	Total Speak English Less than Very Well	Percent Speak English Less than Very Well
Dallas County	2,428,693	465,498	19%
Ellis County	167,519	11,562	7%
Cedar Hill	44,997	3,665	8%
Desoto	50,062	3,631	7%
Glenn Heights	12,431	1,192	10%
Midlothian	29,590	701	2%
Ovilla	3,800	63	2%
Red Oak	12,173	748	6%

## 5. Site Visit

A site visit was conducted in January and April 2019 and January and February 2022, and photographs of the study area have been included in **Appendix B**. Several signs in languages other than English were identified during the site visit throughout the study area. Two churches have signs announcing their service times in Spanish as well as English and one elementary school had signs in Spanish. The Spanish signs were concentrated near the eastern end of the community study area. Several places of worship that serve the African American community were identified within the study area, though they were not concentrated in a particular area. Additionally, one place of worship served the Hispanic community, and one served the Muslim community. No other places of worship were observed within the study area that target a specific minority group.

Accessible parking spots and wheelchair ramps were identified at commercial businesses within the study area; however, no other signs of disabled persons were identified such as ramps on homes or public transportation vehicles. Signs of other vulnerable populations, such as children and the elderly, were observed within the study area. There are multiple day cares and elementary schools located throughout the study area indicating the presence of a younger population. One health care facility was observed adjacent to and north of the study area and one medical clinic was observed within the study area. However, no assisted living facilities or senior care facilities were identified within the study area. Additionally, there were two animal hospitals or veterinary clinics identified within the study area.

Multiple mobile homes and ten mobile home parks were identified within the study area. A higher density of low-income neighborhoods was observed in the northeast portion of the study area. The mobile home parks (Village Square Mobile Home Park, Cowboy Acres RV Park, Dynamic, Dynamic II, Hampton Acres, Forest Glenn, Glenn Heights Town & Country, Glenn Heights Community, Dallas Hi Ho RV Park) are located in the northeast portion of the study area. One mobile home park (Brook View) is located in the northwest portion of the study area. A neighborhood (Lindell Estates) located adjacent to Uhl Road and bounded by Green Mound Drive to the north and Lindell Street to the south, appears to be a low-income neighborhood. Ellis County appraisal district records were reviewed to determine the appraisal value of homes in this neighborhood. The home values in this neighborhood range from \$29,010 to \$231,810. In addition, based on public involvement, it was determined that this area has a high Spanish speaking population. Two discount stores (Family Dollar and Dollar General) are located on Bear Creek Road, in the northeast portion of the study area. The mobile home parks, discount stores, and Lindell Estates are shown on **Figure 7**.

One DART Park and Ride bus stop was identified adjacent to a low-income neighborhood in this area. No other signs for other modes of transportation such as bus stops or bike lanes were identified within the study area. Sidewalks were present along West Parkerville Road, the northern boundary of the study area, and within the subdivisions located in the study area.

Based on the site visits and data collected for this analysis, it was determined that the study area is in a rapidly developing area that is experiencing a conversion from agriculture and low-density residential development to large, higher-density subdivisions. In addition, commercial properties are largely located along US 67 and IH 35E and community facilities within the study area mainly consist of schools, places of worship, and parks.

## **6. Public Involvement**

A series of Public Scoping Meetings were held in July 2019. The Public Scoping Meetings Notice was published in the Federal Register, advertised in the Ellis County Press, Dallas Morning News, Focus Daily News, Waxahachie Daily Light, and the Spanish language newspaper, Al Dia. The Public Scoping Meeting Notices were posted on TxDOT's website, Facebook page, Twitter, and on the Keep It Moving Dallas website and were released to local media. In addition, the Public Scoping Meeting Notices were mailed to property owners adjacent to the proposed roadway, Participating and Cooperating agencies, and local stakeholders. A Spanish translator was available at all meetings detailed below.

A Public Scoping Meeting was held on July 9, 2019, at the Red Oak Municipal Center (200 Lakeview Parkway, Red Oak, Texas 75154), with 74 persons attending the meeting and four comments received. A second Public Scoping Meeting was held on July 11, 2019, at the Cedar Hill Recreation Center (310 East Parkerville Road, Cedar Hill, Texas 75104), with 124 persons attending the meeting and 30 comments received. MetroQuest surveys, an on-line community engagement software, were available at the Public Scoping Meetings and on-line during the public comment period to allow the public the opportunity to comment and engage with the project.

The comments received at the Public Scoping Meetings were about impacts to property, quality of life, ROW acquisition, and the need for the project. Comments were also received about access, noise, aesthetics, pedestrian/bicycle accommodations, and impacts to the natural environment. Based on the comments received from the public scoping meetings regarding the route of the alternatives, an additional alternative (Alternative 4) was added to study for evaluation in the NEPA process.

A series of Public Meetings were held in February 2020. The Public Meetings Notice was advertised in the Ellis County Press, Dallas Morning News, Focus Daily News, Waxahachie Daily Light, the Midlothian Mirror, and the Spanish language newspaper, Al Dia. The Public Meeting Notices were posted on TxDOT's website, Twitter, the Keep It Moving Dallas website, and were released to local media. In addition, the Public Meeting Notices were mailed to property owners adjacent to the proposed roadway, Participating and Cooperating agencies, and local stakeholders. A Spanish translator was available at all meetings detailed below.

A Public Meeting was held on February 6, 2020, at the Red Oak Municipal Center (200 Lakeview Parkway, Red Oak, Texas 75154) and 108 persons attended the meeting. A second Public Meeting

was held on February 13, 2020, at the Cedar Hill Recreation Center (310 East Parkerville Road, Cedar Hill, Texas 75104) and 118 persons attended the meeting. The four alternatives were presented to the public. Google Earth stations were available at the Public Meetings to allow the public to see where the proposed project was in relation to their property.

The comments received at the Public Meetings were about the new Alternative 4 that was presented and the four alternative paths. Comments were also received about noise and safety, need for the project, impacts to wildlife, and quality of life.

In addition, TxDOT held the following stakeholder meetings with local public officials prior to the beginning of this project:

City of Cedar Hill: 3/7/2017, 8/14/2017, 5/8/2018

City of Glenn Heights: 3/1/2017, 3/25/2017, 8/14/2017 and 5/8/2018

City of Ovilla: 3/31/2017 and 8/17/2017

City of Red Oak: 3/20/2017, 8/15/2017 and 5/8/2018

To date, TxDOT has held the following stakeholder meetings with local public officials as part of the Environmental Impact Statement project:

City of Cedar Hill: 10/09/2018, 6/27/2019, 11/12/2019, 7/30/2020, 3/04/2021, 6/16/2021, 11/17/2021, 1/25/2022

City of Glenn Heights: 11/05/2018, 08/11/2020, 3/01/2021, 10/18/2021, 11/29/2021

City of Midlothian: 8/5/2020, 2/24/2021, 12/07/2021

City of Ovilla: 12/06/2021

City of Red Oak: 7/28/2020, 2/24/2021, 12/13/2021

Dallas County: 11/01/2019, 7/30/2020, 3/1/2021

Ellis County: 7/30/2020, 3/01/2021

Value Engineering Study presentation to all stakeholders: 4/12/19

U.S. Army Corps of Engineers: 2/16/19

To date, TxDOT has held two community meetings. A community meeting was held for the Lindell Estates Subdivision on February 8, 2022, with 24 people attending, and 4 comments received. Four groups of Spanish speakers were in attendance, and there were two Spanish translators available.

A community meeting was held for the Bear Creek Subdivision on February 10, 2022, with 18 people attending. No Spanish translations were requested, and no written comments were received for this meeting.

Two public meetings (same meeting held at two separate locations) were held on March 2<sup>nd</sup> and 3<sup>rd</sup> 2022. The public meetings were held to present the proposed alternatives and modifications to the public and provide an opportunity for comment. The Public Meeting Notice was advertised in the



Ellis County Press, Dallas Morning News, Focus Daily News, Waxahachie Daily Light, the Midlothian Mirror, and the Spanish language newspaper, Al Dia. The Public Meeting Notices were posted on TxDOT's website, Twitter, the Keep It Moving Dallas website, and were released to local media. In addition, the Public Meeting Notices were mailed to property owners adjacent to the proposed roadway, Participating and Cooperating agencies, and local stakeholders. A Spanish translator was available at both meetings. The public meetings were held in an open-house format and was also available on-line in a virtual format.

The March 2<sup>nd</sup> meeting had 56 attendees and 4 written comments were received at the meeting. The March 3<sup>rd</sup> meeting had 41 attendees and 9 written comments were received at the meeting. The comment period for these meetings ends on March 18, 2022. This report will be updated with the comments received after the end of comment period.

In addition, two public hearings (same hearing held at two separate locations) are scheduled for late 2022. The purpose of the public hearings is to review environmental findings and the draft environmental impact statement with the community, inform the public about the factors considered in the environmental process, provide a summary of the public input to date, present the preferred alternative, and provide an opportunity for comment.

## 7. Displacements

**Table 9** presents the number of acres required by alternative and alternative with potential modifications. The amount of ROW required varies from 586 acres to 606 acres. The potential displacements are shown on **Figure 8**. The proposed project alternatives were aligned to avoid bisecting the most densely populated areas to minimize the number of residential displacements.

**Table 9: Potential ROW Acreages**

Alternative	Acres
Alternative 1	
Alternative 1	598
Alternative 1 Modification A and C	587
Alternative 1 Modification A	594
Alternative 1 Modification B	594
Alternative 1 Modification B and C	588
Alternative 1 Modification C	591

Alternative	Acres
Alternative 2	
Alternative 2	596
Alternative 2 Modification A	592
Alternative 2 Modification A and C	586
Alternative 2 Modification B	593
Alternative 2 Modification B and C	586
Alternative 2 Modification C	590
Alternative 3	
Alternative 3	604
Alternative 3 Modification A	601
Alternative 3 Modification A and C	594
Alternative 3 Modification A, C, and D	596
Alternative 3 Modification A and D	603
Alternative 3 Modification B	601
Alternative 3 Modification B and C	594
Alternative 3 Modification B, C, and D	597
Alternative 3 Modification B and D	603
Alternative 3 Modification C	598
Alternative 3 Modification C and D	600
Alternative 3 Modification D	607
Alternative 4	
Alternative 4	604
Alternative 4 Modification A	600
Alternative 4 Modification A and C	594
Alternative 4 Modification B	600
Alternative 4 Modification B and C	594
Alternative 4 Modification C	598

## 7.1. Residential Displacements

**Table 10** outlines the number of potential residential displacements by alternative and by alternative with potential modifications. In 2021, as a result of public and stakeholder comments, TxDOT identified three potential modifications (Modifications A, B, and C) to the Common Alignment and one potential modification to Alternative 3 (Modification D). These modifications were designed to reduce the number of potential displacements and environmental impacts.

**Table 10: Potential Residential Displacements**

Alternative	Single-family Residence	Shed/Barn
Alternative 1		
Alternative 1	57	58
Alternative 1 Modification A and C	30	57
Alternative 1 Modification A	31	60
Alternative 1 Modification B and C	33	55
Alternative 1 Modification B	34	58
Alternative 1 Modification C	56	55
Alternative 2		
Alternative 2	57	59
Alternative 2 Modification A and C	30	58
Alternative 2 Modification A	31	61
Alternative 2 Modification B and C	33	56
Alternative 2 Modification B	34	59
Alternative 2 Modification C	56	56
Alternative 3		
Alternative 3	64	61
Alternative 3 Modification A, C and D	33	63
Alternative 3 Modification A and C	37	60
Alternative 3 Modification A and D	34	66
Alternative 3 Modification A	38	63

Alternative	Single-family Residence	Shed/Barn
Alternative 3 Modification B, C and D	36	61
Alternative 3 Modification B and C	40	58
Alternative 3 Modification B and D	37	64
Alternative 3 Modification B	41	61
Alternative 3 Modification C and D	59	61
Alternative 3 Modification C	63	58
Alternative 3 Modification D	60	64
Alternative 4		
Alternative 4	57	64
Alternative 4 Modification A and C	30	63
Alternative 4 Modification A	31	66
Alternative 4 Modification B and C	33	61
Alternative 4 Modification B	34	64
Alternative 4 Modification C	56	61

The market value of the potentially displaced residential properties ranges from \$12,140 to \$1,456,710, with the majority ranging from \$200,000 to \$400,000. To assess availability of replacement properties within the study area, a search of available real estate was conducted using [www.zillow.com](http://www.zillow.com) (February 2022). Available residential properties were searched by the zip codes that the project is located within or adjacent to where the potential displacements would occur: 75104 (Cedar Hill), 75115 (Desoto), 75146 (Lancaster), 75154 (Ovilla/Red Oak), and 76065 (Midlothian). **Table 11** summarizes the findings of the residential real estate search.

**Table 11: MLS Housing Availability by Zip Code**

Price Range	Zip Code					Total
	75104	75115	75146	75154	76065	
\$10,000–\$50,000	0	0	0	0	0	0
\$50,000 - \$100,000	0	0	0	1	2	3
\$100,000 - \$150,000	0	0	0	0	0	0
\$150,000 - \$200,000	0	2	0	0	0	2
\$200,000 - \$250,000	1	0	2	2	1	6
\$250,000 - \$300,000	1	3	3	3	2	12
\$300,000 - \$350,000	1	7	4	16	3	31
\$350,000 - \$400,000	1	10	3	16	3	33
\$400,000 - \$450,000	1	9	0	17	16	43
\$450,000 - \$500,000	0	12	0	7	35	54
\$500,000 - \$550,000	0	4	0	13	50	67
\$550,000- \$600,000	1	4	1	8	20	34
\$600,000- \$700,000	1	4	0	2	29	36
\$700,000 - \$1,500,000	2	0	0	4	3	9
<b>Total</b>	<b>9</b>	<b>55</b>	<b>13</b>	<b>89</b>	<b>164</b>	<b>330</b>

Source: Zillow 2022, MLS Listings.

Note: Available single-family residential homes were searched by zip codes directly adjacent to or within the same zip codes where the displacements would occur.

Based on the results of this study, it was determined that there is an adequate quantity of comparable replacement housing available within the general study area for the potentially displaced residences that range in value from \$250,000 to \$1,500,000. There are 73 potentially displaced residential properties, across all alternatives and modifications, that range in value from \$12,140 to \$249,370. No alternative or modification would displace all 73 residences that are valued under \$250,000. There is limited replacement housing available for homes in the \$10,000 to \$250,000 value range. The appraisal district uses appraisal value to estimate the value of the potentially displaced residences; however, actual market value of the potentially displaced residences may be higher.

TxDOT offers relocation counseling and financial assistance to residences and businesses that are displaced by the acquisition of highway ROW in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646). TxDOT will fully compensate the property owners for the land based on current appraisal value. Other impacts will be considered by an appraiser when TxDOT begins the ROW acquisition process after environmental clearance. Any ROW acquisition by TxDOT would be in accordance with the U.S. Department of Transportation policy as mandated by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in the Surface Transportation and Uniform Relocation Assistance Act of 1987 (the Uniform Act).

If it is determined that a property is required for construction of the proposed project, a letter would be mailed to the property owner. The letter serves as the TxDOT ROW Division's (the appraiser's) initial contact with the property owner notifying them of (1) TxDOT's interest in acquiring the property, (2) TxDOT's obligation to secure any necessary appraisals (to inspect the property and to determine an initial fair market value), and (3) to provide any other useful information regarding the acquisition process. This is the property owner's opportunity to inform the appraiser (and/or point out) any relevant, unusual, or hidden features of the property that the appraiser could overlook. In addition, the property owner should also advise the appraiser if any of these conditions exist such as: (1) Other persons who have ownership or interest in the property; (2) Tenants on the property; (3) Items of real or personal property that belong to someone else located on your property; or (4) The presence of hazardous material, underground storage or utilities.

The Uniform Act ensures relocation of displaced tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s) (49 CFR Part 24.204). This assistance applies to tenants as well as owners occupying the real property needed for the project. TxDOT would also provide assistance to displaced businesses and non-profit organizations to aid in their satisfactory relocation with a minimum of delay. Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just

compensation is based upon the fair market value of the property. TxDOT also provides, through its Relocation Assistance Program, payment and services to aid in movement to a new location.

The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites. The available structures must also be open to persons regardless of race, color, religion or nationality and be within the financial means of those individuals affected.

## 7.2. Commercial Displacements

Businesses located within the study area consist of general purpose stores, gas stations, agricultural and industrial operations, and bar/restaurants. Three to four commercial businesses would potentially be displaced depending upon the alternative chosen. The design modifications A, B, and D would not impact any commercial businesses. Modification C would potentially displace structures associated with the Stone Canyon Cabins. **Table 12** below outlines the number of commercial business displacements and the number of structures associated with each business that may be displaced. The businesses that may be displaced include: The Box Car (bar/restaurant), Stone Canyon Cabins (vacation rental), Noble Champion Horse Barn, and The Barn at Cedar Hill – Neils Creek Arabians.

**Table 12: Potential Commercial Displacements**

Alternative	The Barn at Cedar Hill – Neils Creek Arabians	Noble Champion Sport Horses	The Box Car	Stone Canyon Cabins
Alternative 1				
Alternative 1	1 business (4 associated structures)	1 business (6 associated structures)	1 business (1 Structure)	1 business (8 associated structures)
Alternative 1 Modification A and C				1 business (7 associated structures)
Alternative 1 Modification A				1 business (8 associated structures)
Alternative 1 Modification B and C				1 business (7 associated structures)
Alternative 1 Modification B				1 business (8 associated structures)
Alternative 1 Modification C				1 business (7 associated structures)

Alternative	The Barn at Cedar Hill – Neils Creek Arabians	Noble Champion Sport Horses	The Box Car	Stone Canyon Cabins
Alternative 2				
Alternative 2	1 business (6 associated structures)	1 business (6 associated structures)	1 business (1 Structure)	1 business (8 associated structures)
Alternative 2 Modification A and C				1 business (7 associated structures)
Alternative 2 Modification A				1 business (8 associated structures)
Alternative 2 Modification B and C				1 business (7 associated structures)
Alternative 2 Modification B				1 business (8 associated structures)
Alternative 2 Modification C				1 business (7 associated structures)
Alternative 3				
Alternative 3	Not displaced by Alternative 3	1 business (6 associated structures)	1 business (1 Structure)	1 business (8 associated structures)
Alternative 3 Modification A, C and D				1 business (7 associated structures)
Alternative 3 Modification A and C				1 business (7 associated structures)
Alternative 3 Modification A and D				1 business (8 associated structures)
Alternative 3 Modification A				1 business (8 associated structures)
Alternative 3 Modification B, C and D				1 business (7 associated structures)
Alternative 3 Modification B and C				1 business (7 associated structures)



Alternative	The Barn at Cedar Hill – Neils Creek Arabians	Noble Champion Sport Horses	The Box Car	Stone Canyon Cabins
Alternative 3 (continued)				
Alternative 3 Modification B and D				1 business (8 associated structures)
Alternative 3 Modification B				1 business (8 associated structures)
Alternative 3 Modification C and D				1 business (7 associated structures)
Alternative 3 Modification C				1 business (7 associated structures)
Alternative 3 Modification D				1 business (8 associated structures)
Alternative	The Barn at Cedar Hill – Neils Creek Arabians	Noble Champion Sport Horses	The Box Car	Stone Canyon Cabins
Alternative 4				
Alternative 4	Not displaced by Alternative 4	1 business (6 associated structures)	1 business (1 Structure)	1 business (8 associated structures)
Alternative 4 Modification A and C				1 business (7 associated structures)
Alternative 4 Modification A				1 business (8 associated structures)
Alternative 4 Modification B and C				1 business (7 associated structures)
Alternative 4 Modification B				1 business (8 associated structures)
Alternative 4 Modification C				1 business (7 associated structures)

The products and services offered by the businesses that may be displaced would be available through other retailers, while the displaced businesses relocate. In addition, the businesses are not

unique to the area and do not service a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group. Members of the community would have access to comparative businesses throughout the study area.

The Noble Champion Sport Horse facility and the Barn at Cedar Hill may be able to relocate within the current property they are operating on, allowing for them to provide continued services. In addition, horse training and horse breeding services are available in the surrounding towns (Midlothian and Waxahachie). The horse training and breeding services in Midlothian and Waxahachie are located 8 to 10 miles away from the potentially displaced facilities. None of the business owners have indicated that they would or would not relocate if the proposed project is implemented.

To assess availability of replacement properties within the project study area, a search of available commercial properties, hospitality properties, and developable/agricultural properties was conducted using [www.loopnet.com](http://www.loopnet.com) (February 2022). Available properties were searched by the zip codes that the project is located within or adjacent to where the displacements would occur. **Table 13** summarizes the findings of the commercial (retail) real estate search.

**Table 13: Business Retail/Lease Availability**

Zip Code	Commercial Properties (Retail, Restaurant, Shopping Center)		Hospitality Properties		Developable Land/Agricultural (10+ acres)	
	For Lease	For Sale	For Lease	For Sale	For Lease	For Sale
75104	9	0	0	0	0	4
75115	4	3	0	0	1	0
75146	3	3	0	0	0	4
75154	5	3	0	1	0	3
76065	3	1	0	0	0	9
<b>Total</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>20</b>

Source: Loop Net 2022, Commercial Real Estate Listings.

### 7.3. Other Displacements

The proposed project may displace one municipal structure. The city of Glenn Heights municipal water tower is located within the alignment of Modification B. TxDOT has coordinated with the city of Glenn Heights to present the potential impacts of Modification B during Stakeholder Meetings. Glenn Heights reviewed the information provided by TxDOT, and to preserve developable land for the future, they would prefer the modification that impacts their water tower; however, the city recognizes there is a time and financial constraint to have this facility relocated. TxDOT will

coordinate directly with the city of Glenn Heights during the utility relocation process should Modification D be selected. If the municipal water tower is relocated, the relocation process would be timed so that there is minimal interruption to the water supply for city residents.

#### Relocation Assistance by TxDOT

TxDOT offers relocation counseling and financial assistance to residences and businesses that are displaced by the acquisition of highway ROW in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646). Once it is determined that a structure must be acquired in order to construct this highway, the property owner and/or tenant is contacted by a relocation counselor. The relocation counselor will provide information on the benefits for which the owner/tenant is eligible and will assist the owner/tenant in applying for those benefits. The relocation counselor will provide transportation to inspect the housing (especially for elderly and handicapped persons), and referrals to other agencies that provide assistance for relocated persons.

The relocation counselor also provides a listing of the most current comparable housing, including those currently available on the market and within the financial means of the occupant. This listing would be as close as possible to the dwelling being taken in terms of number of rooms, living space, location, and square footage. The replacement housing has to meet all minimum standards established by the state (decent, safe, and sanitary) and conform to all local building codes.

Depending on the difference in prices for comparable properties, financial assistance in the form of a purchase supplement, rental assistance payments, or a down payment on a loan may be offered to the relocatee. No construction would occur in the area immediately adjacent to affected properties until comparable replacement housing has been made available to all relocatees.<sup>1</sup> In addition to residential relocation assistance, TxDOT also provides assistance to relocated businesses, farms, and non-profit organizations. These benefits may be in the form of reimbursements for reasonable moving expenses and reestablishment expenses.

## **8. Access and Travel Patterns**

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 mass transit is limited. However, walking may be feasible within subdivisions located adjacent to the proposed project where the homes are closer together and sidewalks are available. There are no bike lanes within the study area, and mass transit options are very limited. Therefore, cars are the primary mode of transportation.

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<sup>1</sup> TxDOT – Right-of-Way Manual, Volume 3. *Relocation Assistance*.

The existing travel patterns within the study area are primarily east/west traffic to gain access to US 67 and IH 35E and neighborhood traffic to access local businesses. The majority of travel within the study area would be conducted by car.

The proposed project is a new location roadway; therefore, access and travel patterns within the study area would be altered by the proposed project. The changes to access and travel patterns would vary depending upon alternative.

All Alternatives and Modification D would impact Tar Road. Users of Tar Road south of the proposed project would no longer be able to directly access Tar Road north, and vice versa, because Tar Road within the proposed area would be removed. The proposed project has relocated the Tar Road intersection approximately 880 feet to the west to align with the city of Cedar Hill's proposed future relocation of Tar Road in their Comprehensive Plan, which is being updated at the time of this report. Until Tar Road is relocated, users would have to access Loop 9, Segment A heading east and turn around at the proposed intersection of Loop 9, Segment A and the future Clark Road, an additional distance of approximately 1.5 miles.

Alternatives 1, 2, and 3, and Modification D would require the western portion of Knight Street located within the project area to be permanently closed. The property owners located on Knight Street that are not displaced would be given driveway access to Loop 9, Segment A and could utilize Loop 9, Segment A to travel east. To travel to the west or to access Tar Road (north and south), property owners would travel east along Loop 9, Segment A and utilize the intersection at the future Clark Road to turn around (increased distance of approximately 1.5 miles.) The number of properties potentially displaced along Tar Road and Knight Street varies between the three alternatives and the modification; therefore, the number of access changes varies slightly between alternatives.

Alternative 4 would require Bear Creek Road be removed from South Joe Wilson Road to South Duncanville Road. Users of Bear Creek Road between South Joe Wilson Road and South Duncanville Road would have access to the proposed Loop 9, Segment A frontage road for east and west travel. Properties located along Bear Creek between South Joe Wilson Road and South Duncanville Road would be given driveway access to the proposed Loop 9, Segment A frontage road.

Alternatives 1 – 4, and the Common Alignment would require a portion of Bear Creek Road from approximately 0.25 west of South Duncanville Road to South Cockrell Hill Road be removed. Users of Bear Creek Road between these two roads would have to use the proposed intersection at South Duncanville Road with Loop 9, Segment A to travel east. This change in east access would not increase the travel distance but may increase the travel time due to traffic signals.

A connection to Bear Creek Road from South Cockrell Hill Road would be constructed in the northeast corner of the intersection of Bear Creek Road and South Cockrell Hill Road. The connecting roadway would allow users of South Cockrell Hill Road to continue to use Bear Creek Road heading east.

An intersection would be constructed at South Joe Wilson Road with the proposed Loop 9, Segment A. Users of South Joe Wilson Road would have increased access to the west because currently travellers have to drive an additional 1.5 miles to access Parkerville Road to travel west.

Intersections would be constructed at Tar Road, future Clark Road, South Joe Wilson Road, South Duncanville Road, South Cockrell Hill Road, South Westmoreland Road, Hampton Road, and Uhl Road. The construction of these intersections would allow the users of the roadways to continue to have north/south access and allow them to have improved east/west access by using the proposed Loop 9, Segment A.

The proposed project could also alter travel patterns within the study area. Loop 9, Segment A would provide an additional east-west route between US 67 and IH 35E. The proposed project may better serve the needs of area motorists resulting in the alleviation of traffic on parallel roadways. The project may allow area residents, who might work outside of the communities in which they reside, an easier commute. Overall, the current travel patterns of some motorists may change as they utilize the proposed new location roadway as part of their route in lieu of the existing parallel roadways.

The proposed project runs adjacent to the subdivisions of Bear Creek Ranch, Kingston Meadow, Meadow Springs, Stone Creek, Harmony, and The Mesa. The proposed project runs through the northern portion of Lindell Estates. Access to three subdivisions (Lindell Estates, Bear Creek Ranch and Stone Creek) would be directly impacted by the proposed project. The existing and planned subdivisions within the study area are shown on **Figure 4**.

The northern portion of Lindell Estates would be impacted by the Common Alignment and Modifications A and B to the Common Alignment, with the Common Alignment having the greatest potential impacts to access and travel patterns of Lindell Estates residents. Green Mound Drive and Overhill Drive would be removed entirely, and the northern end of Archdale Lane, Water Crest Lane, and Lakeshore Lane would be removed. It should be noted that Overhill Drive and the portion of Archdale Lane that will be removed, although they are named roads, are not paved roadways and do not currently provide driveway access, or through access, to any homes. Lindell Estates currently has two access points to Uhl Road: Green Mound Drive and East Overhill Drive. Uhl Road provides north and south access to other areas of the community. The Common Alignment would remove the Green Mound Drive access point and maintain the East Overhill Drive access point. Additionally, access would be provided to Loop 9, Segment A from Water Crest Lane and Lakeshore Lane, which are two neighborhood streets providing north/south access.

To access the neighborhood after the construction of the proposed project, if the original Common Alignment is selected, residents that previously used Green Mound Road to get to/from Uhl Road, will now use the Loop 9 frontage road, as it will provide new access points to/from Water Crest Lane and Lakeshore Lane. The Loop 9 frontage roads will be in generally the same alignment as Green Mound Road. Residents along East Overhill Drive, East South Brook Drive, East Woodell Drive, Lakeshore Lane, and Groves Lane would continue to use East Overhill Drive to exit the neighborhood, as this is currently their closest exit point.

Modifications A and B would impact the northwest corner of Lindell Estates, removing the west end of Green Mound Drive from just west of Water Crest Lane to Archdale Lane. In addition, the north end of Archdale Lane from Overhill Drive to Green Mound Drive would be removed. The portion of Green Mound Drive that would be removed and Archdale Lane are not paved roadways and do not currently provide driveway access, or through access, to any homes. Both the Green Mound Drive and East Overhill Drive access points to Uhl Road would remain with Modifications A and B.

The Bear Creek Ranch subdivision is located south of the portion of Bear Creek Road that would be removed. The access to Bear Creek Ranch would be maintained to Loop 9, Segment A at the subdivision entrance on Ranch View Drive.

Residents of the Stone Creek Subdivision currently use Hampton Road to enter and exit their subdivision. An intersection would be constructed at Hampton Road and the proposed Loop 9, Segment A. The intersection would interfere with the existing entrance to the Stone Creek Subdivision; therefore, a new entrance would be constructed approximately 250 feet south of the existing entrance.

Public transportation services within the study area included Community Transit Services, which provides scheduled transportation services in Ellis County. Community Transit Services provides a safe and efficient mode of transportation to the general public and persons with special needs. Dallas Area Rapid Transit (DART) provides paratransit services in select cities - one of which is Glenn Heights. This public transportation service is for people with disabilities who are unable to use DART fixed route buses or trains. The DART fixed bus route within the study area is Bus Route 306; DART also provides on-call services for personalized neighborhood service. DART's Glenn Heights Park and Ride, located at 1300 E Bear Creek Road, is located on this route. There are no rail services currently located within the study area. The proposed project would not prevent users of the park and ride from continuing to use the facility.

There are no designated bike lanes within the project area; therefore, bike travel patterns within the study area should remain the same. There are limited sidewalks within the study area and all existing sidewalks within the study area should remain in place. Pedestrians would have the opportunity to cross north/south across the proposed Loop 9, Segment A at designated

intersections. TxDOT will reserve a 10-foot berm along the proposed Loop 9, Segment A ROW for use for future pedestrian facilities.

The study area is primarily a combination of rural areas and developing residential areas; there are not many commercial businesses within the study area. The businesses that are located within the study area would continue to have access to the surrounding roadways during and after the construction of the proposed project.

Businesses located within the study area receive customers from passing traffic and advertisement. The improved accessibility within the study area may increase the number of customers because of the increased exposure to passing traffic.

The community facilities located within the study area (see Section 3.2) were reviewed to determine potential impacts of the project to their access points. No community facilities are located adjacent to the proposed project; therefore, no access impacts are anticipated.

Emergency response times should remain the same or improve due to increased mobility within the study area. Mobility improvements for emergency services would be attributable to the diversion of traffic from local roads. The increase in east/west mobility within the region with the construction of the proposed Loop 9, Segment A would facilitate a reduction in response time for local police, and fire protection and medical services.

There is land located adjacent to the proposed project that is available for development.

The proposed project would improve access and mobility in the project study area and provide an alternative east/west travel route. Travel patterns may change as a result of the proposed project; however, negative impacts to access and travel patterns are not anticipated.

## **9. Community Cohesion**

Community cohesion is a term that refers to an aggregate quality of social, economic, and physical attributes that give definition to a geographic area often designated as a neighborhood or community. The Federal Highway Administration (FHWA) defines cohesion as “those behaviors or perceptual relationships that are shared among residents of a community that cause the community to be identifiable as a discrete, distinctive geographic entity.” A cohesive community enables residents to have a sense of belonging to their neighborhood or community and/or a strong attachment to neighbors, groups, and institutions as a continual association over time.

As defined in the FHWA Technical Advisory T 6640.8A, changes in community cohesion because of highway construction and improvements may be beneficial or adverse. The No Build Alternative would not affect the existing structure of local communities; however, deterioration of mobility may



occur with increased traffic volumes since the road will continue to be used heavily. As a result, future negative effects to community structure may occur from the No Build Alternative.

Within the study area, the community consists of subdivisions and more widely separated residences located on individual parcels. The primary form of accessing the community by those living within or visiting the community is by car. Community members within the subdivisions may use sidewalks to visit neighbors; however, commercial businesses are not within walking distance and would need to be accessed by car.

The proposed project is a new location roadway; therefore, a physical separation within the study area would be created with the construction of the proposed project. Within the study area, residents currently use the following roads for north/south access: Tar Road, South Joe Wilson Road, South Duncanville Road, South Cockrell Hill Road, South Westmoreland Road, Hampton Road, and Uhl Road. Bear Creek Road and Ovilla Road are the primary roads used for east/west access. These are the primary roads used to access community services and access will continue to be provided to these roadways. Where access currently exists, temporary access driveways would be provided to adjacent property owners during construction and permanent access would be provided after construction is complete.

The purpose of the project is to provide adequate connectivity for commuters, as well as relieve congestion on local arterial roadways and to increase capacity, mobility, and accessibility for the region. While a physical barrier would exist with the construction of the proposed Loop 9, Segment A, one of the benefits of the proposed project would be improved accessibility and mobility within the community overall.

The project corridor is primarily located in a rural, developing area. The proposed project has been aligned to avoid separating more densely populated neighborhoods. Loop 9, Segment A has been identified in transportation planning efforts for a number of years and the majority of newly constructed and planned subdivisions were designed to accommodate and have access to the proposed Loop 9, Segment A. The proposed project runs adjacent to the subdivisions of Bear Creek Ranch, Kingston Meadow, Meadow Springs, Stone Creek, Harmony, The Mesa, and Lindell Estates.

The northern portion of Lindell Estates would be displaced by the proposed Loop 9, Segment A, Common Alignment if Modifications A or B are not selected. Modifications A and B would still potentially impact Lindell Estates; however, the number of potential displacements would be reduced. If Modifications A or B are not selected, two roads would be removed, and 27 residences would be potentially displaced. There are 66 total residences in Lindell Estates; therefore, the Common Alignment would potentially displace 41% of the total residences. The neighborhood will continue to have access to all currently available community services and businesses. Residents may be able to relocate within the neighborhood.



The community study area would experience altered travel patterns; however, residents would maintain access to the entire community that remains. People within the community may access other parts of community in a different manner after the construction of the proposed project but their ability to access the community would not be removed and they would continue to be able to participate in local activities. Intersections would be constructed at the major roadways within the study area to allow community members continued access to their community facilities, places of work, and neighbors.

The proposed project would not displace any community facilities and would not negatively impact community facilities located within the study area. The proposed project would not restrict access to any existing community facility; however, access within the study area will change as discussed in **Section 8.0**.

TxDOT would offer relocation counselling and financial assistance to potentially displaced residents. The Uniform Act ensures relocation of displaced property owners and tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property. The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites.

Lindell Estates currently has two access points to Uhl Road: Green Mound Drive and East Overhill Drive. Uhl Road allows residences to travel north and south to access community facilities, stores and jobs. The homes within Lindell Estates that are not impacted by the proposed project would continue to have access to remainder of the neighborhood, as well as access to Uhl Road from East Overhill Drive. Additionally, access would be provided to Loop 9, Segment A from Water Crest Lane and Lakeshore Lane, which are two neighborhood streets providing north/south access.

The proposed project would not separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups.

## **10. Environmental Justice**

### Displacements

The proposed project may potentially displace up to 64 single-family residences and 4 commercial properties. **Table 14** outlines the displacements in census blocks with 50% or greater minority population by alternative. **Table 15** outlines the displacements in census blocks with 50% or greater minority population by modification.

**Table 14: Displacements within Census Blocks with 50% or Greater Minority Population by Alternative**

<b>Census Block</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>
CT 607.02 BG 2 Block 2002	2 Residential Parcels	2 Residential Parcels	2 Residential Parcels	1 Residential Parcels
CT 166.16 BG 2 Block 2004	2 Residential Parcels	2 Residential Parcels	2 Residential Parcels	2 Residential Parcels
CT 166.24 BG 1 Block 1017	4 Residential Parcels	4 Residential Parcels	5 Residential Parcels	0 Residential or Commercial Parcels
CT 166.23 BG 1 Block 1047	5 Residential Parcels 1 Commercial Parcel	5 Residential Parcels 1 Commercial Parcel	5 Residential Parcels 1 Commercial Parcel	5 Residential Parcels 1 Commercial Parcel
CT 166.23 BG 1 Block 1048	1 Commercial Parcel	1 Commercial Parcel	1 Commercial Parcel	1 Commercial Parcel
CT 166.23 BG 3 Block 3000	4 Residential Parcels	4 Residential Parcels	4 Residential Parcels	4 Residential Parcels
CT 602.16 BG 2 Block 2000	1 Residential Parcel	1 Residential Parcel	1 Residential Parcel	1 Residential Parcel
CT 602.16 BG 1 Block 1011	9 Residential Parcels	9 Residential Parcels	9 Residential Parcels	9 Residential Parcels
CT 602.16 BG 1 Block 1012	0 Residential Parcel or Commercial Parcels	0 Residential Parcel or Commercial Parcels	0 Residential Parcel or Commercial Parcels	0 Residential Parcel or Commercial Parcels
CT 602.16 BG 1 Block 1013	3 Residential Parcels	3 Residential Parcels	3 Residential Parcels	3 Residential Parcels

Census Block	Alternative 1	Alternative 2	Alternative 3	Alternative 4
CT 602.16 BG 1 Block 1020	14 Residential Parcels	14 Residential Parcels	14 Residential Parcels	14 Residential Parcels
CT 166.22 BG 1 Block 1004	0 Residential or Commercial Parcels	0 Residential or Commercial Parcels	0 Residential or Commercial Parcels	0 Residential or Commercial Parcels
CT – Census Tract    BG – Block Group				

**Table 15: Displacements within Census Blocks with 50% or Greater Minority Population by Modification**

Census Block	Modification A	Modification B	Modification C	Modification D
CT 607.02 BG 2 Block 2002	NA	NA	NA	1 Residential Parcel*
CT 166.16 BG 2 Block 2004	NA	NA	NA	4 Residential Parcels (2 double count, 2 additional)
CT 166.24 BG 1 Block 1017	NA	NA	NA	NA
CT 166.23 BG 1 Block 1047	NA	NA	NA	NA
CT 166.23 BG 1 Block 1048	NA	NA	1 Commercial Parcel*	NA
CT 166.23 BG 3 Block 3000	NA	NA	1 Residential Parcel* Reduction of 3 Residential Parcels	NA

Census Block	Modification A	Modification B	Modification C	Modification D
CT 602.16 BG 2 Block 2000	1 Residential Parcel	1 Residential Parcel	NA	NA
CT 602.16 BG 1 Block 1011	0 (Reduction of 9 Residential Parcels)	2 Residential Parcels (Reduction of 7 Residential Parcels)	NA	NA
CT 602.16 BG 1 Block 1012	0 Residential or Commercial Parcels	0 Residential or Commercial Parcels	NA	NA
CT 602.16 BG 1 Block 1013	0 (Reduction of 3 Residential Parcels)	0 (Reduction of 3 Residential Parcels)	NA	NA
CT 602.16 BG 1 Block 1020	0 (Reduction of 14 Residential Parcels)	0 (Reduction of 14 Residential Parcels)	NA	NA
CT 166.22 BG 1 Block 1004	1 Residential Parcel	1 Residential Parcel	NA	NA
CT – Census Tract    BG – Block Group				

\* Double count – this displacement is also counted in the displacements by alternative  
NA = Not Applicable, this design modification is not located within this Census Block

The potential residential displacements represent a relatively small portion of the community that would be impacted by the loss of housing structures. The displacements caused by the proposed project may have temporary impacts on the community while the displaced residents are being relocated; however, once the relocation process is complete the current residents should be able to remain a member of their current community if they choose to relocate within their community. The potential commercial displacements include The Box Car (bar/restaurant), Stone Canyon Cabins (vacation rental), Noble Champion Sport Horses, and The Barn at Cedar Hill – Neils Creek Arabians. The Box Car and the Stone Canyon Cabins are located within Census Blocks that have a 50 % or higher minority population. The products and services offered by the businesses that may be displaced would be available through other retailers while the displaced businesses relocate. In addition, these businesses do not specifically service minority or low-income populations.

The minority populations are primarily located in the northern half of the study area, adjacent to its northern boundary. There is one census block group (CT 166.21 BG 3) within the study area that has a median income below the DHHS poverty guideline for a family of four. This census block group and the next lowest income population block group (CT 166.26 BG 3) were reviewed to determine if they would be disproportionately impacted. CT 166.21 BG has a median income of \$21,982 and CT 166.26 BG 3 has a median income of \$57,244. These block groups are located north of the proposed project and no displacements would take place within them.

One neighborhood (Lindell Estates) includes homes that are appraised for less than \$100,000. In addition, based on public involvement, it was determined that this area has a high Spanish speaking population. The Common Alignment would result in up to 27 potential residential displacements in this neighborhood. Since 2017, 26 new homes have been constructed within Lindell Estates, resulting in a 65% increase in homes. As such, the Lindell Estates neighborhood may undergo significant change due to new home construction, regardless of the construction of the proposed Loop 9, Segment A project. Of the 27 potential residential displacements in Lindell Estates, 16 of them have been constructed since 2017 within the original Common Alignment. There are lots available within Lindell Estates; therefore, residents may be able to relocate within the neighborhood, but it is difficult to predict the housing market and individual housing circumstances and personal relocating decisions.

The potentially impacted property owners and adjacent property owners to the proposed Loop 9, Segment A were mailed notices for opportunities to attend two Public Scoping Meetings in July 2019 and two Public Meetings in February 2020. Based on the sign-in sheets, it was determined that at least three residents of Lindell Estates attended the July 2019 public meetings, these three attendees would be potentially displaced by the proposed project. Based on sign-in sheets received, it was determined that at least three residents of Lindell Estates attended the February 2020 public meetings, two of these attendees would be potentially displaced by the proposed project. TxDOT employees who specialize in ROW acquisition were at the public scoping meetings and the public meetings to answer questions regarding the ROW acquisition process and provide materials for the attendees to take home that cover the process.

In addition, one potentially displaced resident e-mailed TxDOT requesting information about the proposed project. The resident was provided with project information and a figure showing their home in relation to the proposed project. No additional comments were received from this resident.

One potentially displaced resident of Lindell Estates contacted FHWA to express their concern about the proposed project's impact on persons in Dallas and Ellis Counties and the proposed displacements that would affect minorities.

In 2021, based on potential significant impacts to Lindell Estates and response to public and stakeholder comments, Modifications A and B to the Common Alignment were established to reduce impacts to the Lindell Estates subdivision by shifting the proposed alignment north. Modification A and B would reduce impacts to the Lindell Estates subdivisions by shifting the proposed alignment north. Modification A would avoid displacing any residences in Lindell Estates; however, one home north of Lindell Estates would be potentially displaced. Modification B would reduce the number of potential displacements in Lindell Estates to three and would potentially displace two homes north of Lindell Estates. Modification B would also displace the city of Glenn Heights municipal water tower.

TxDOT held a community meeting at Frank D. Moates Elementary cafeteria on February 8, 2022, to present Modifications A and B to the residents of Lindell Estates. 21 members of the public and 3 elected officials attended the meeting. This was the first time the public had been presented with the modifications to the north of Lindell Estates and responses were varied. Some members of the public noted they preferred the Common Alignment rather than the modifications presented. Community members were interested in the process and what next steps were going to be taken, especially for ROW acquisition. Four groups of Spanish speakers were in attendance, and there were two Spanish translators available. Multiple members of the public brought up the concern that they could not build in the area due to the city of Glenn Heights no longer issuing water permits. Three written comments were left during the meeting, one in Spanish.

The proposed alignments do not disproportionately impact minority or low-income populations, as impacts of the proposed project are dispersed throughout the project area.

#### Access and Travel Patterns

The proposed project would alter vehicular travel patterns and access as outlined in **Section 8.0**. Impacts to access and travel patterns will occur throughout the project corridor and would not be limited to one community, including those with higher minority or low-income populations. The purpose of the project is to provide adequate connectivity for commuters, as well as relieve congestion on local arterial roadways and to increase capacity, mobility, and accessibility for the region. Based on the purpose of the proposed project, overall access, including for community members and commuters, should improve with the construction of the proposed project.

#### Community Cohesion

The proposed project is a new location roadway; therefore, a physical separation within the study area would be created with the construction of the proposed project. While a physical barrier would exist with the construction of the proposed Loop 9, Segment A project, one of the benefits of the proposed project would be improved accessibility and mobility within the community overall. The proposed project is not anticipated to have an adverse effect on community cohesion. The proposed project would not separate or isolate any distinct neighborhoods, ethnic groups, or other specific groups.

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.

The study area was reviewed to determine if any members of the community had experienced substantial impacts from past projects. FM 664 from Westmoreland Road to IH 35E has recently been widened from a two-lane undivided roadway to a six-lane divided roadway. FM 664 from Westmoreland Road to FM 1387 is planned to be widened from a two-lane undivided roadway to a four-lane divided roadway. Bear Creek Road from Hampton Road to IH 35E is planned to be widened from a two-lane undivided roadway to a four-lane divided roadway. Loop 9, Segment B from I-35E to I-45 has begun construction in areas where ROW has been acquired. High Point 67 Logistics Center is under construction and will be an industrial park with up to 2,003,960 square feet available to lease. The industrial park is located on the east side of US 67, just north of the proposed Common Alignment. No other major infrastructure projects, industrial facilities, or other large-scale developments have been constructed in, or adjacent to, the community study area. Additionally, the intersection of US 67 at Lake Ridge Parkway (which will also connect to this proposed project in the future) is undergoing environmental studies for a proposed grade separation.

No minimization or mitigation efforts are proposed to specifically lessen impacts to Environmental Justice (EJ) populations; however, the proposed project has four alternatives with 4 modifications that are being studied to determine which will have the least negative impacts to the community while still supporting the purpose and need of the project.

Individual minority and low-income persons may be affected by the proposed project; however, 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.

## **11. Limited English Proficiency**

Based on a review of the available census data, it was determined that there is a LEP population located within the study area and the predominant language spoken among the LEP population is Spanish. The proposed project had a series of public involvement opportunities, including Public Scoping Meetings, Community Meetings, and Public Meetings. A series of Public Hearings will be held for the proposed project in late 2022. The Public Scoping Meetings and Public Meetings were held at two locations in order to allow all members of the community to have an accessible opportunity to be involved. The public involvement opportunities were published in English and



Spanish. English and Spanish comment forms were available at the meetings and posted on the study webpage. A Spanish language interpreter was provided for each public involvement opportunity. In addition, English translation of any Spanish comment made during the comment period was available, if needed. The Public Hearings would be advertised and planned in the same manner as the Public Scoping Meetings and Public Meetings to accommodate the LEP population. To the extent possible, Public Meeting/Hearing venues would be chosen that are near public transportation for interested parties that choose an alternate form of transportation, some of which may be EJ and/or LEP persons.

## **12. Conclusion**

Of the 563 blocks within the study area, 391 (70% of blocks within the study area) have a 50% or higher minority population. The minority population located within the study area is primarily Black or African American (66% of the minority population) and Hispanic or Latino (29% of the minority population). There are 21 block groups located within the study area, for which the median income ranges from \$21,982 to \$174,861. One block group (CT 166.21, BG 3) within the study area has a median income below the 2022 US Department of Health and Human Services (DHHS) poverty guideline for a family of four (\$27,750). The 21 block groups within the study area were analyzed to determine the percent of persons who speak English less than 'very well', which is considered LEP. The percent of LEP persons within the block groups ranges from 0% to 50%. The most common primary language spoken by LEP persons was Spanish (92% of the study area LEP population). Other languages such as Indo-European languages (4%) and Asian and Pacific Island (1%) languages were present in smaller amounts.

The amount of ROW required varies by alternative and by modifications. The amount of ROW required varies from 586 acres to 606 acres. The number of potential displacements varies by alternative and by modifications. The potential number of displacements varies from 30 residences to 64 residences. In 2021, as a result of public and stakeholder comments, TxDOT drafted identified three potential modifications (Modifications A, B, and C) to the Common Alignment and one potential modification to Alternative 3 (Modification D). These modifications were designed to reduce the number of potential displacements and environmental impacts. Based on a review of available real estate in the impacted zip codes, it was determined that there is an adequate quantity of comparable replacement housing available within the general study area for the potentially displaced residences that range in value from \$250,000 to \$1,500,000. There are 73 potentially displaced residential properties, across all alternatives and modifications, that range in value from \$12,140 to \$249,370, including the Lindell Estates properties that have appraised for less than \$100,000. No alternative or modification would displace all 73 residences that are valued under \$250,000. There is limited replacement housing available for homes in \$10,000 to \$250,000 value range. The appraisal district uses appraisal value to estimate the value of the potentially displaced residences; however, actual market value of the potentially displaced residences may be higher.



Alternatives 1 and 2 would each potentially displace four commercial businesses and Alternatives 3 and 4 would each potentially displace two commercial businesses. The design modifications would not impact any commercial businesses. The products and services offered by the businesses that may be displaced would be available through other retailers while the displaced businesses relocate. In addition, the businesses are not unique to the area and do not service a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group. Based on the results of this study, it was determined there is an adequate quantity of comparable replacement properties available within the general study area for the displaced businesses.

The proposed project would result in access and travel pattern changes; however, the project would not permanently remove access to any part of the community. The proposed project would improve access and mobility in the project study area and provide an alternative east/west travel route. Individuals within the community may access other parts of community in a slightly different manner after the construction of the proposed project, but their ability to access the community will not be removed and they will continue to be able to participate in local activities.

The proposed project is a new location roadway; therefore, a physical separation within the study area would be created with the construction of the proposed project. While a physical barrier would exist with the construction of the proposed Loop 9, Segment A, one of the benefits of the proposed project would be improved accessibility and mobility within the community overall. Members of the community would continue to have access to all parts of their community and would continue to be able to participate in community activities because no access is being permanently removed.

The proposed project may have effects to community cohesion. The Common Alignment would potentially displace 41% (27) of the 66 homes in Lindell Estates. Since 2017, 26 new homes have been constructed within Lindell Estates, resulting in an 65% increase in homes. As such, the Lindell Estates neighborhood may undergo significant change due to new home construction, regardless of the construction of the proposed Loop 9, Segment A project. Of the 27 potential residential displacements in Lindell Estates, 16 of them have been constructed since 2017 within the original Common Alignment. There are lots available within Lindell Estates; therefore, residents may be able to relocate within the neighborhood, but it is difficult to predict the housing market and individual housing circumstances and personal relocation decisions.

TxDOT would offer relocation counselling and financial assistance to potentially displaced residents. The Uniform Act ensures relocation of displaced property owners and tenants to a comparable replacement that is comparable in size, features and location; is decent, safe and sanitary; and within the financial means of the displaced person(s). Replacement structures must be located in the same type of neighborhood and be equally accessible to public services and places of employment. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of

the property. The proposed project would proceed to construction only when all displaced families and businesses have been provided the opportunity to be relocated to adequate replacement sites.

Lindell Estates currently has two access points to Uhl Road: Green Mound Drive and East Overhill Drive. Uhl Road provides north and south access to other areas of the community. The Common Alignment would remove the Green Mound Drive access point and maintain the East Overhill Drive access point. Additionally, access would be provided to Loop 9, Segment A from Water Crest Lane and Lakeshore Lane, which are two neighborhood streets providing north/south access.

Modifications A and B would impact the northwest corner of Lindell Estates, removing the west end of Green Mound Drive from just west of Water Crest Lane to Archdale Lane. In addition, the north end of Archdale Lane from Overhill Drive to Green Mound Drive would be removed. The portion of Green Mound Drive that would be removed and Archdale Lane are not paved roadways and do not currently provide driveway access, or through access, to any homes. Both the Green Mound Drive and East Overhill Drive access points to Uhl Road would remain with Modifications A and B. The proposed project would not separate or isolate any distinct neighborhoods, ethnic groups, or other specific groups.

For Alternatives 1 and 2, 48 of the residential displacements and two of the commercial displacements are located within census blocks that have a minority population higher than 50%. For Alternative 3, 49 of the residential displacements and two commercial displacements are located within census blocks that have a minority population higher than 50%. For Alternative 4, 43 of the residential displacements and two commercial displacements are located within census blocks that have a minority population higher than 50%.

The potentially impacted property owners and adjacent property owners to the proposed Loop 9, Segment A were mailed notices for opportunities to attend two Public Scoping Meetings in July 2019 and two Public Meetings in February 2020. Based on the sign-in sheets, it was determined that at least three residents of Lindell Estates attended the July 2019 public meetings; these three attendees would be potentially displaced by the proposed project. Based on sign-in sheets received, it was determined that at least three residents of Lindell Estates attended the February 2020 public meetings; two of these attendees would be potentially displaced by the proposed project. TxDOT employees who specialize in ROW acquisition were at the Public Scoping Meetings and the Public Meetings to answer questions regarding the ROW acquisition process and provide materials for the attendees to take home that cover the process.

In addition, one potentially displaced resident e-mailed TxDOT requesting information about the proposed project. The resident was provided with project information and a figure showing their home in relation to the proposed project. No additional comments were received from this resident.

One potentially displaced resident of Lindell Estates contacted FHWA to express their concern about the proposed project's impact on persons in Dallas and Ellis Counties and the proposed displacements that would affect minorities.

In 2021, based on potential significant impacts to Lindell Estates and response to public and stakeholder comments, Modifications A and B to the Common Alignment were established to reduce impacts to the Lindell Estates subdivision by shifting the proposed alignment north. Modifications A and B would reduce impacts to the Lindell Estates subdivision by shifting the proposed alignment north. Modification A would avoid displacing any residences in Lindell Estates; however, one home north of Lindell Estates would be potentially displaced. Modification B would reduce the number potential displacements in Lindell Estates to three and would potentially displace two homes north of Lindell Estates. Modification B would displace the city of Glenn Heights municipal water tower.

TxDOT held a community meeting at Frank D. Moates Elementary cafeteria on February 8, 2022, to present Modifications A and B to the residents of Lindell Estates. 21 members of the public and 3 elected officials attended the meeting. This was the first time the public had been presented with the modifications to the north of Lindell Estates and responses were varied. Some members of the public noted they preferred the Common Alignment rather than the modifications presented. Community members were interested in the process and what next steps were going to be taken, especially for ROW acquisition. Four groups of Spanish speakers were in attendance, and there were two Spanish translators available. Multiple members of the public brought up the concern that they could not build in the area due to the city of Glenn Heights no longer issuing water permits. Three written comments were left during the meeting, one in Spanish.

The proposed alignments do not disproportionately impact minority or low-income populations, as impacts of the proposed project are dispersed throughout the project area. There are no census block groups within the study area that have a median income below the DHHS poverty guideline for a family of four.

Based on a review of the available census data, it was determined that there is a LEP population located within the study area and the predominant language spoken among the LEP population is Spanish. The proposed project had a series of public involvement opportunities, including Public Scoping Meetings, Community Meetings, and Public Meetings. A series of Public Hearings will be held for the proposed project in late 2022. The Public Scoping Meetings and Public Meetings were held at two locations in order to allow all members of the community to have an accessible opportunity to be involved. The public involvement opportunities were published in English and Spanish. English and Spanish comment forms were available at the meetings and posted on the study webpage. A Spanish language interpreter was provided for each public involvement opportunity. In addition, English translation of any Spanish comment made during the comment period was available, if needed. The Public Hearings would be advertised and planned in the same

manner as the Public Scoping Meetings and Public Meetings to accommodate the LEP population. To the extent possible, Public Meeting/Hearing venues would be chosen that are near public transportation for interested parties that choose an alternate form of transportation, some of which may be EJ and/or LEP persons.

The purpose of the project is to provide adequate connectivity for commuters, as well as relieve congestion on local arterial roadways and to increase capacity, mobility, and accessibility for the region. The benefits and impacts of the proposed project would be spread throughout the study area. Displacements, access and travel pattern changes, and construction impacts would also be spread throughout the study area and not targeted in a specific community. No disproportionate adverse impacts are anticipated for EJ communities in the study area; therefore, the proposed project would not have a disproportionately high or adverse impact on minority, low-income, and/or LEP populations.

### **13. References**

Dallas Central Appraisal District. Found at <http://www.dallascad.org/> (accessed February 2022).

Ellis Appraisal District. Found at <http://www.elliscad.com/> (accessed February 2022).

U.S. Census Bureau

2020 Census of Population, P2

2020 American Community Survey – 5 Year Estimates, Tables B16004 and B19013

U.S. Department of Health and Human Services (DHHS)

2022 The 2022 HHS Poverty Guidelines.

# FIGURES

Figure 1: Vicinity Map

Figure 2: Aerial Overview Map

Figure 3: Land Use Map

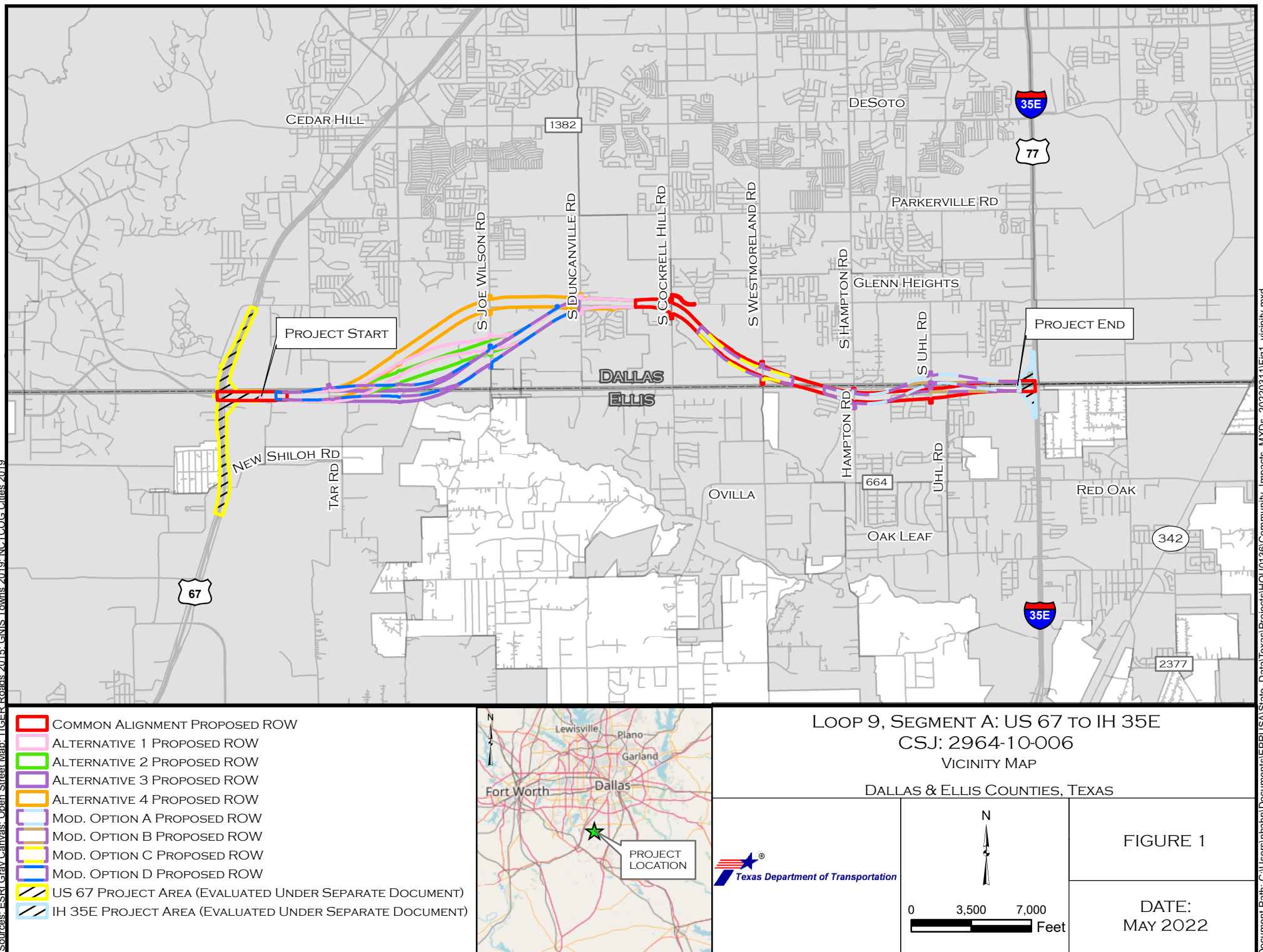
Figure 4: Existing and Planned Subdivisions Map

Figure 5: Community Facilities Map

Figure 6: Minority Population Map

Figure 7: Median Income Map

Figure 8: Potential Displacements Map





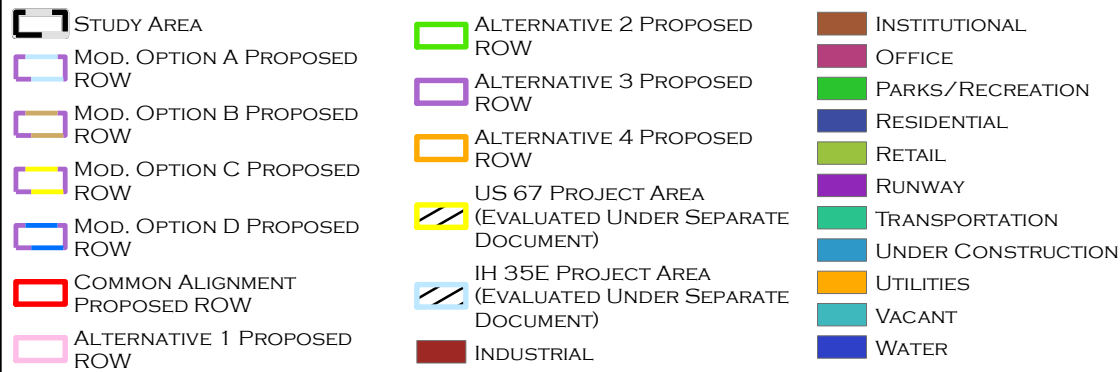
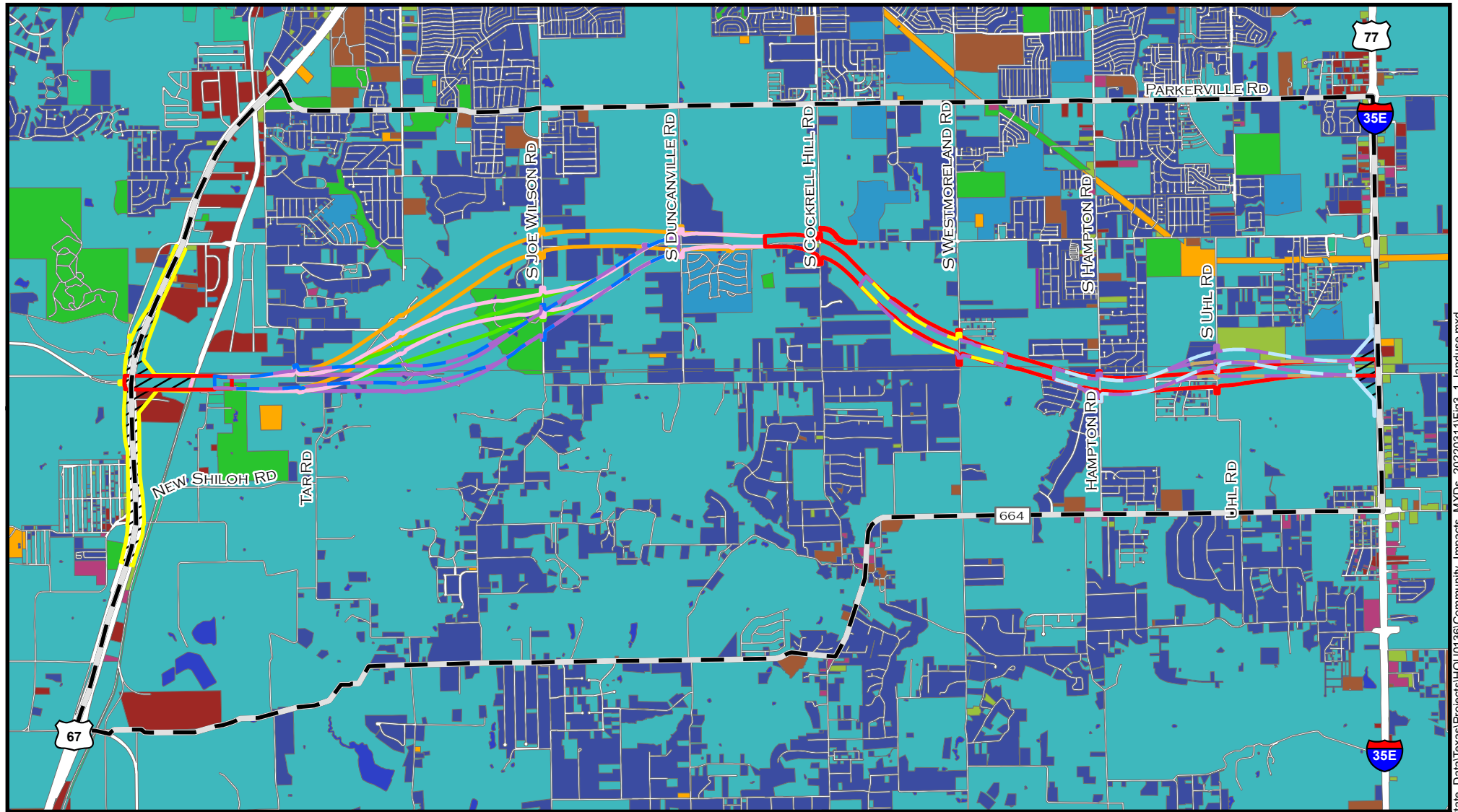
- 
- A map of the Dallas-Fort Worth metropolitan area. Major cities labeled include Fort Worth, Dallas, Lewisville, Plano, and Garland. A green star marks the project location, which is situated south of Dallas and west of Fort Worth. A callout box with an arrow points to the star and contains the text "PROJECT LOCATION". A north arrow is located in the top left corner.



Texas Department of Transportation

DATE:  
MAY 2022





LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
2005 NCTCOG LANDUSE MAP  
DALLAS & ELLIS COUNTIES, TEXAS

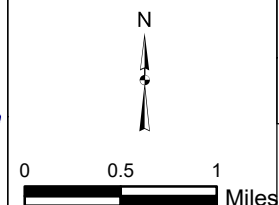
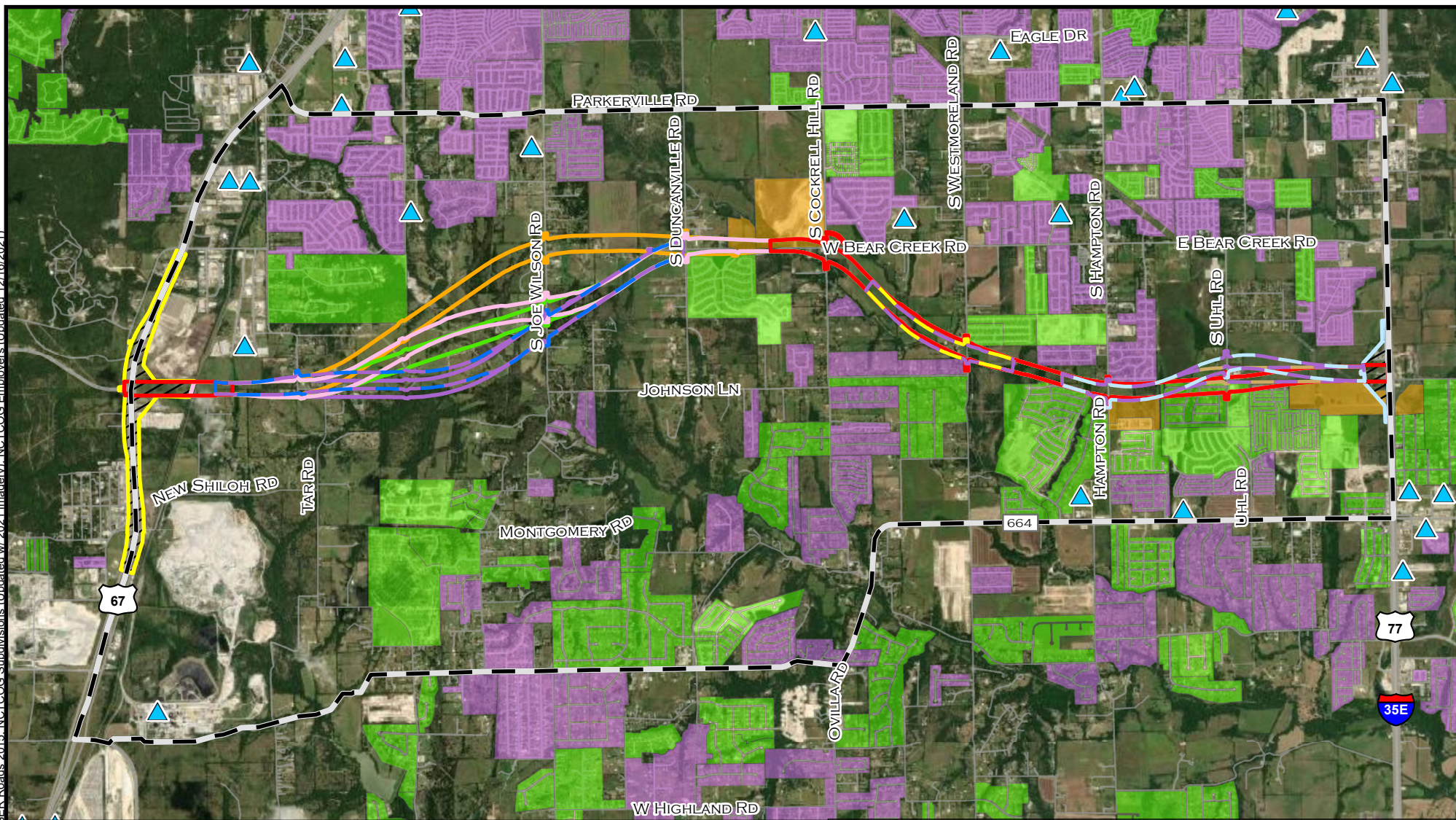


FIGURE 3.1

DATE:  
MAY 2022







- |                               |   |                         |
|-------------------------------|---|-------------------------|
| STUDY AREA                    | MOD. OPTION B PROPOSED ROW                              | <b>SUBDIVISION TYPE</b> |
| COMMON ALIGNMENT PROPOSED ROW | MOD. OPTION C PROPOSED ROW                              |                         |
| ALTERNATIVE 1 PROPOSED ROW    | MOD. OPTION D PROPOSED ROW                              | ACTIVE                  |
| ALTERNATIVE 2 PROPOSED ROW    | US 67 PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)  | COMPLETE                |
| ALTERNATIVE 3 PROPOSED ROW    | IH 35E PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT) | PROPOSED                |
| ALTERNATIVE 4 PROPOSED ROW    | MAJOR EMPLOYERS   |                         |
| MOD. OPTION A PROPOSED ROW    |   |                         |

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
EXISTING AND PLANNED SUBDIVISIONS MAP  
DALLAS & ELLIS COUNTIES, TEXAS



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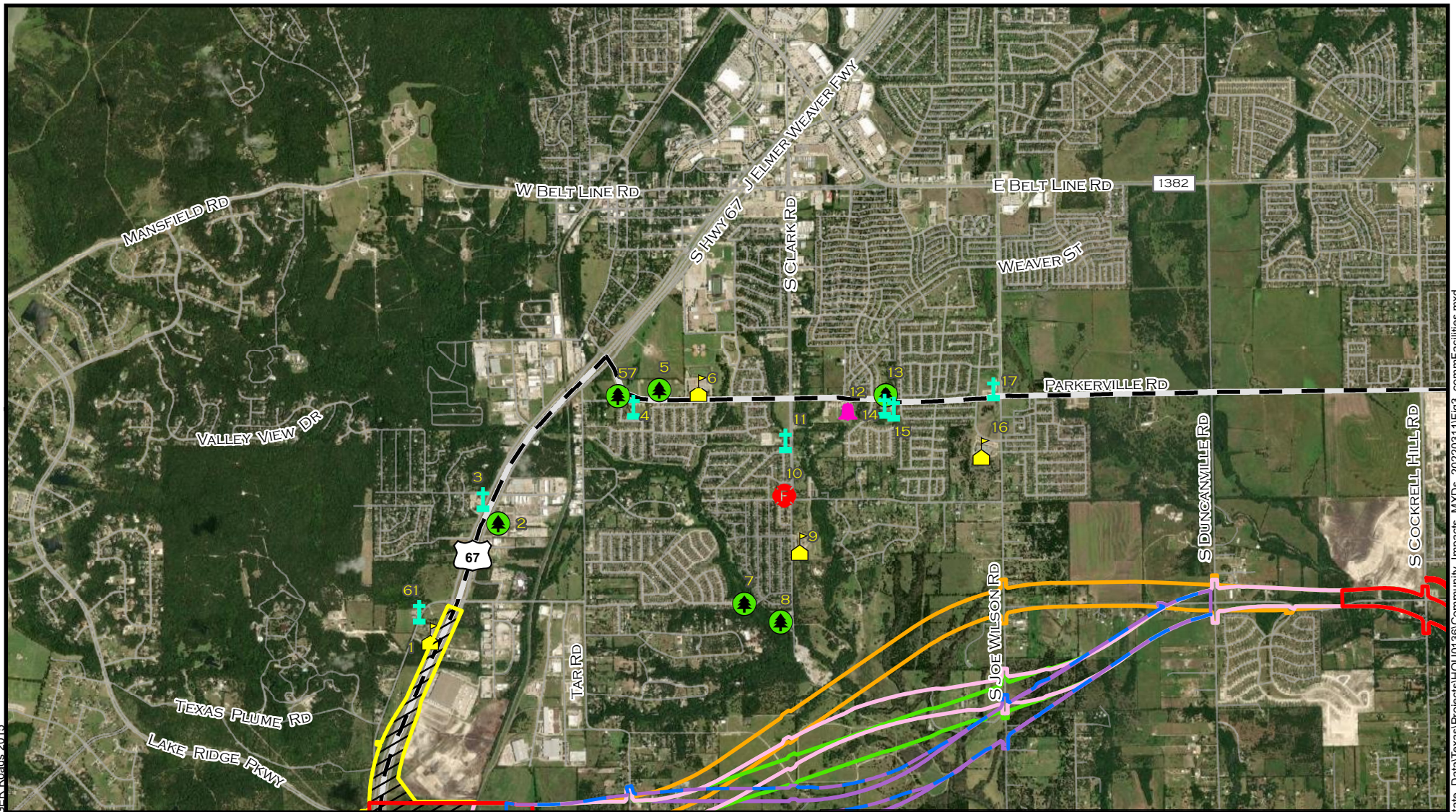
FIGURE 4

DATE:  
MAY 2022



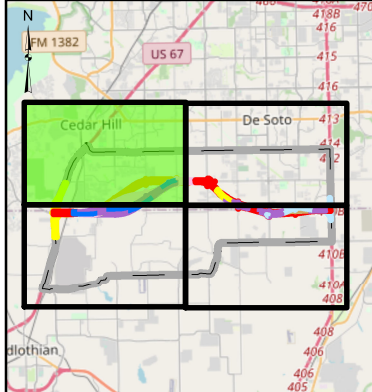






- MOD. OPTION D PROPOSED ROW
- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW

- US 67 PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)
- STUDY AREA
- COMMUNITY CENTER
- FIRE/EMS
- PARKS/RECREATIONAL AREAS
- PLACES OF WORSHIP
- SCHOOLS



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
COMMUNITY FACILITIES MAP  
DALLAS & ELLIS COUNTIES, TEXAS

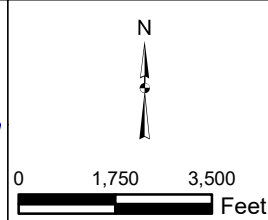
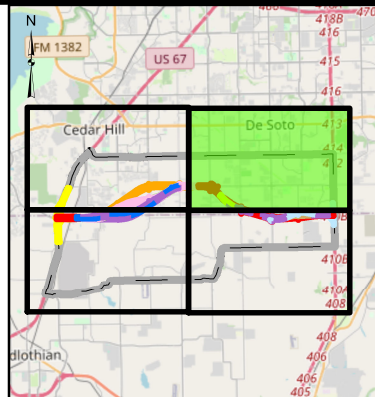
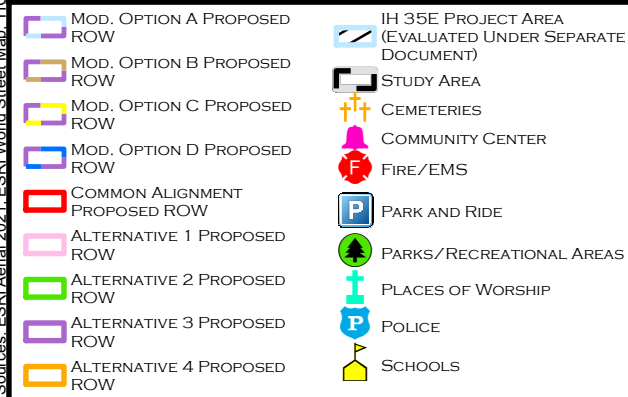
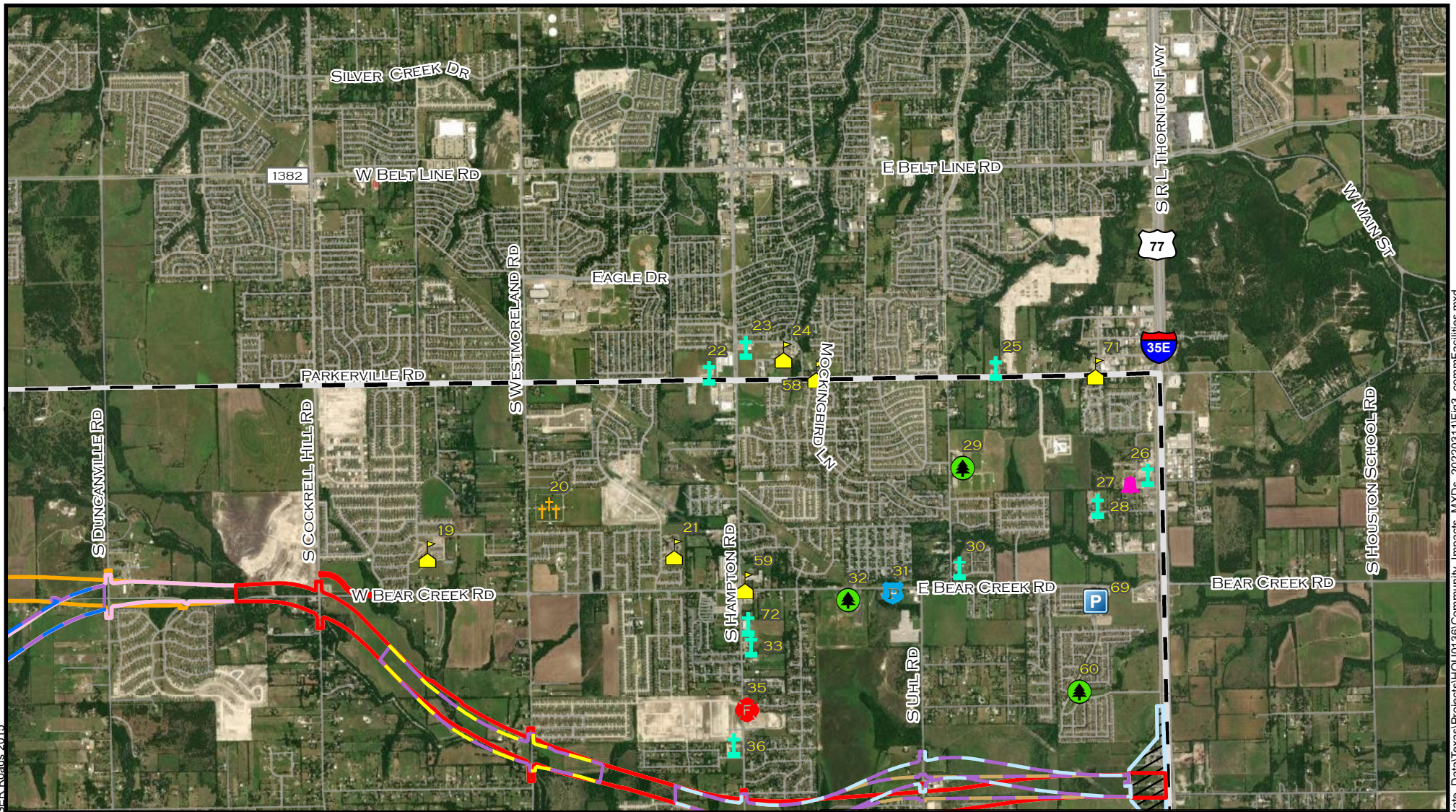


FIGURE 5  
SHEET 1

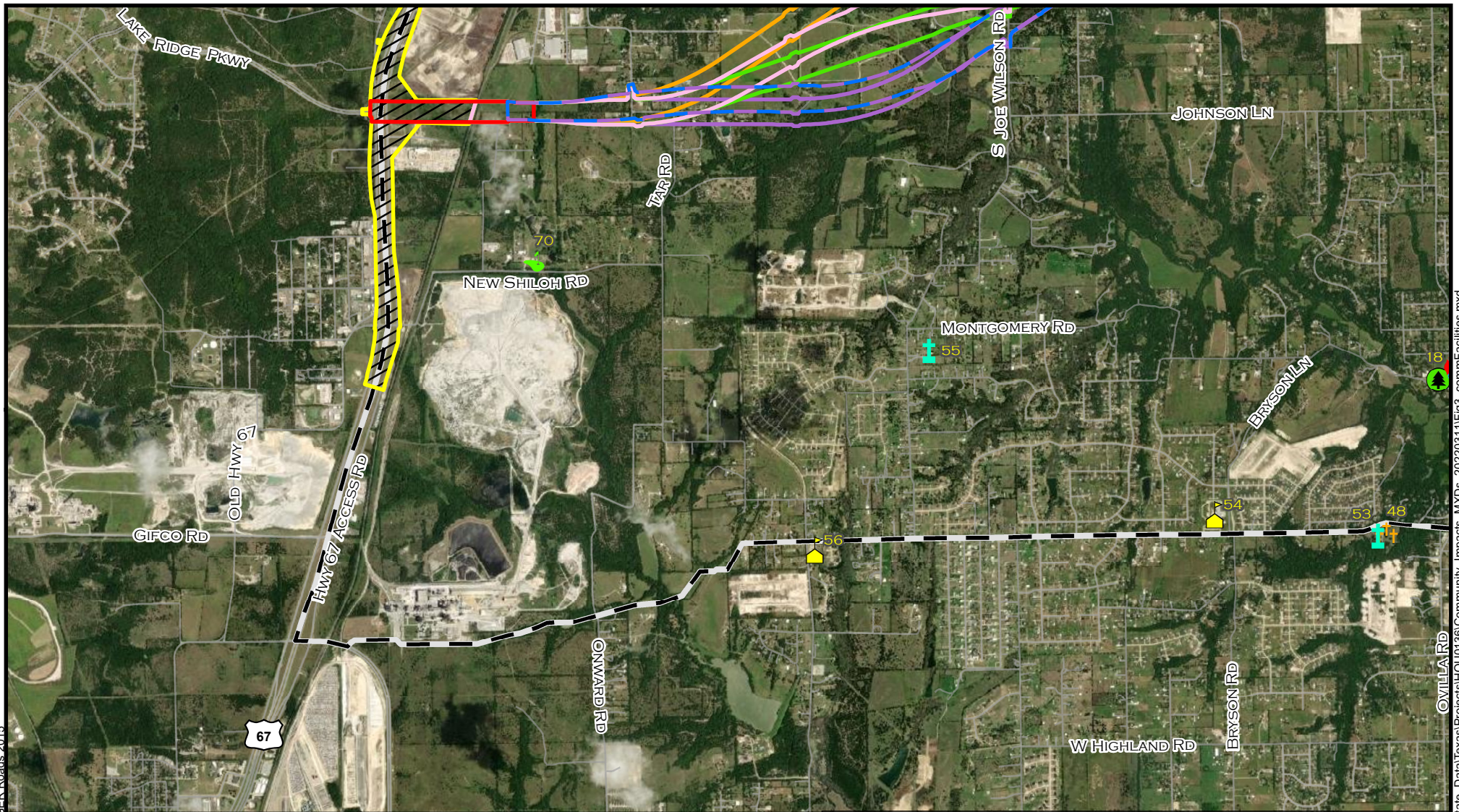
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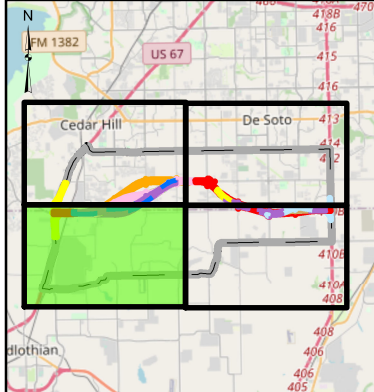


<p><b>LOOP 9, SEGMENT A: US 67 TO IH 35E</b>  <b>CSJ: 2964-10-006</b>  <b>COMMUNITY FACILITIES MAP</b>  <b>DALLAS &amp; ELLIS COUNTIES, TEXAS</b></p>	
	<p><b>FIGURE 5 SHEET 2</b></p>
<p>0 1,750 3,500 Feet</p>	<p><b>DATE:</b> MAY 2022</p>





- |  |  |  |                          |
|--|--|--|--------------------------|
|  | MOD. OPTION D PROPOSED ROW                             |  | STUDY AREA               |
|  | COMMON ALIGNMENT PROPOSED ROW                          |  | CEMETERIES               |
|  | ALTERNATIVE 1 PROPOSED ROW                             |  | FIRE/EMS                 |
|  | ALTERNATIVE 2 PROPOSED ROW                             |  | GOLF COURSE              |
|  | ALTERNATIVE 3 PROPOSED ROW                             |  | PARKS/RECREATIONAL AREAS |
|  | ALTERNATIVE 4 PROPOSED ROW                             |  | PLACES OF WORSHIP        |
|  | US 67 PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT) |  | POLICE                   |
|  |  |  | SCHOOLS                  |



LOOP 9, SEGMENT A: US 67 TO IH 35E  
 CSJ: 2964-10-006  
 COMMUNITY FACILITIES MAP  
 DALLAS & ELLIS COUNTIES, TEXAS

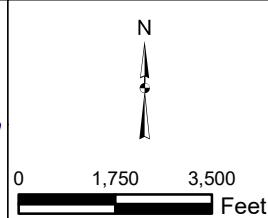
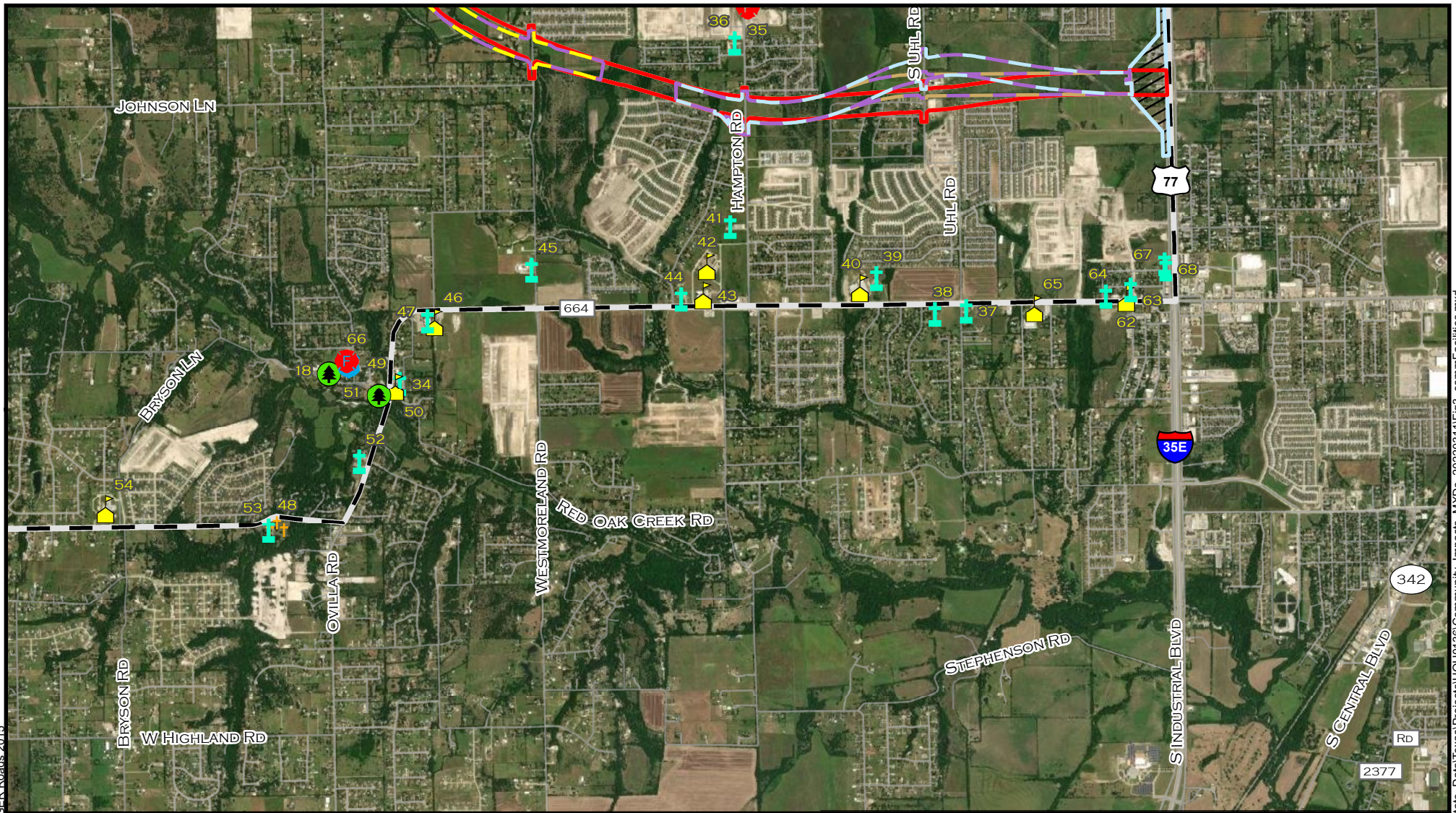


FIGURE 5  
 SHEET 3

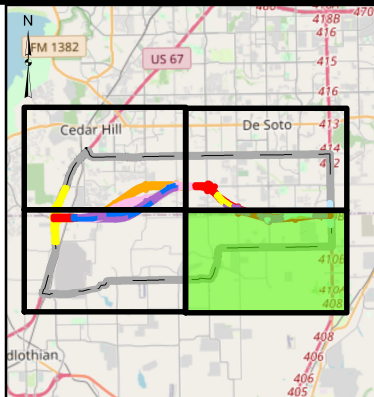
DATE:  
 MAY 2022





- MOD. OPTION A PROPOSED ROW
- MOD. OPTION B PROPOSED ROW
- MOD. OPTION C PROPOSED ROW
- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW

- IH 35E PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)
- STUDY AREA
- CEMETERIES
- FIRE/EMS
- PARKS/RECREATIONAL AREAS
- PLACES OF WORSHIP
- POLICE
- SCHOOLS



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
COMMUNITY FACILITIES MAP  
DALLAS & ELLIS COUNTIES, TEXAS

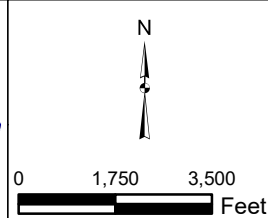
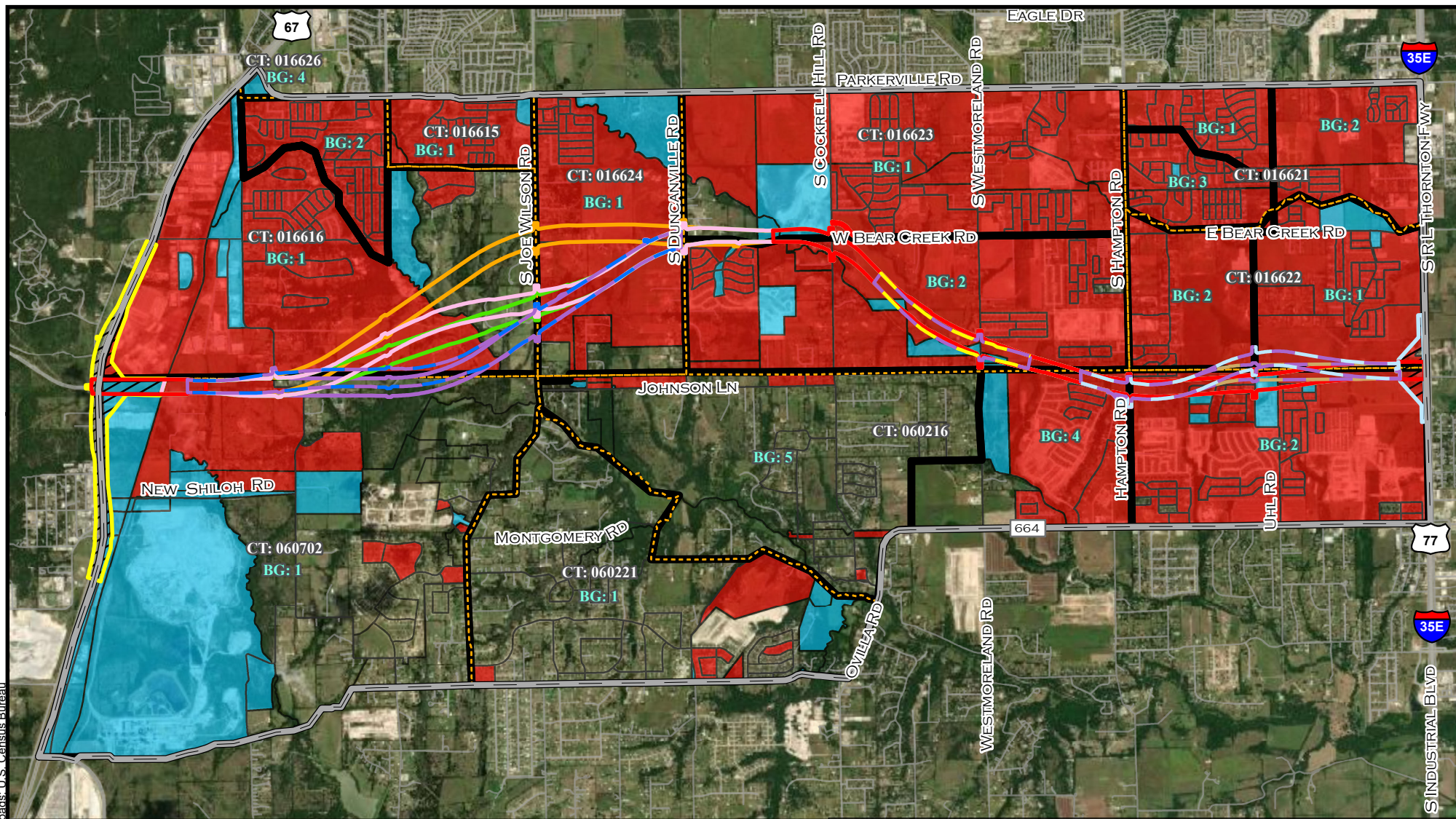


FIGURE 5  
SHEET 4

DATE:  
MAY 2022





- |                               |   |
|-------------------------------|---|
| STUDY AREA                    | ALTERNATIVE 4 PROPOSED ROW                              |
| MOD. OPTION A PROPOSED ROW    | US 67 PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)  |
| MOD. OPTION B PROPOSED ROW    | IH 35E PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT) |
| MOD. OPTION C PROPOSED ROW    | 2020 CENSUS TRACT                                       |
| MOD. OPTION D PROPOSED ROW    | 2020 CENSUS BLOCK                                       |
| COMMON ALIGNMENT PROPOSED ROW | 0 - 49% MINORITY POPULATION                             |
| ALTERNATIVE 1 PROPOSED ROW    | 50 - 100% MINORITY POPULATION                           |
| ALTERNATIVE 2 PROPOSED ROW    | NO RECORDED POPULATION                                  |
| ALTERNATIVE 3 PROPOSED ROW    |   |



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
MINORITY POPULATION MAP  
DALLAS & ELLIS COUNTIES, TEXAS

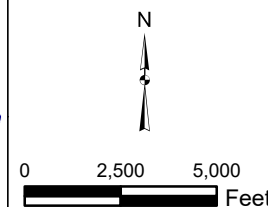
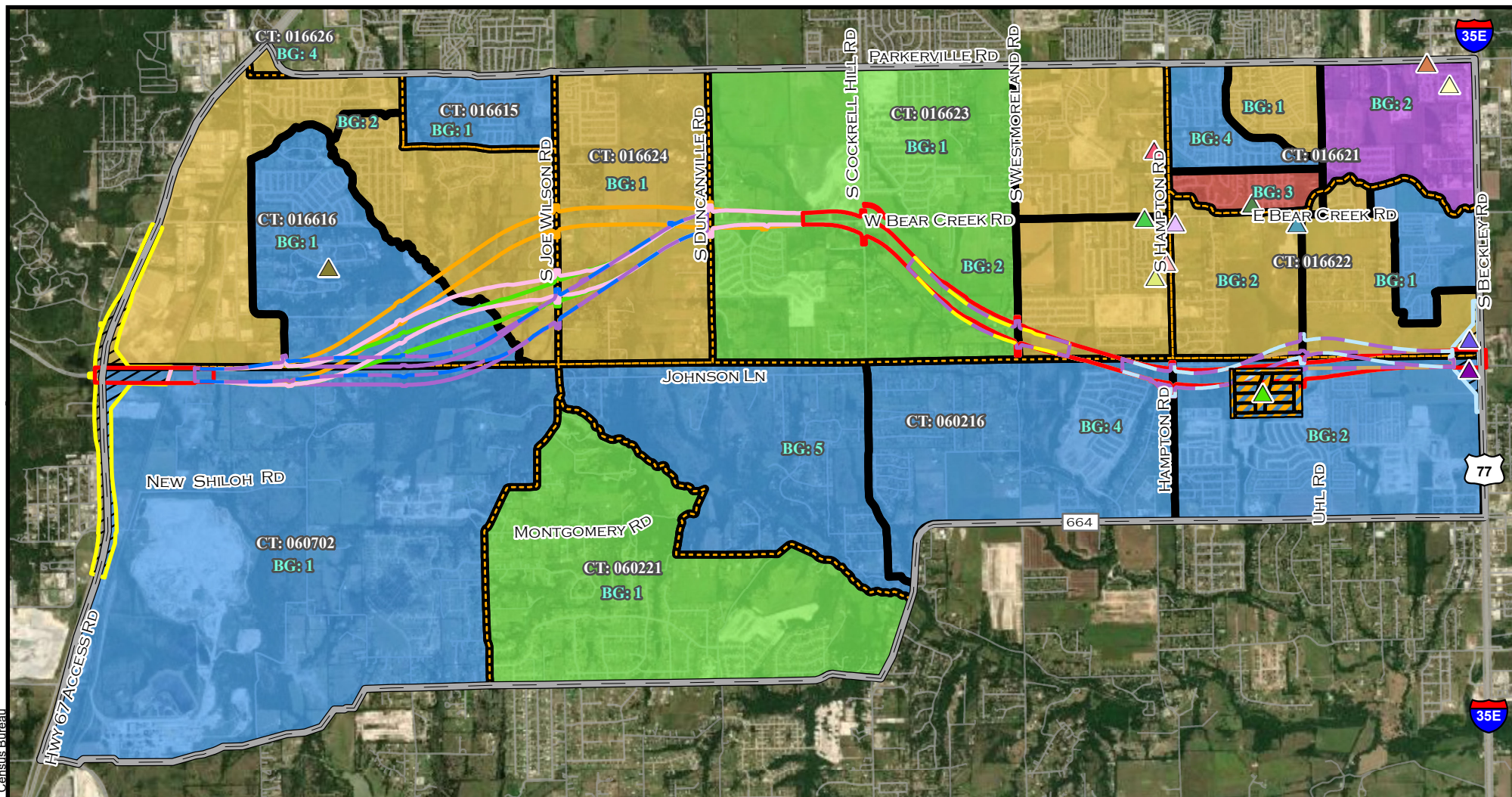


FIGURE 6

DATE:  
SEPTEMBER 2022





STUDY AREA

**Block Group**

Block Group

MOD. OPTION A PROPOSED ROW

MOD. OPTION B PROPOSED ROW

MOD. OPTION C PROPOSED ROW

MOD. OPTION D PROPOSED ROW

COMMON ALIGNMENT PROPOSED ROW

ALTERNATIVE 1 PROPOSED ROW

ALTERNATIVE 2 PROPOSED ROW

ALTERNATIVE 3 PROPOSED ROW

ALTERNATIVE 4 PROPOSED ROW

US 67 PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)

IH 35E PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)

2010 CENSUS TRACT

2010 BLOCK GROUP

DYNAMIC II

BROOK VIEW

COWBOY ACRES RV PARK

DALLAS HI HO RV PARK

DOLLAR GENERAL

DYNAMIC MOBILE HOME PARK

FAMILY DOLLAR

FOREST GLENN

GLENN HEIGHTS COMMUNITY

GLENN HEIGHTS TOWN & COUNTRY

HAMPTON ACRES

LINDELL ESTATES

VILLAGE SQUARE MOBILE HOME PARK

LINDELL ESTATES BOUNDARY

**MEDIAN INCOME GROUP**

\$0 - 26,500

\$26,500 - 50,000

\$50,000 - 80,000

\$80,000 - 100,000

\$100,000+

NO RECORDED INCOME DATA

LOOP 9, SEGMENT A: US 67 TO IH 35E

CSJ: 2964-10-006

MEDIAN HOUSEHOLD INCOME MAP

DALLAS & ELLIS COUNTIES, TEXAS

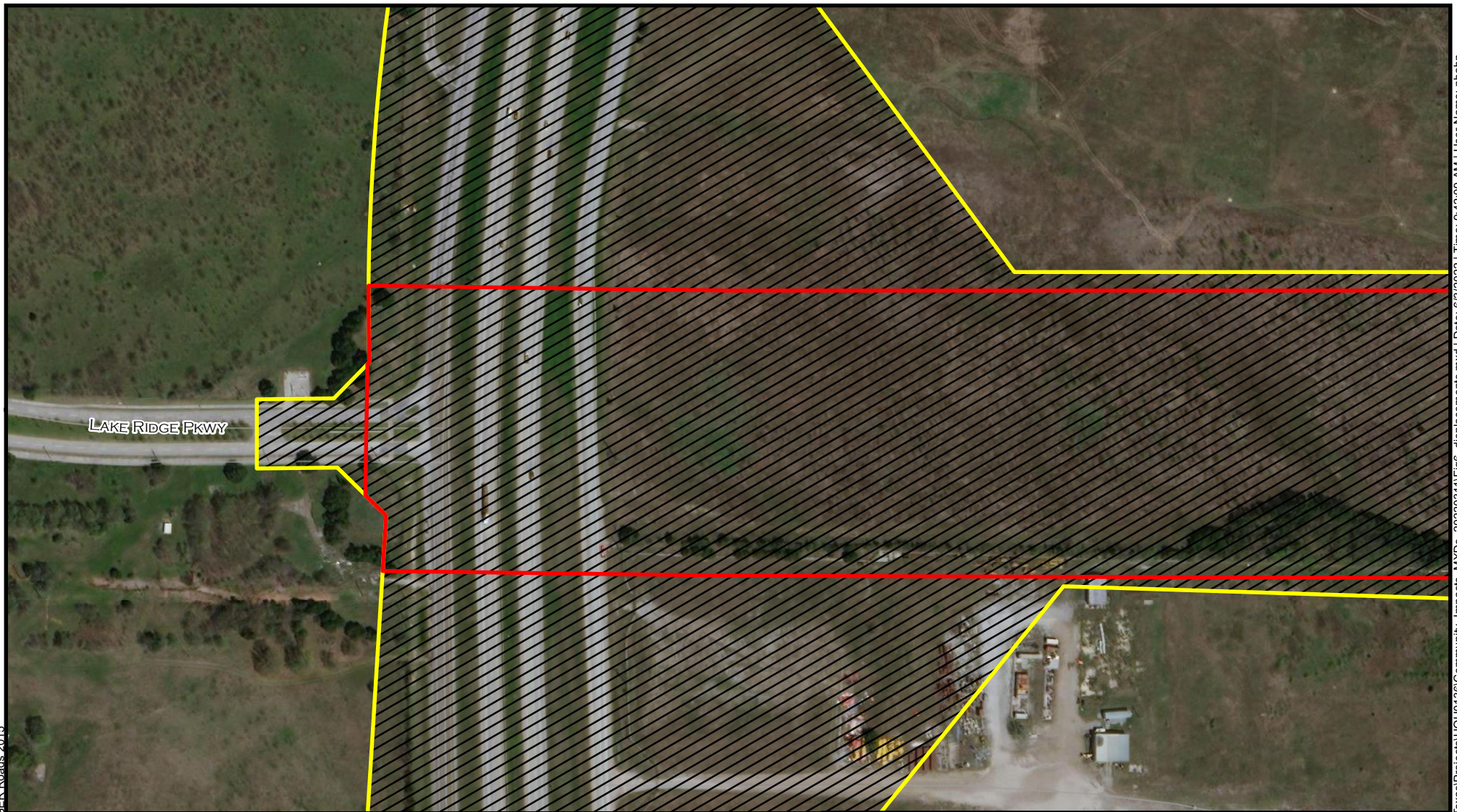




0 2,500 5,000 Feet

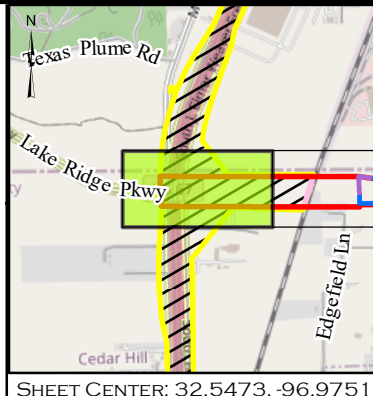
FIGURE 7

DATE:  
SEPTEMBER 2022





-  COMMON ALIGNMENT  
PROPOSED ROW
-  US 67 PROJECT AREA  
(EVALUATED UNDER SEPARATE  
DOCUMENT)



SHEET CENTER: 32,5473, -96,9751

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

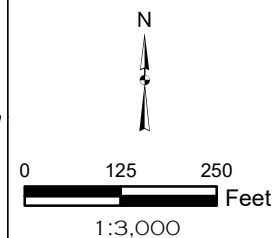
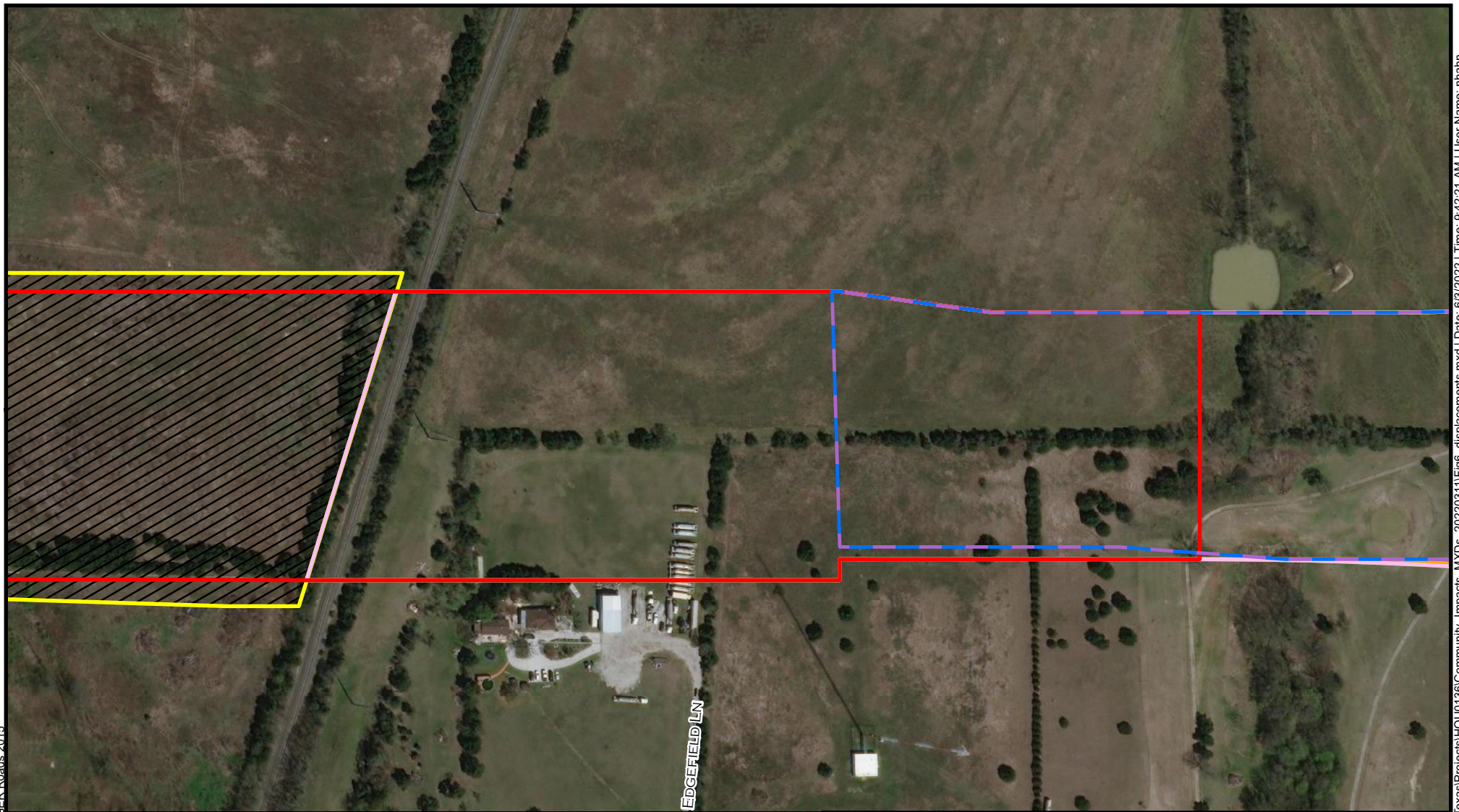


FIGURE 8  
SHEET 1

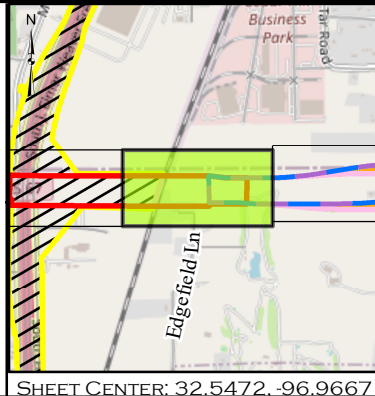
DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW

- MOD. OPTION D PROPOSED ROW
- US 67 PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

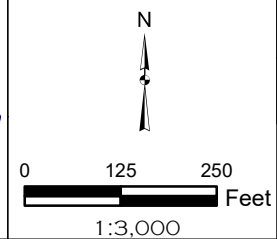
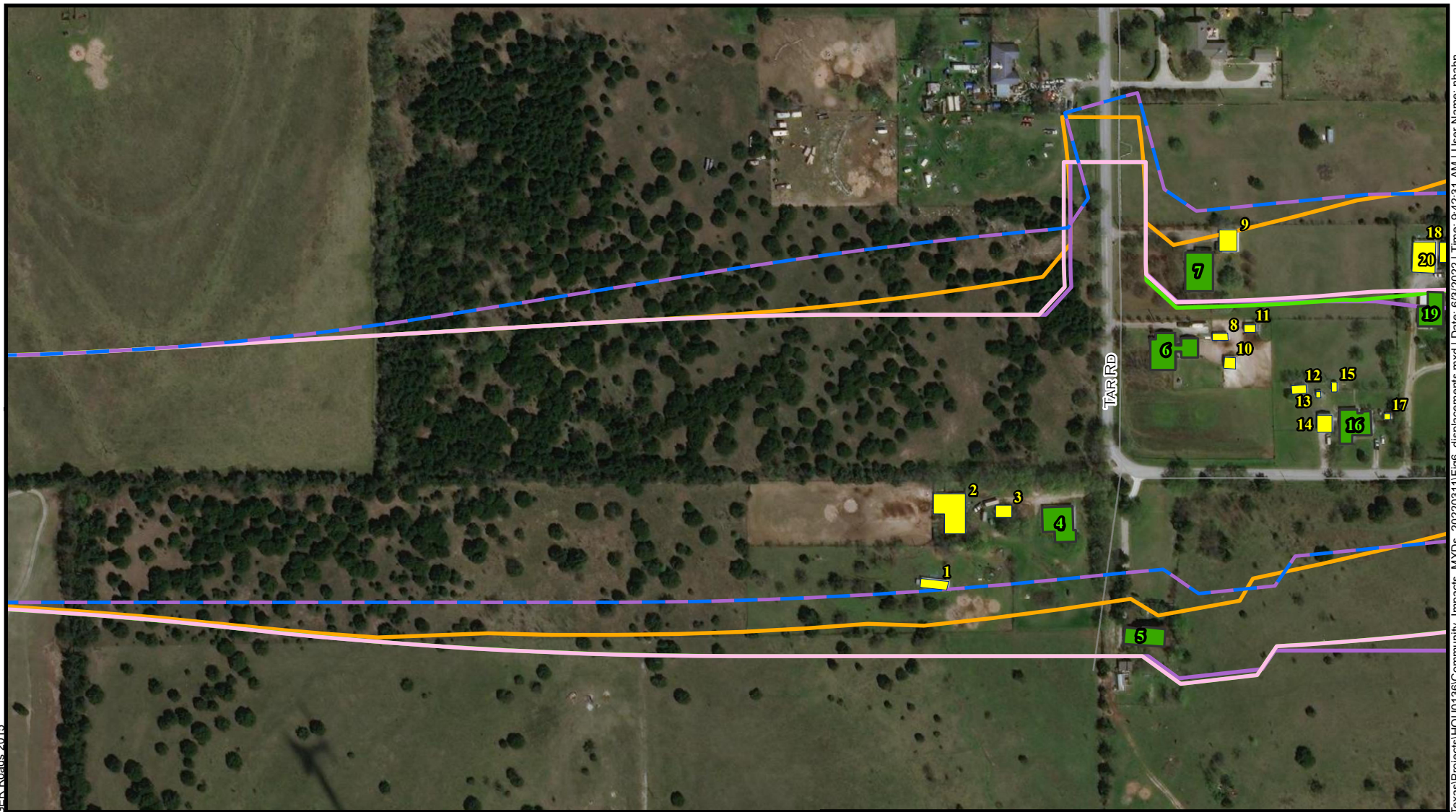


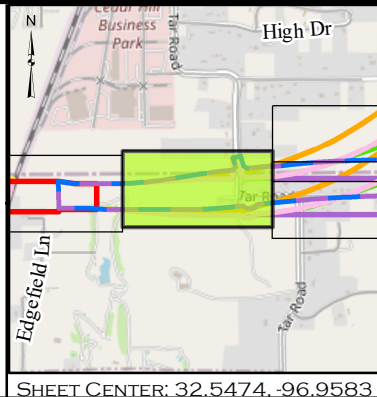
FIGURE 8  
SHEET 2

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
  - RESIDENTIAL
  - SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

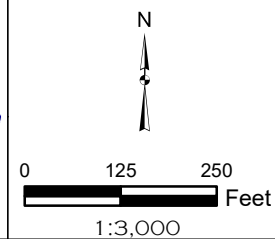
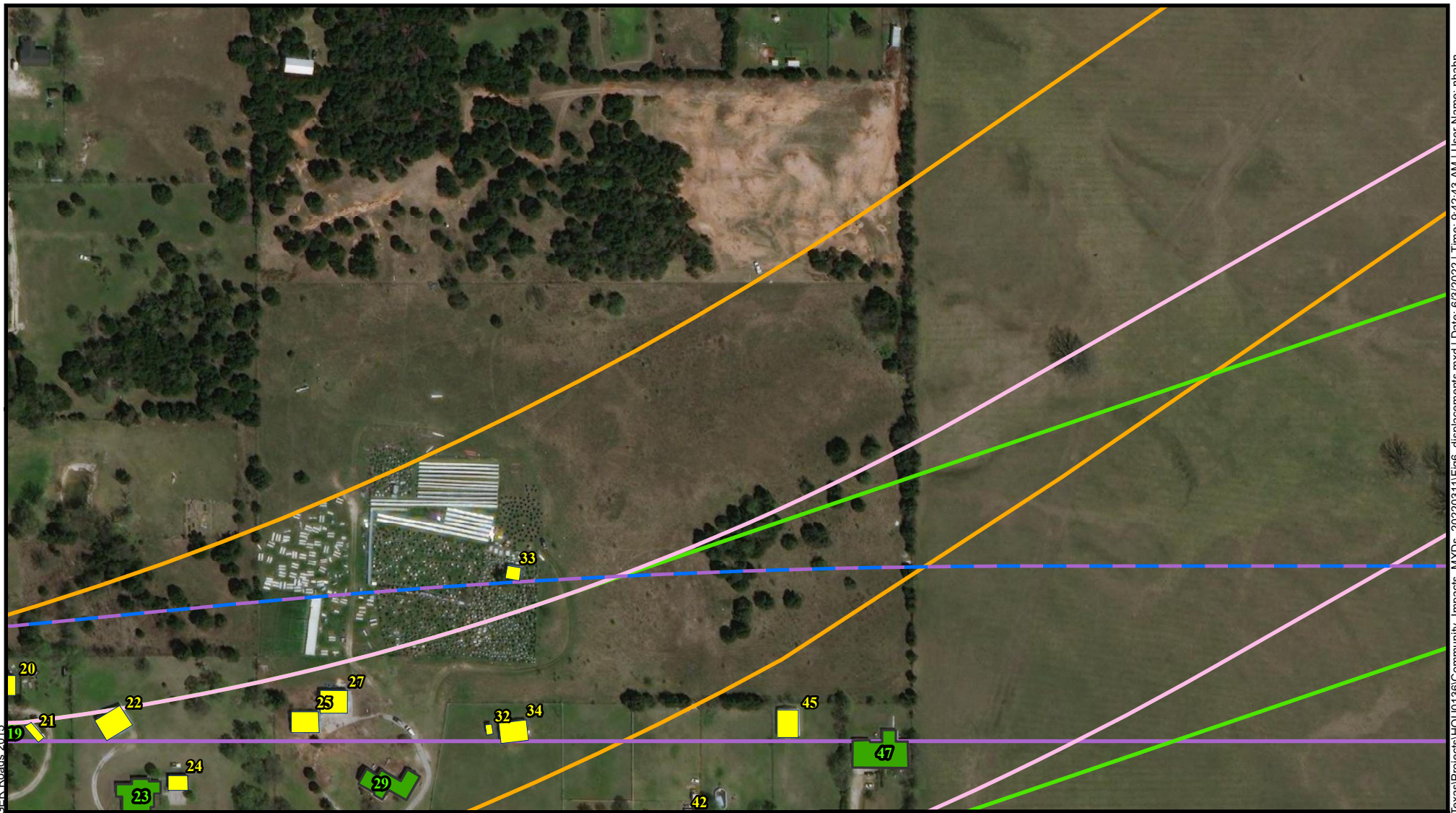


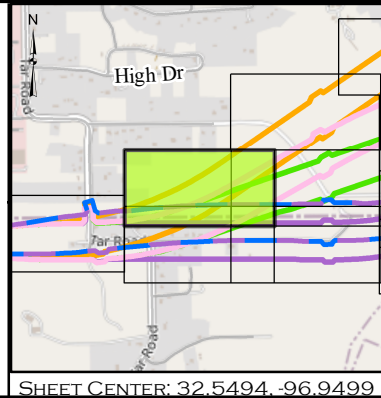
FIGURE 8  
SHEET 3

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
  - RESIDENTIAL
  - SHED/BARN



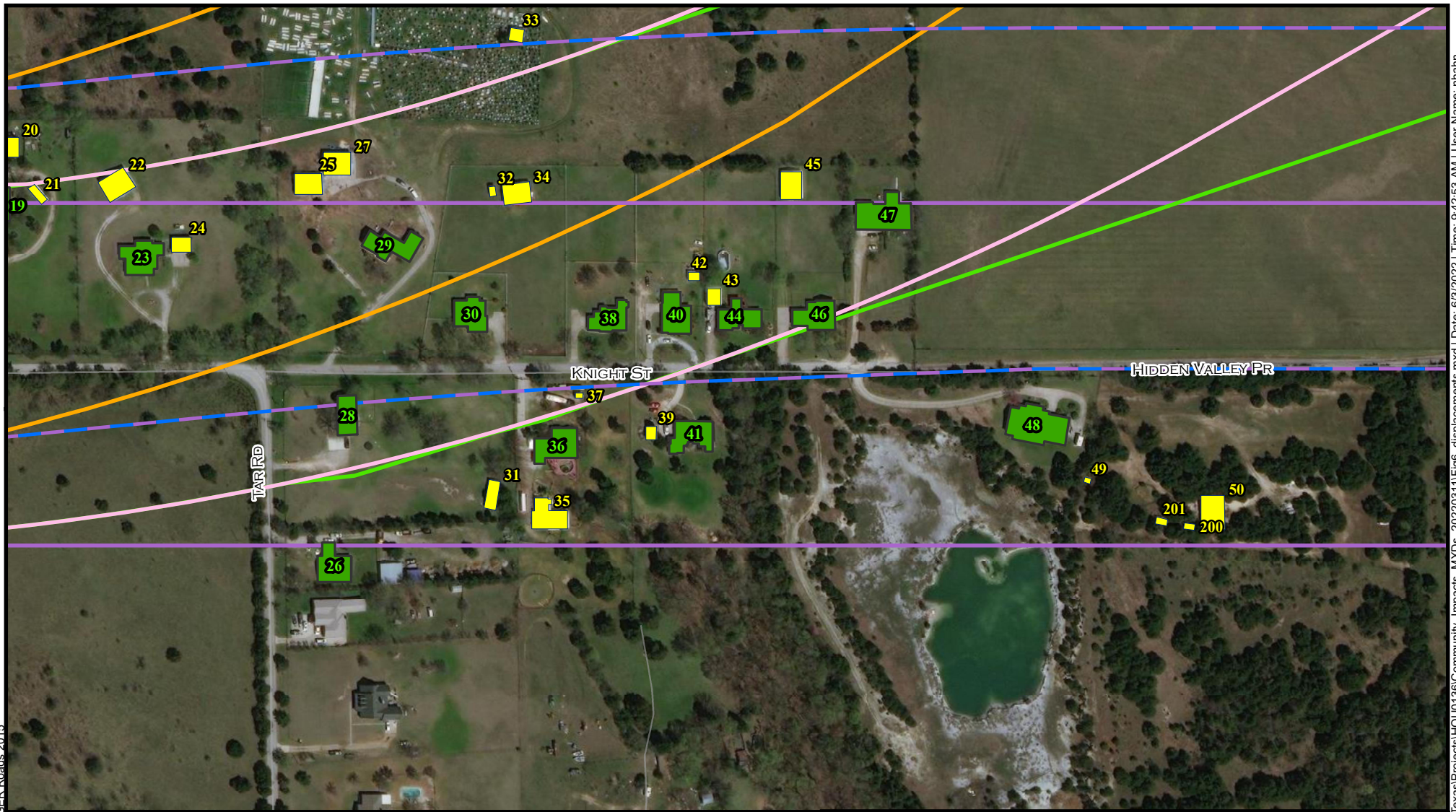
LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

0 125 250  
Feet  
1:3,000

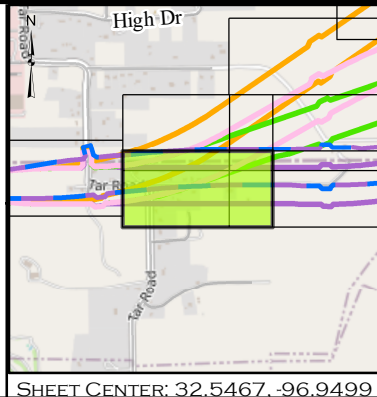
FIGURE 8  
SHEET 4

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
  - RESIDENTIAL
  - SHED/BARN



SHEET CENTER: 32.5467, -96.9499

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

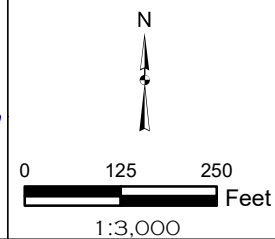
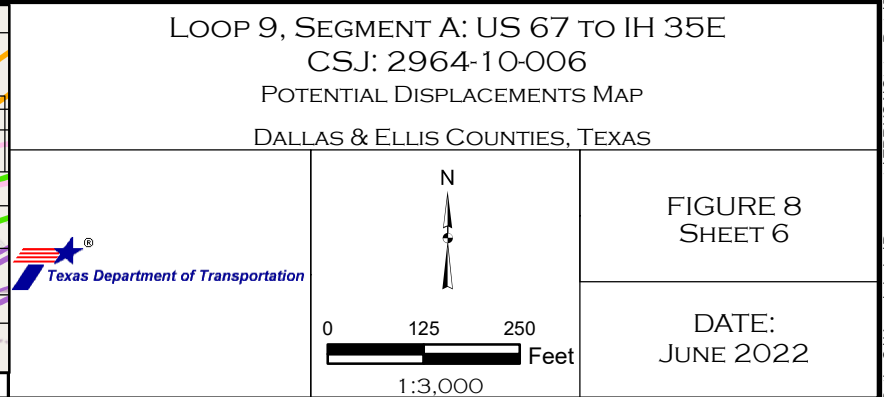
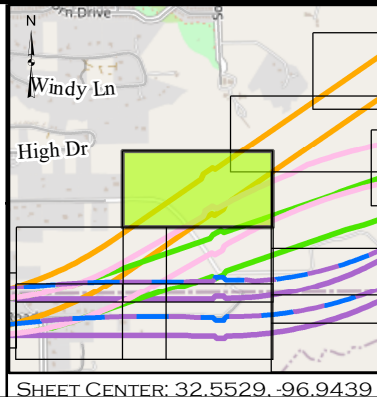
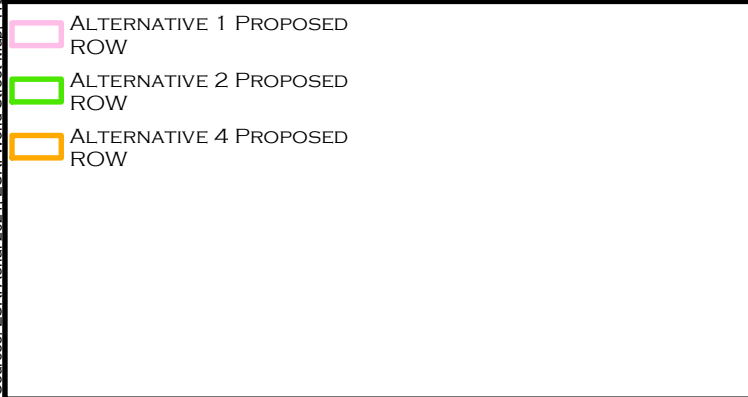


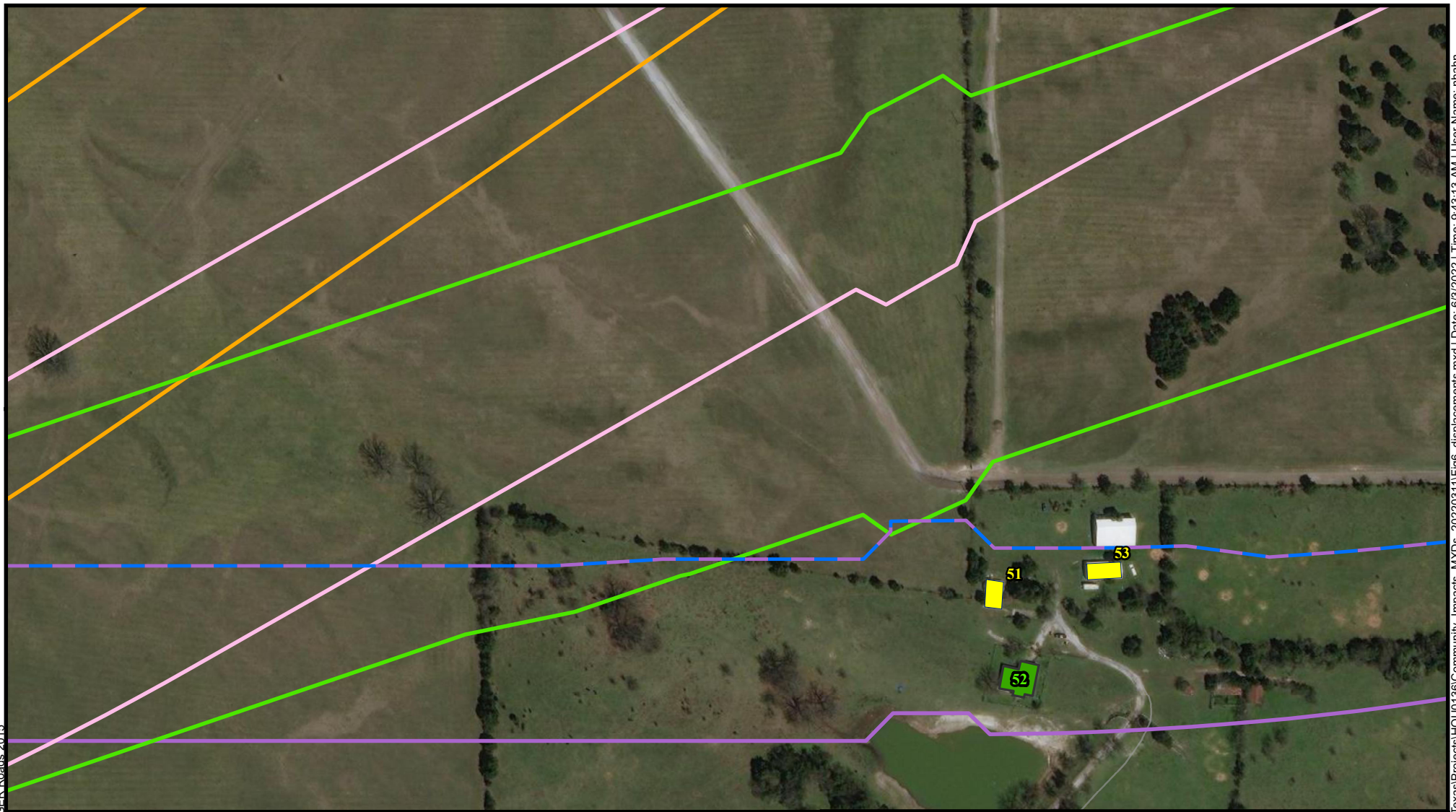
FIGURE 8  
SHEET 5

DATE:  
JUNE 2022





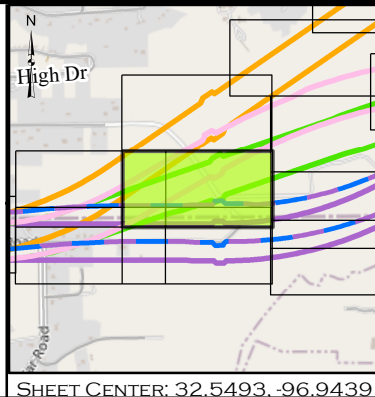




- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW

DISPLACEMENT

- RESIDENTIAL
- SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

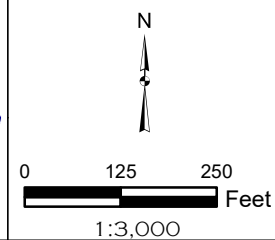
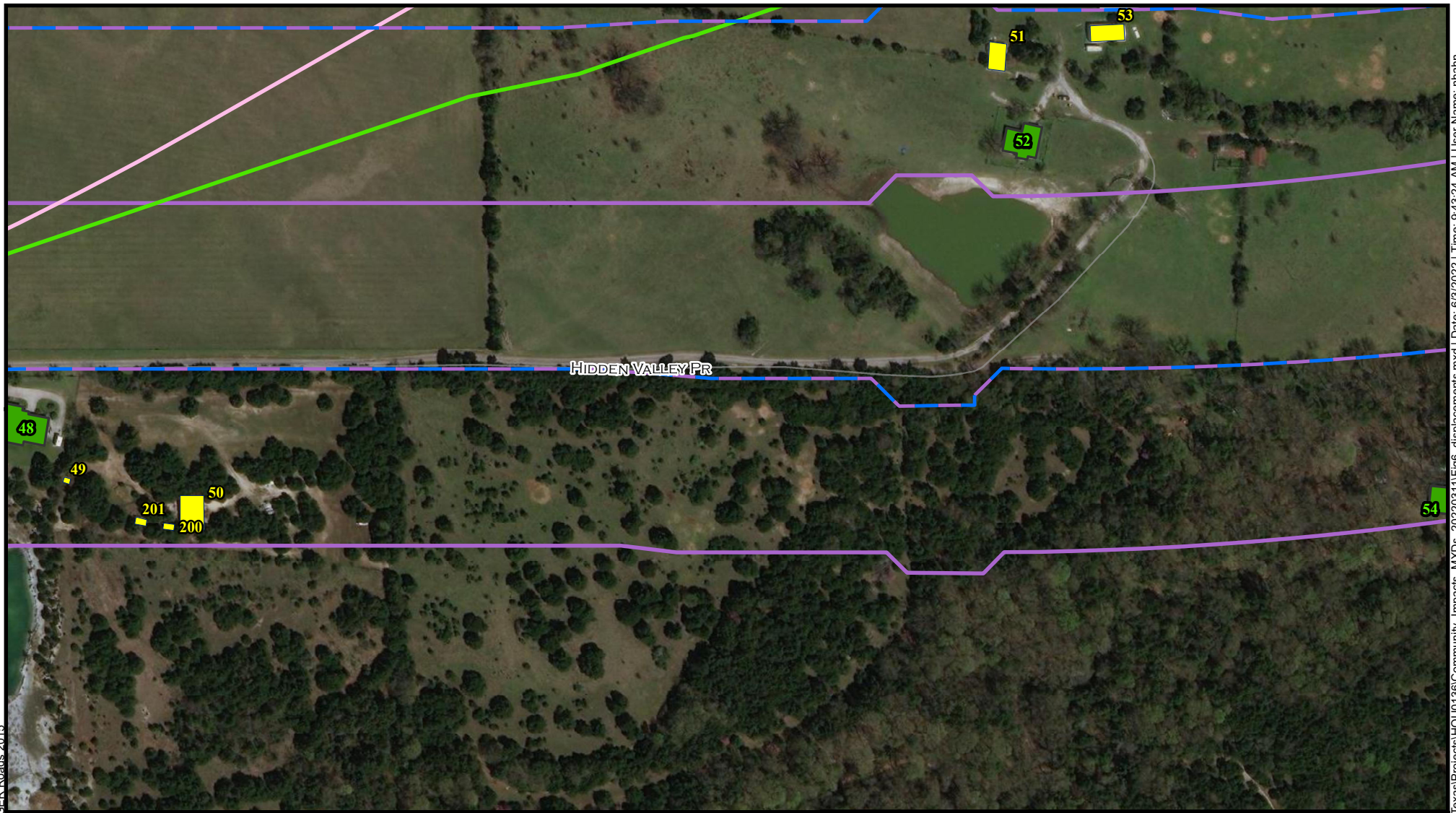


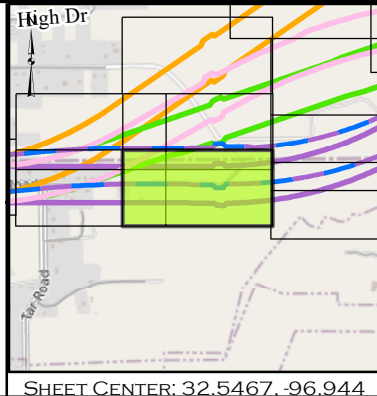
FIGURE 8  
SHEET 7

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
- RESIDENTIAL
- SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

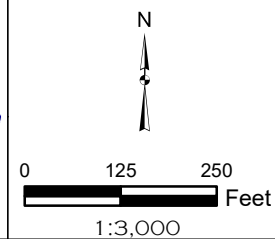


FIGURE 8  
SHEET 8

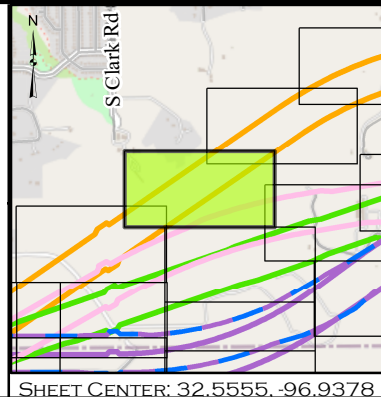
DATE:  
JUNE 2022





ALTERNATIVE 1 PROPOSED ROW

ALTERNATIVE 4 PROPOSED ROW



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

FIGURE 8  
SHEET 9

DATE:  
JUNE 2022

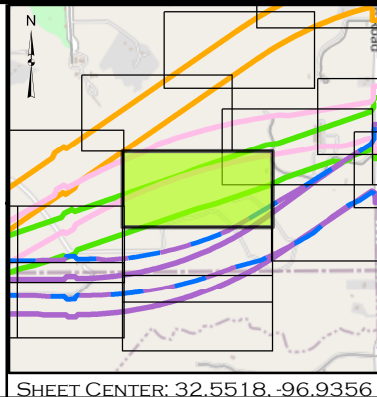
0 125 250 Feet  
1:3,000

Texas Department of Transportation





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
- SHED/BARN



SHEET CENTER: 32.5518, -96.9356

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

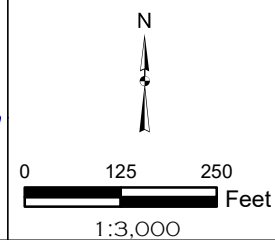


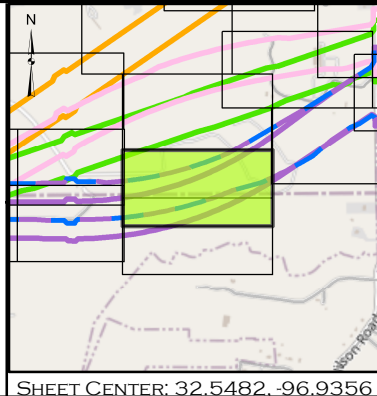
FIGURE 8  
SHEET 10

DATE:  
JUNE 2022





- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
- SHED/BARN



SHEET CENTER: 32.5482, -96.9356

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

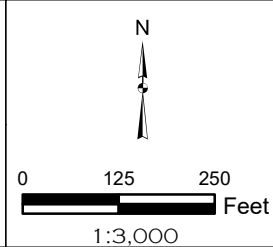






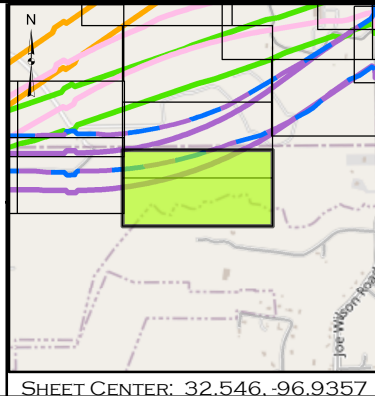
FIGURE 8  
SHEET 11

DATE:  
JUNE 2022





-  ALTERNATIVE 3 PROPOSED ROW
-  MOD. OPTION D PROPOSED ROW
- DISPLACEMENT**
-  RESIDENTIAL
-  SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

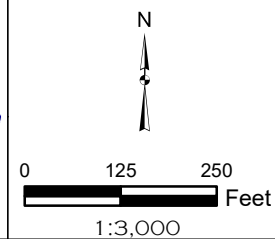
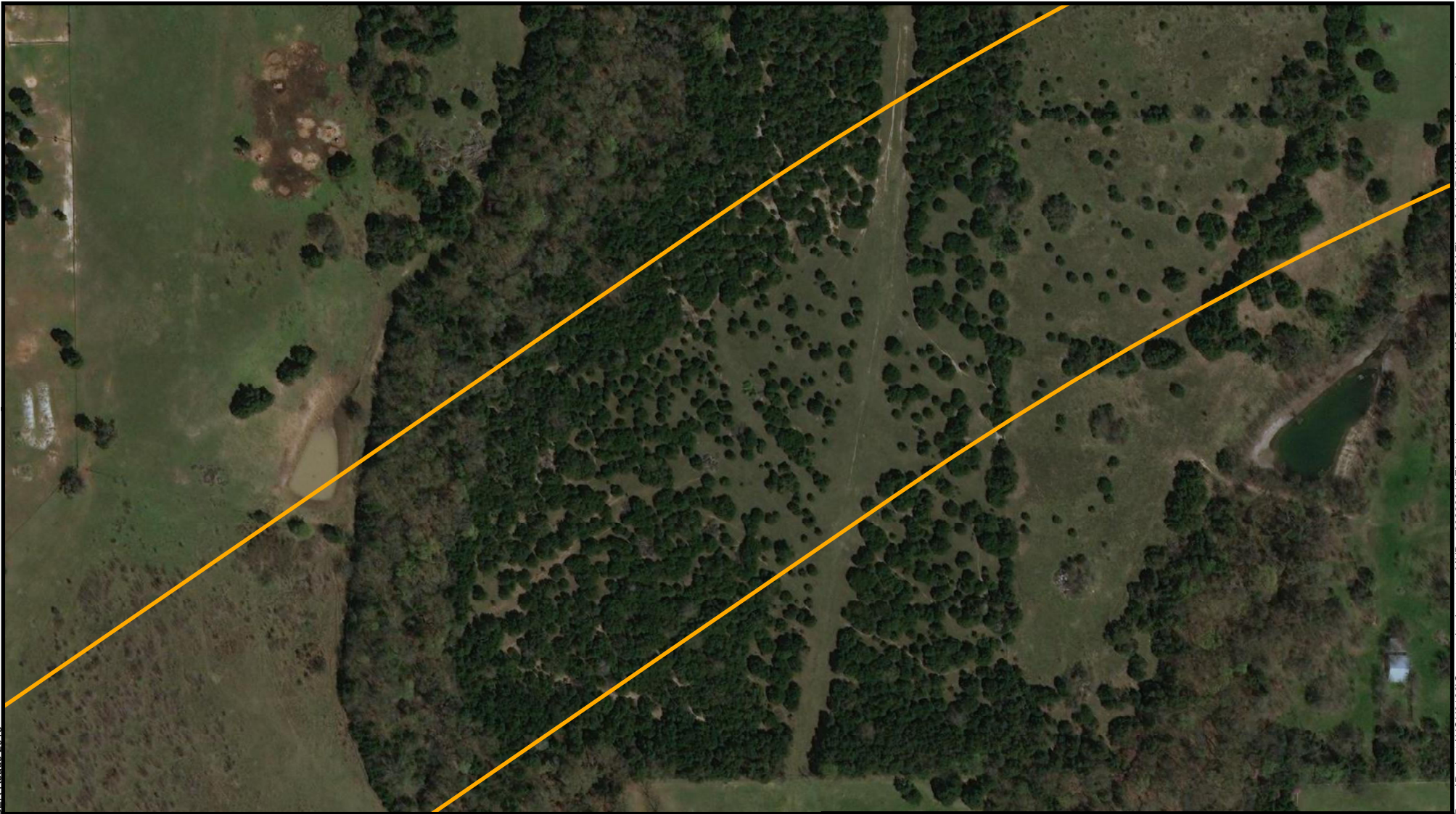



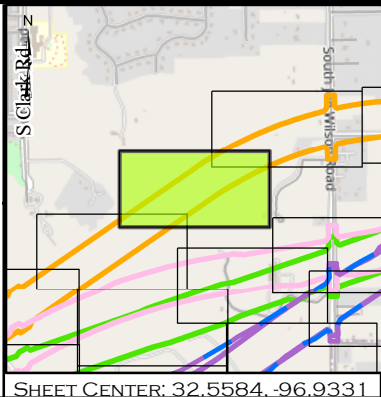
FIGURE 8  
SHEET 12

DATE:  
JUNE 2022





 ALTERNATIVE 4 PROPOSED ROW



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

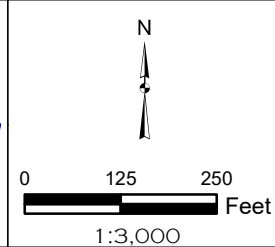


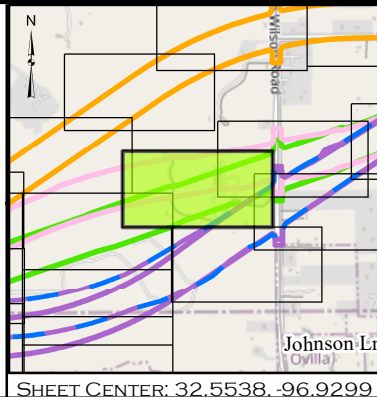
FIGURE 8  
SHEET 13

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
- COMMERCIAL
- SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

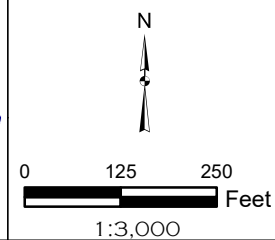
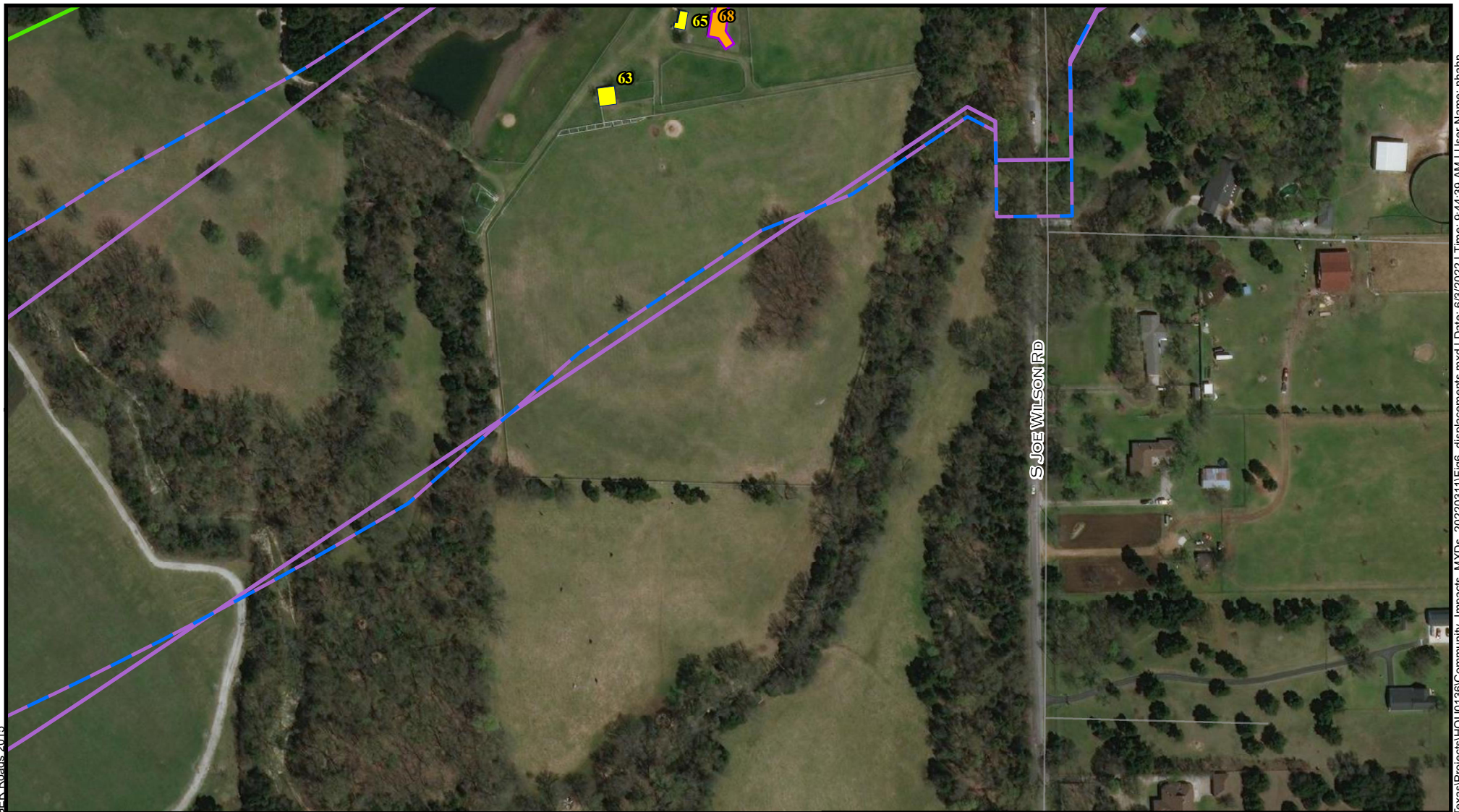


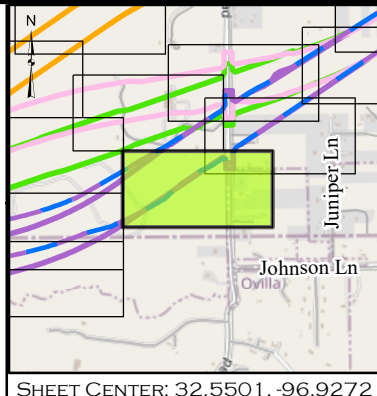
FIGURE 8  
SHEET 14

DATE:  
JUNE 2022





- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
  - COMMERCIAL
  - SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

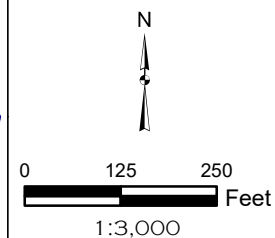


FIGURE 8  
SHEET 15

DATE:  
JUNE 2022

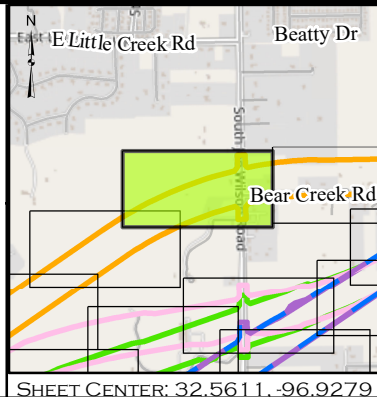




ALTERNATIVE 4 PROPOSED ROW

DISPLACEMENT

RESIDENTIAL  
SHED/BARN



SHEET CENTER: 32.5611, -96.9279

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

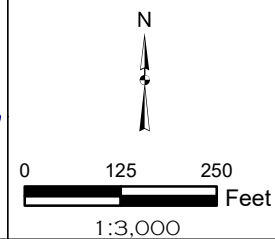
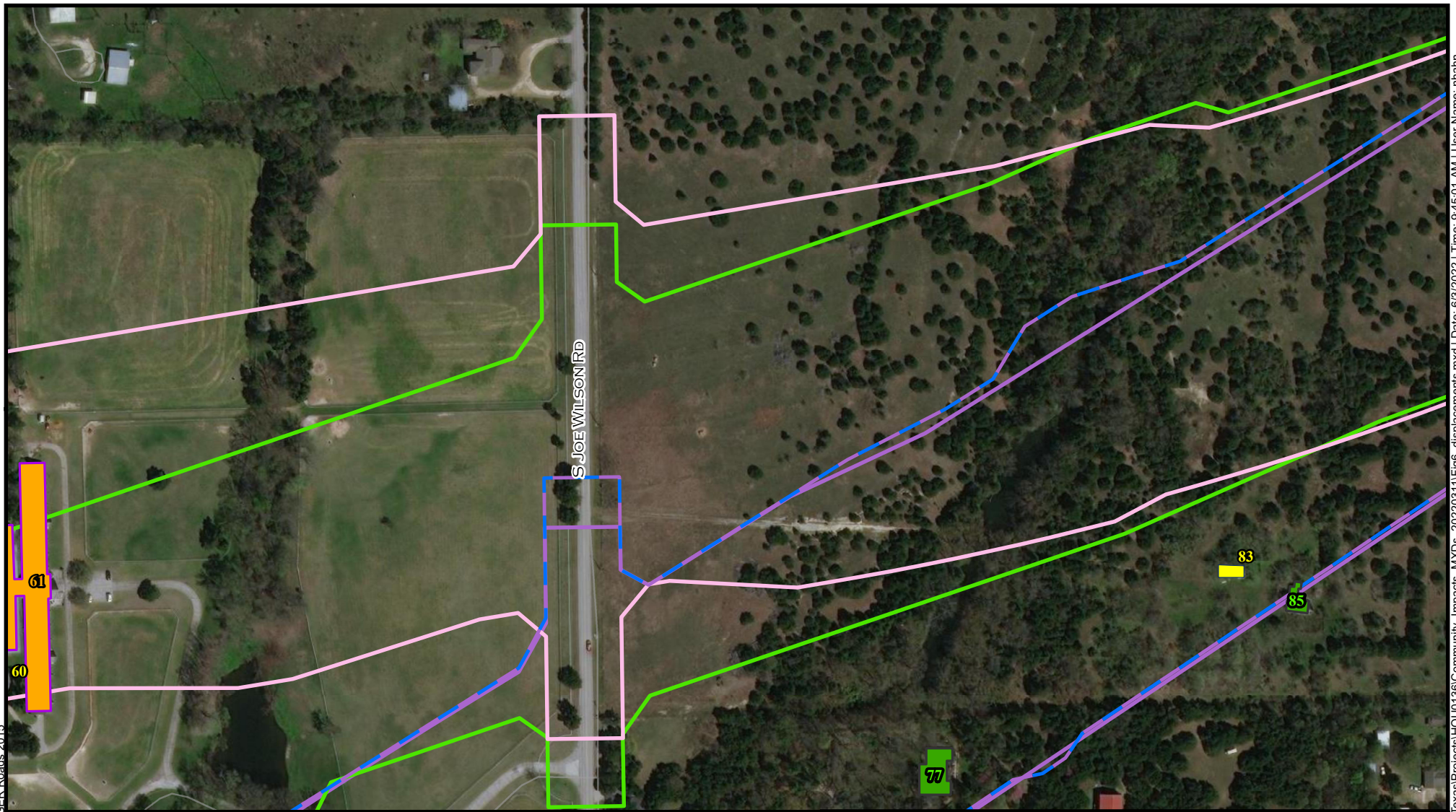


FIGURE 8  
SHEET 16

DATE:  
JUNE 2022

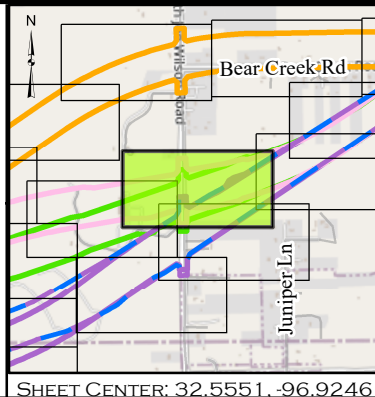




- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW

DISPLACEMENT

- COMMERCIAL
- RESIDENTIAL
- SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

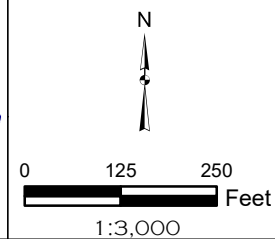
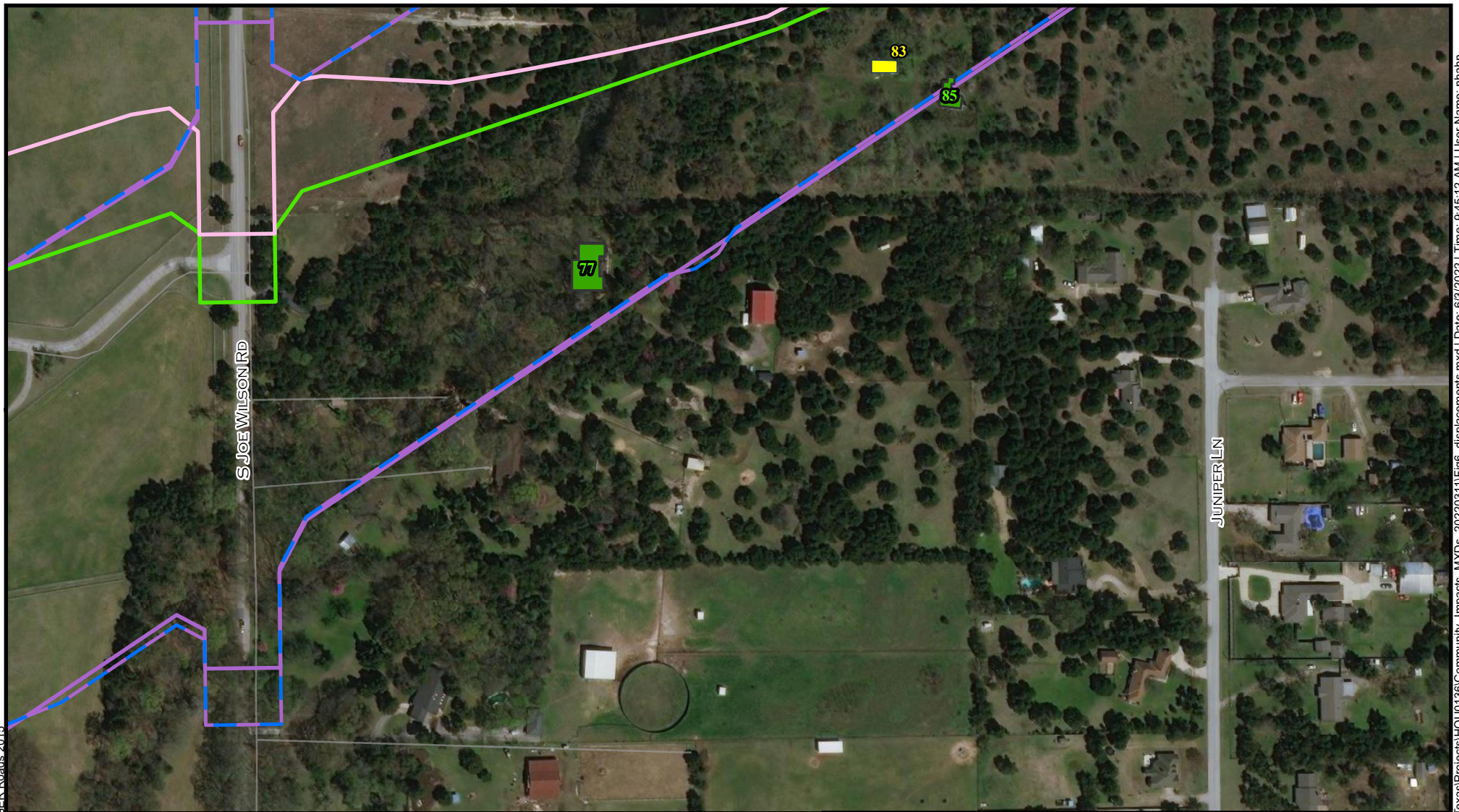


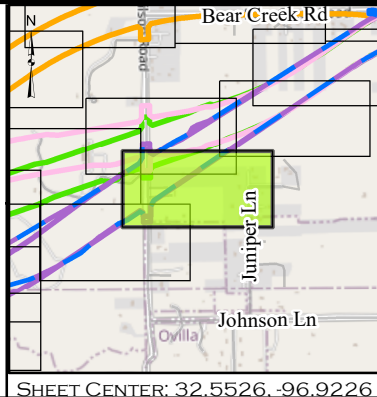
FIGURE 8  
SHEET 17

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
- RESIDENTIAL
- SHED/BARN



SHEET CENTER: 32.5526, -96.9226

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

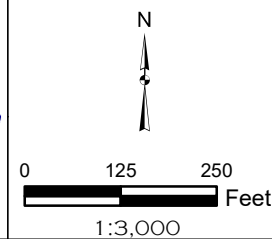


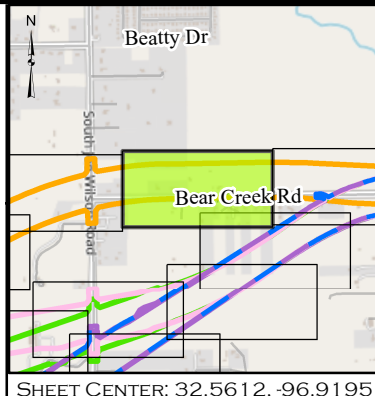
FIGURE 8  
SHEET 18

DATE:  
JUNE 2022





- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
  - RESIDENTIAL
  - SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

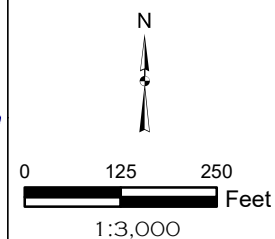


FIGURE 8  
SHEET 19

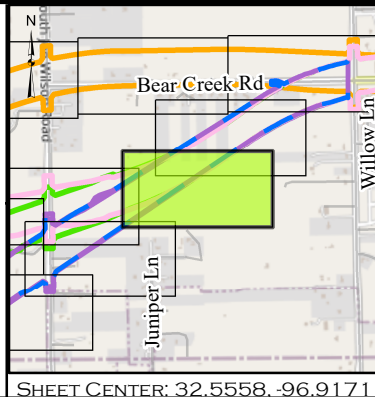
DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW

DISPLACEMENT  
RESIDENTIAL



SHEET CENTER: 32.5558, -96.9171

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

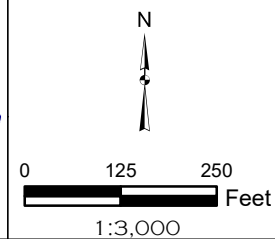
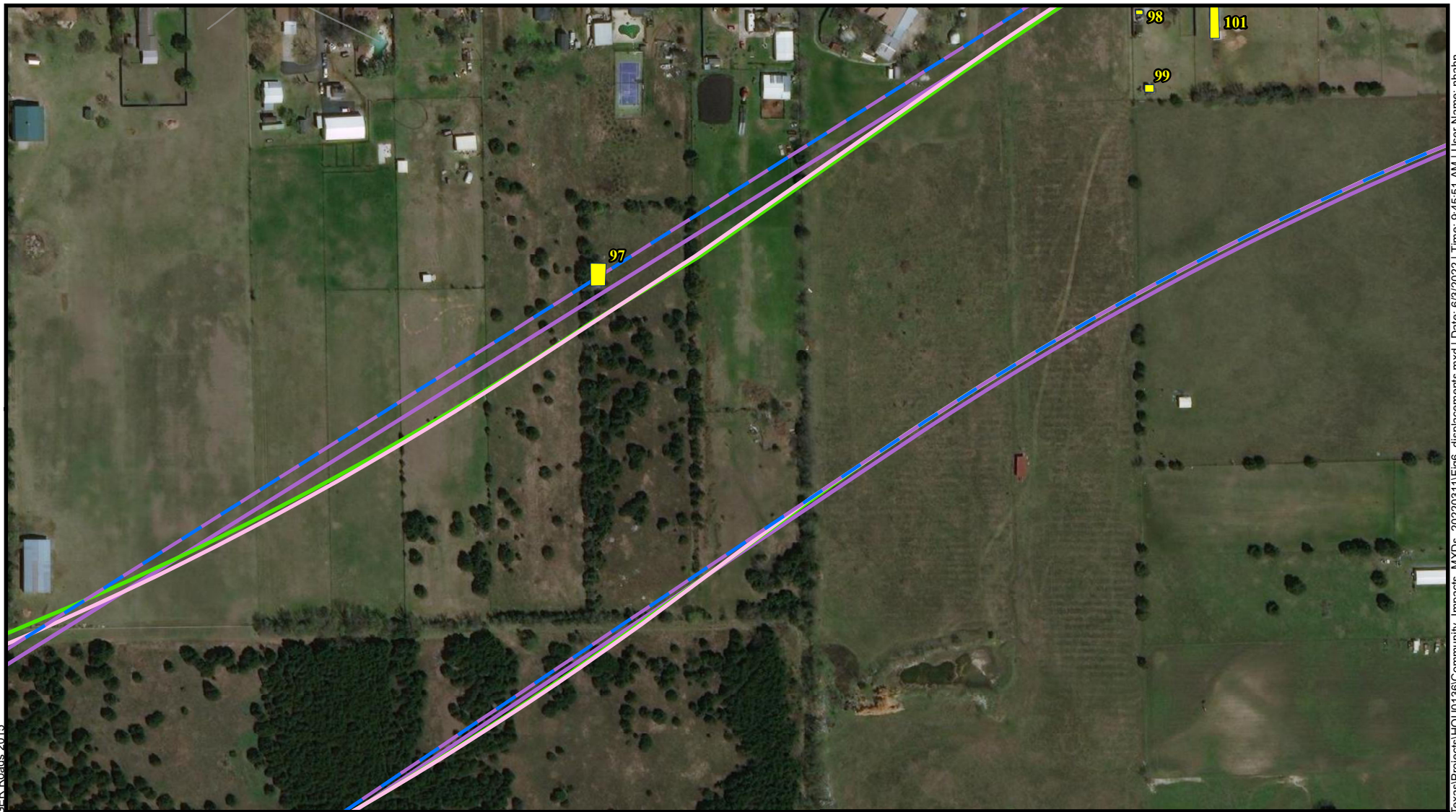


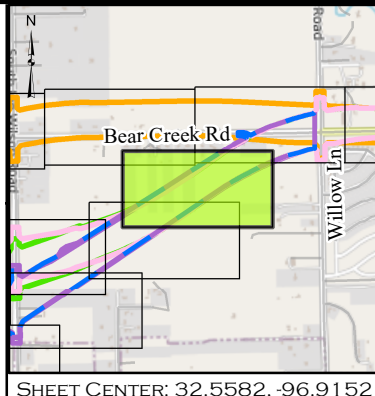
FIGURE 8  
SHEET 20

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- MOD. OPTION D PROPOSED ROW
- DISPLACEMENT
- SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

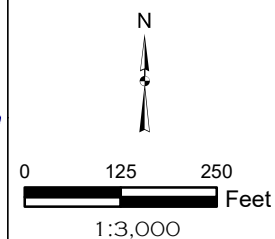
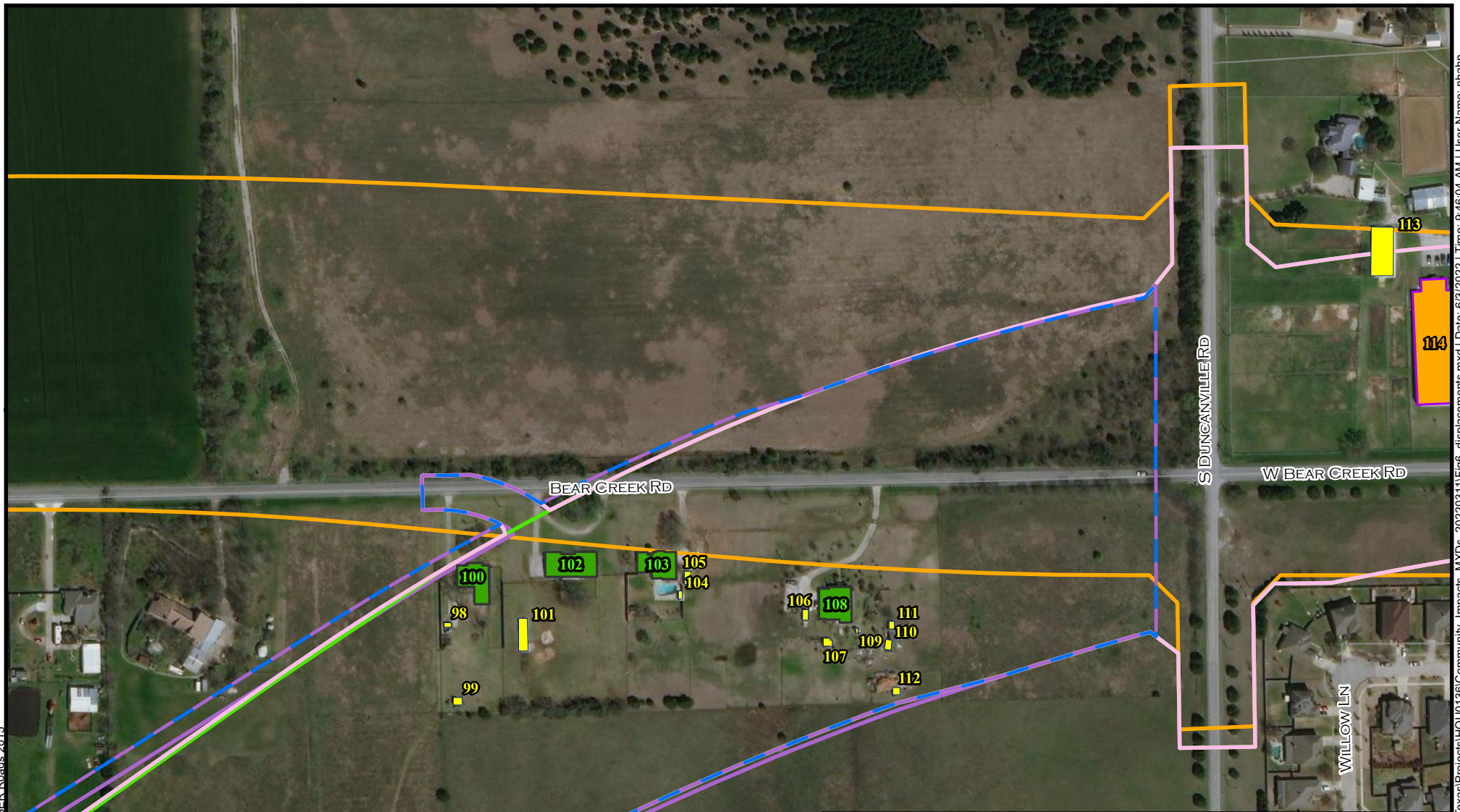


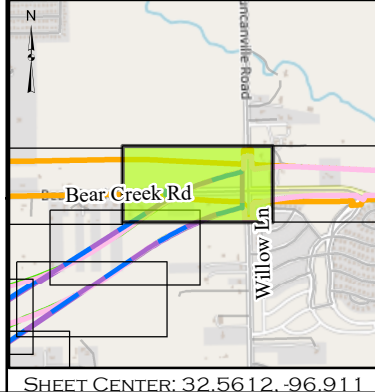
FIGURE 8  
SHEET 21

DATE:  
JUNE 2022





- |                     |                            |  |           |
|---------------------|----------------------------|--|-----------|
|                     | ALTERNATIVE 1 PROPOSED ROW |  | SHED/BARN |
|                     | ALTERNATIVE 2 PROPOSED ROW |  |           |
|                     | ALTERNATIVE 3 PROPOSED ROW |  |           |
|                     | ALTERNATIVE 4 PROPOSED ROW |  |           |
|                     | MOD. OPTION D PROPOSED ROW |  |           |
| <b>DISPLACEMENT</b> |                            |  |           |
|                     | COMMERCIAL                 |  |           |
|                     | RESIDENTIAL                |  |           |



SHEET CENTER: 32.5612, -96.911

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

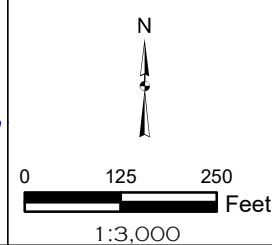
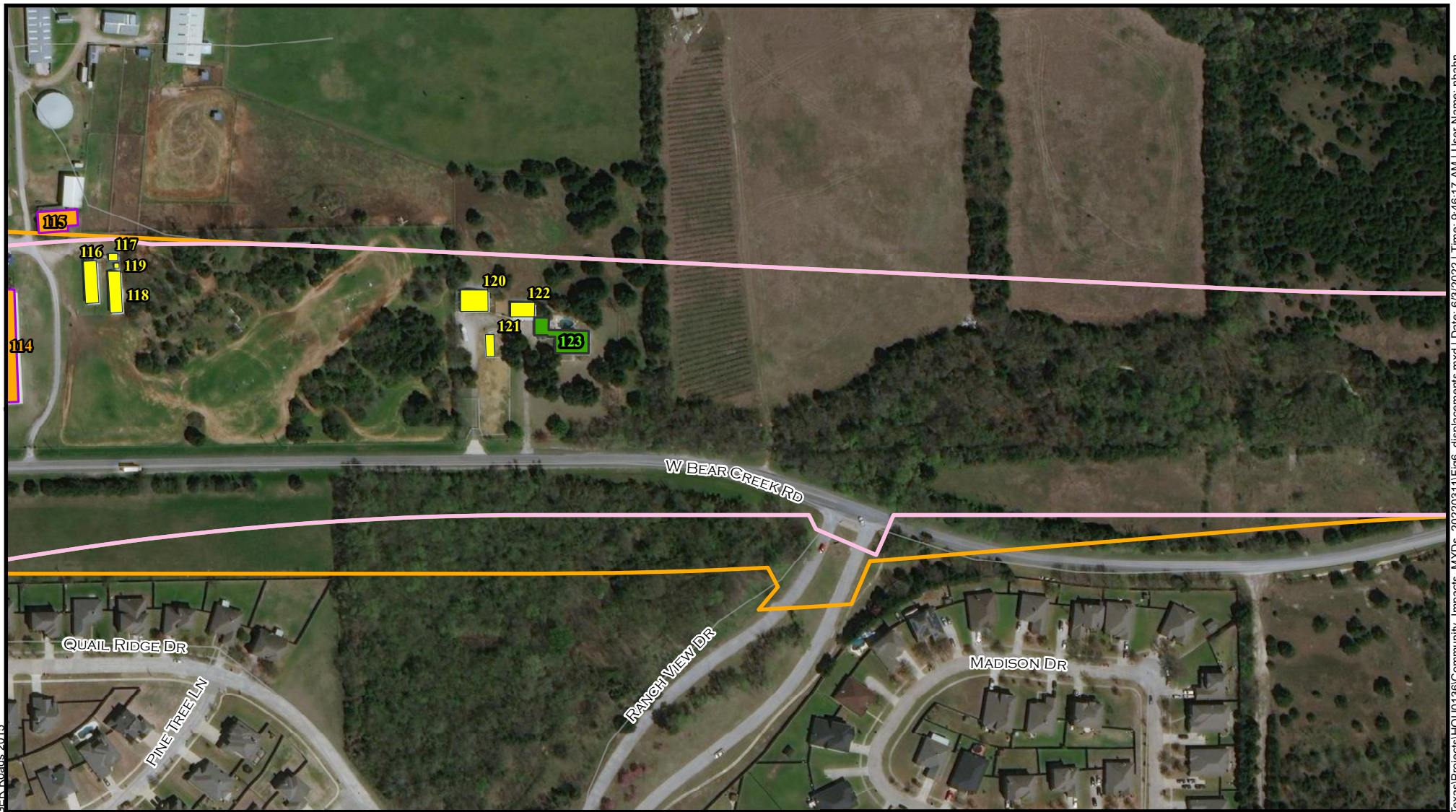


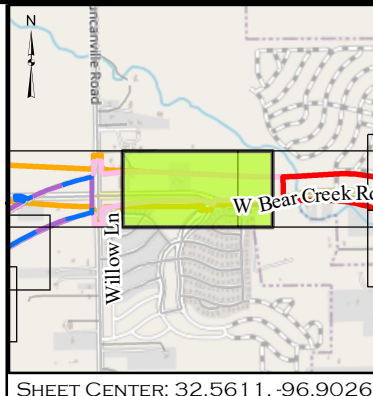
FIGURE 8  
SHEET 22

DATE:  
JUNE 2022





- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- DISPLACEMENT**
- COMMERCIAL
- RESIDENTIAL
- SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

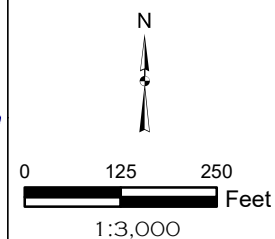
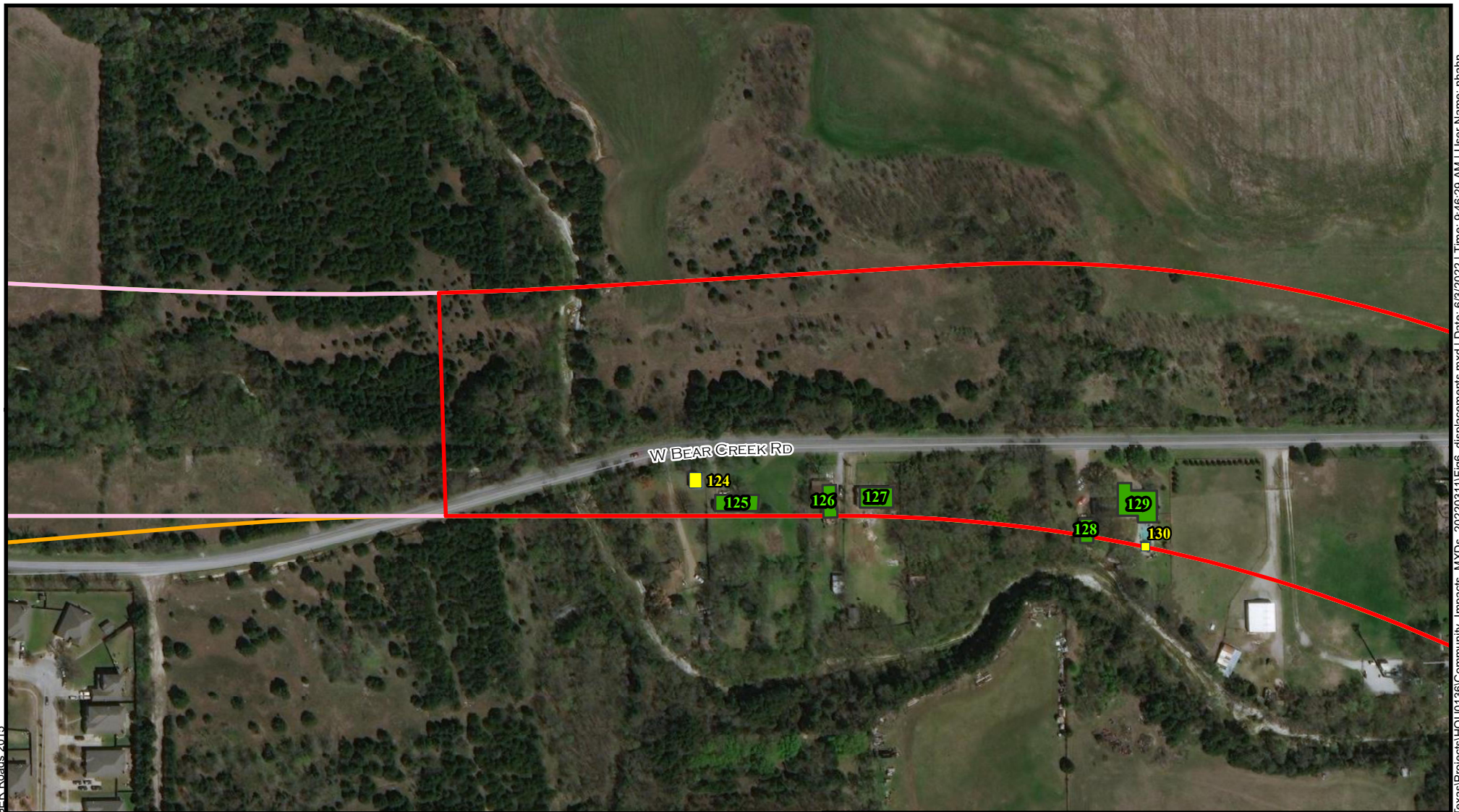


FIGURE 8  
SHEET 23

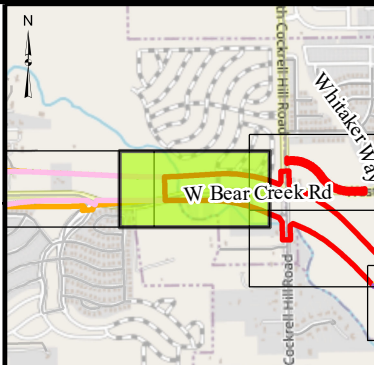
DATE:  
JUNE 2022





- COMMON ALIGNMENT
- PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW

- DISPLACEMENT
- RESIDENTIAL
  - SHED/BARN



SHEET CENTER: 32.561, -96.8962

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

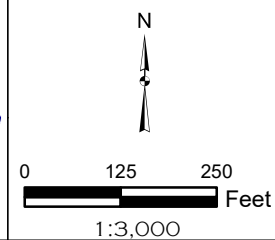
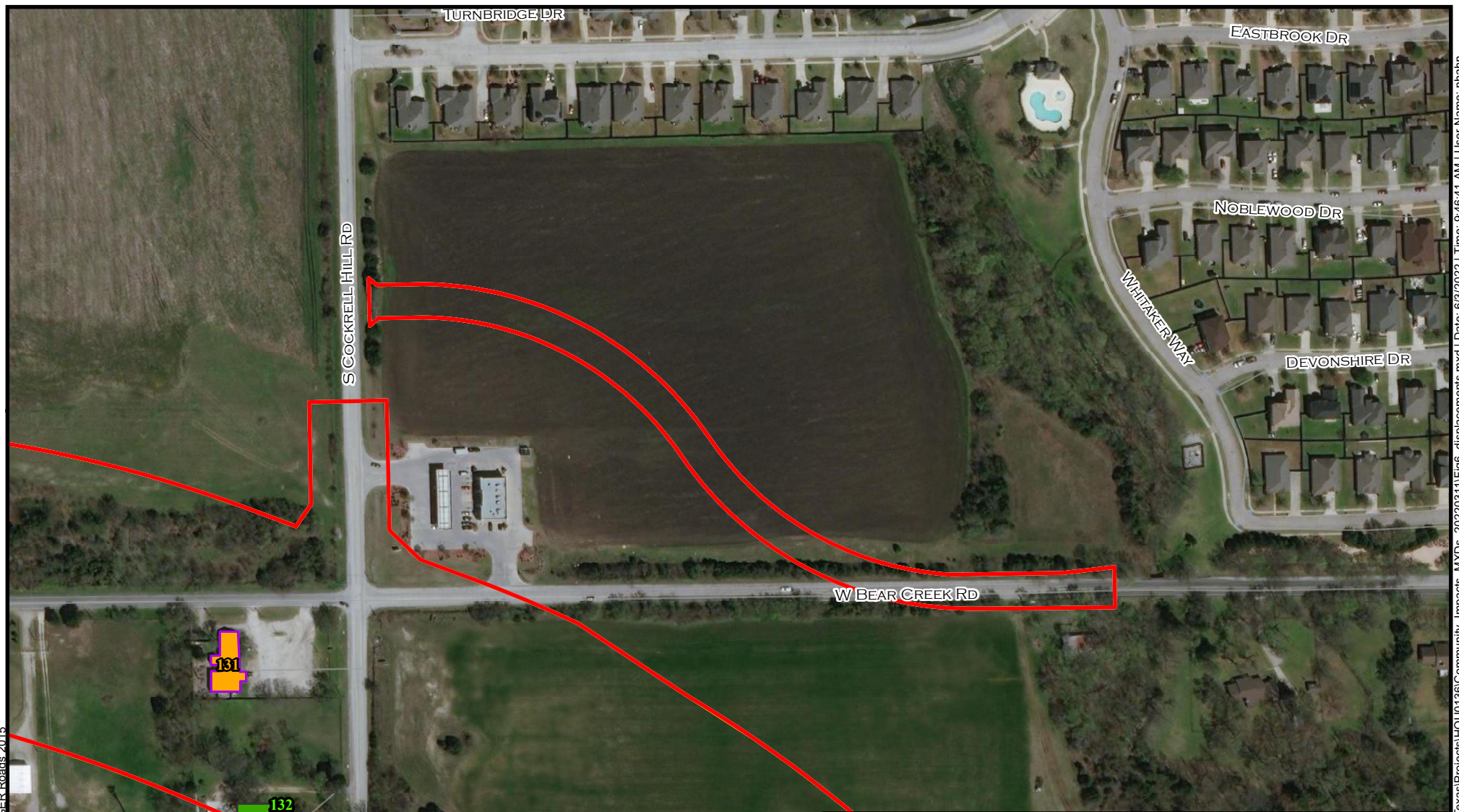







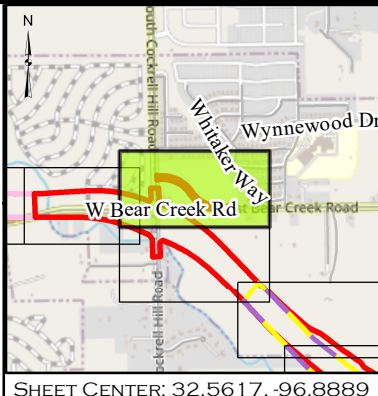
FIGURE 8  
SHEET 24

DATE:  
JUNE 2022

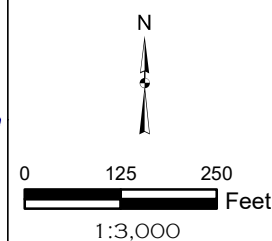




- 
-  COMMON ALIGNMENT PROPOSED ROW  
 ALTERNATIVE 1 PROPOSED ROW  
 ALTERNATIVE 2 PROPOSED ROW  
 ALTERNATIVE 3 PROPOSED ROW  
 ALTERNATIVE 4 PROPOSED ROW  
DISPLACEMENT  
 COMMERCIAL  
 RESIDENTIAL



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

FIGURE 8  
SHEET 25

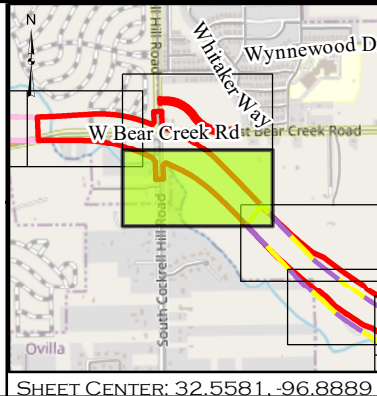
DATE:  
JUNE 2022





- ▬ COMMON ALIGNMENT
- ▬ PROPOSED ROW
- ▬ ALTERNATIVE 1 PROPOSED ROW
- ▬ ALTERNATIVE 2 PROPOSED ROW
- ▬ ALTERNATIVE 3 PROPOSED ROW
- ▬ ALTERNATIVE 4 PROPOSED ROW
- ▬ MOD. OPTION C PROPOSED ROW

DISPLACEMENT  
 RESIDENTIAL



SHEET CENTER: 32.5581, -96.8889

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

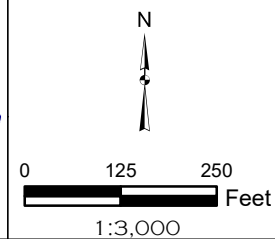


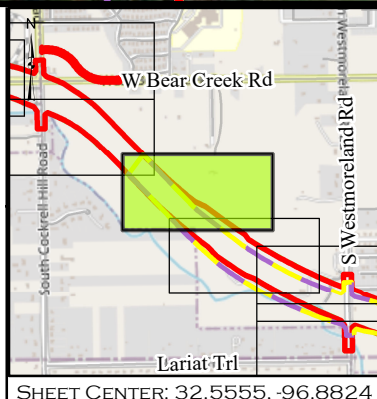
FIGURE 8  
SHEET 26

DATE:  
JUNE 2022





- COMMON ALIGNMENT
- PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION C PROPOSED ROW



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

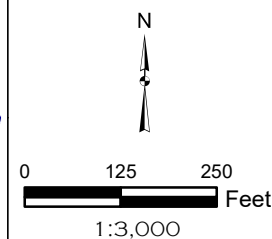
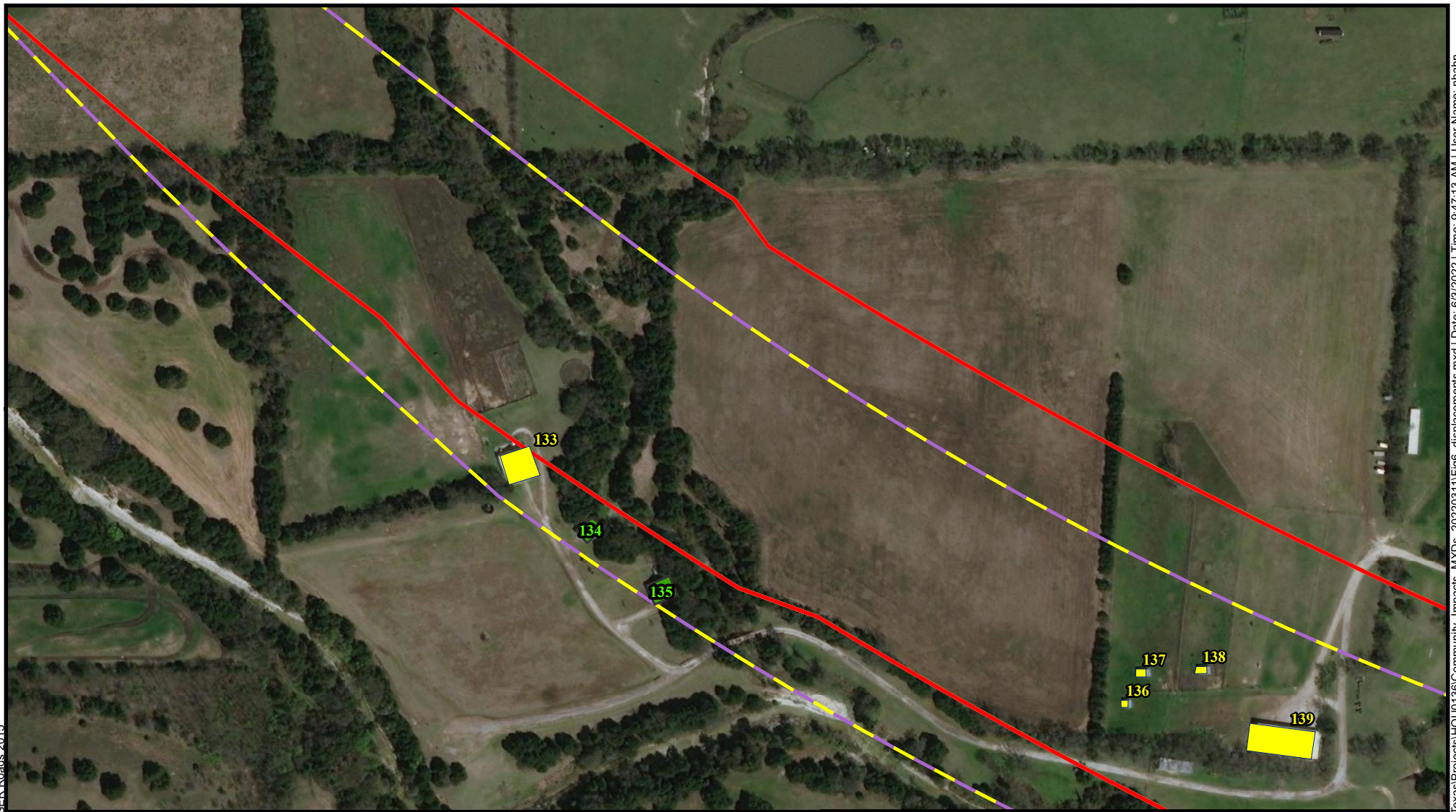


FIGURE 8  
SHEET 27

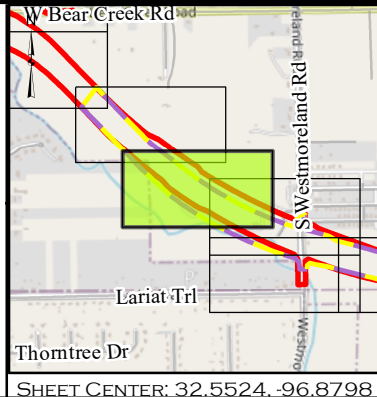
DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION C PROPOSED ROW

- DISPLACEMENT
- RESIDENTIAL
  - SHED/BARN



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

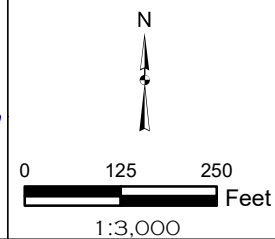
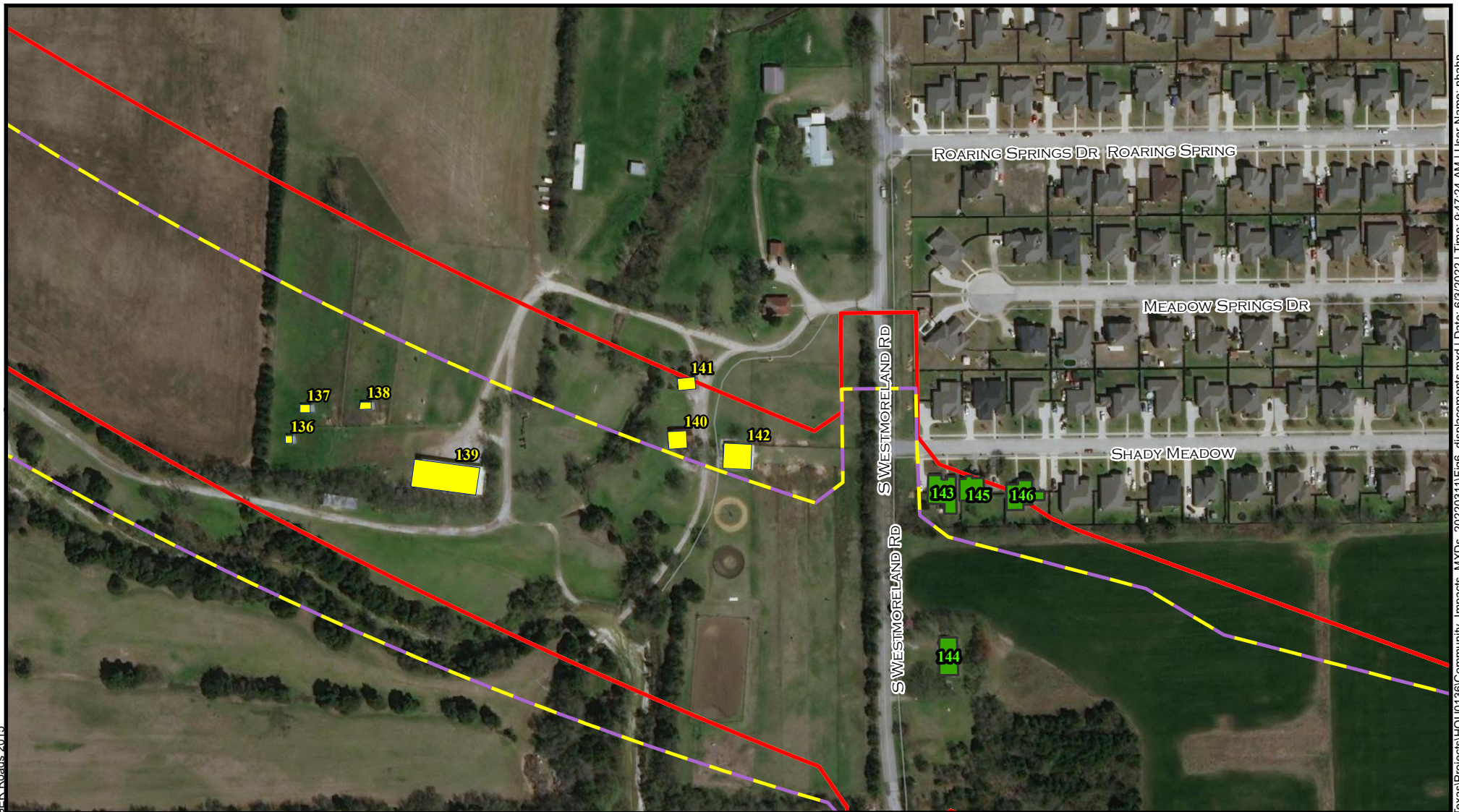


FIGURE 8  
SHEET 28

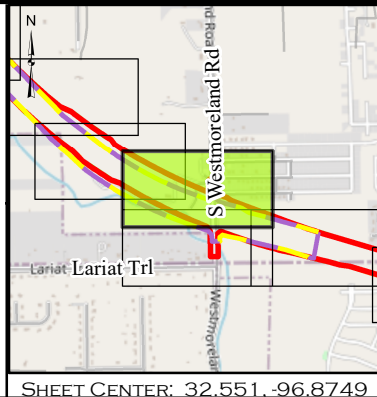
DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION C PROPOSED ROW

- DISPLACEMENT
- RESIDENTIAL
  - SHED/BARN



SHEET CENTER: 32.551, -96.8749

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

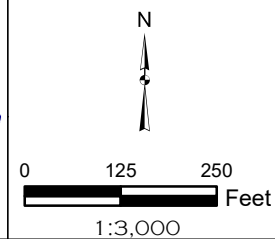
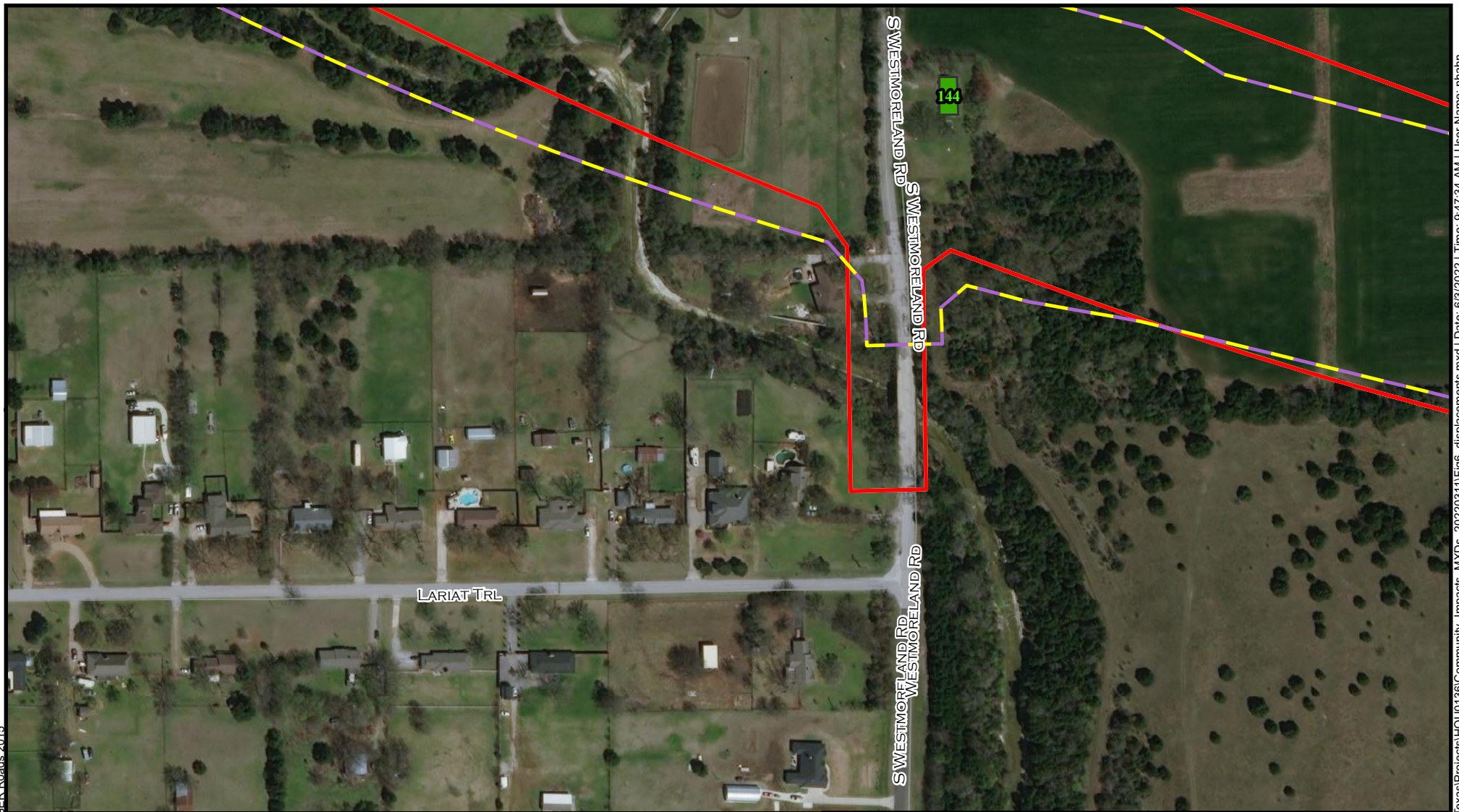


FIGURE 8  
SHEET 29

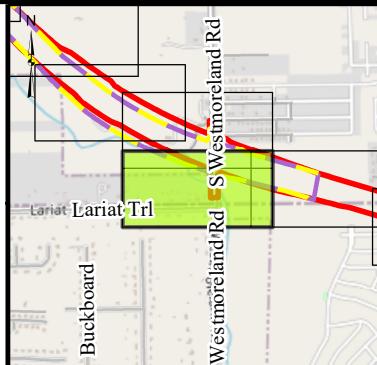
DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION C PROPOSED ROW

DISPLACEMENT  
 RESIDENTIAL



SHEET CENTER: 32.5482, -96.875

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

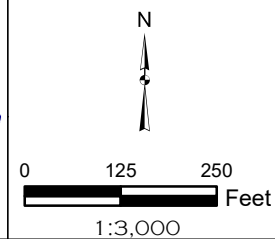
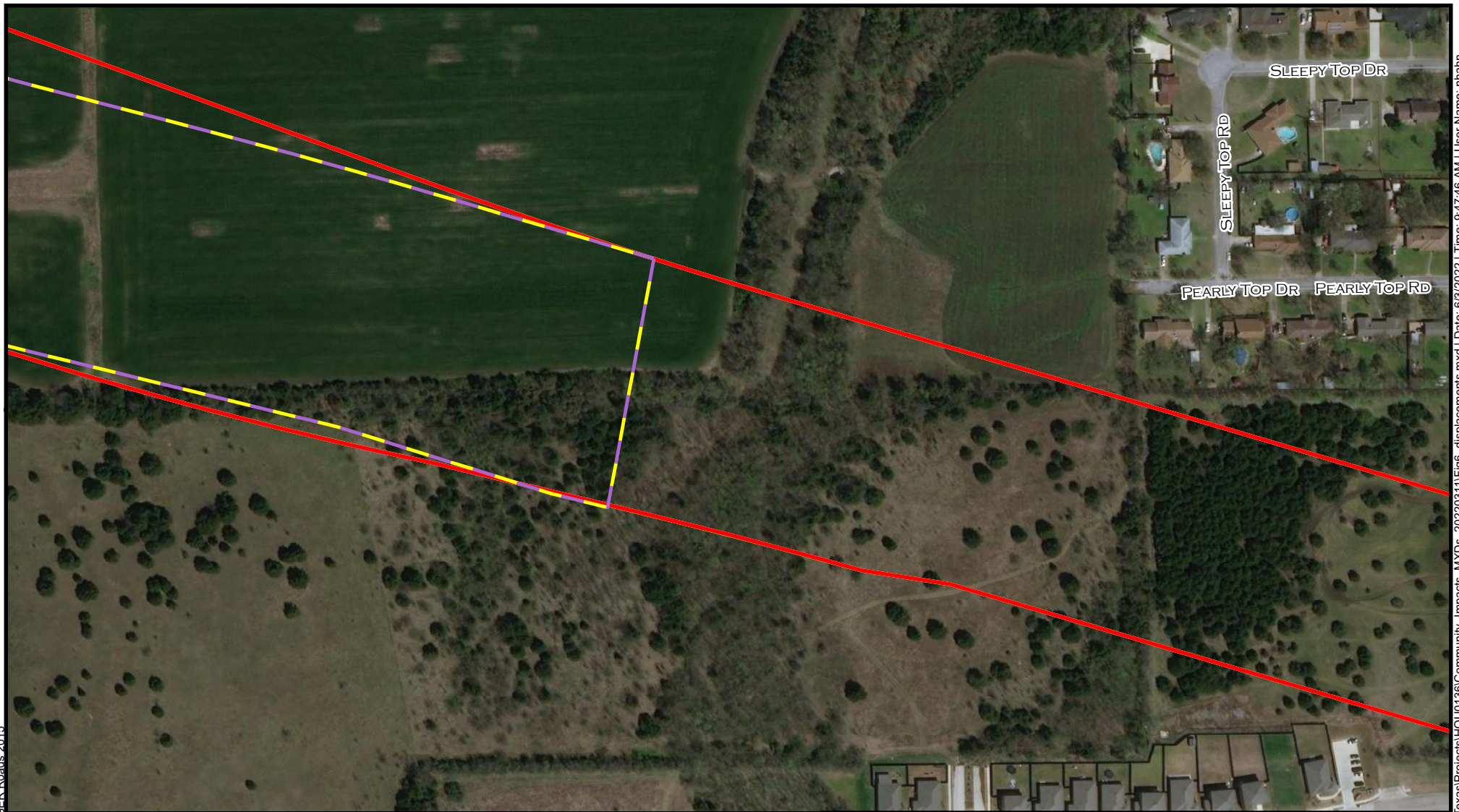


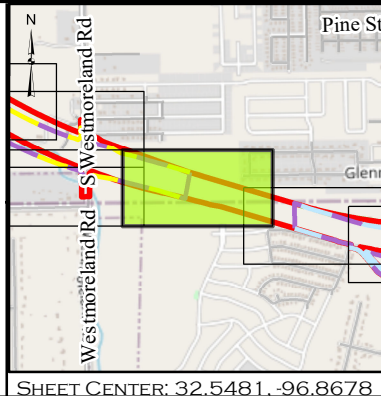
FIGURE 8  
SHEET 30

DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION C PROPOSED ROW



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

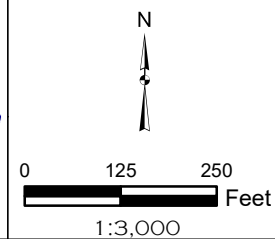


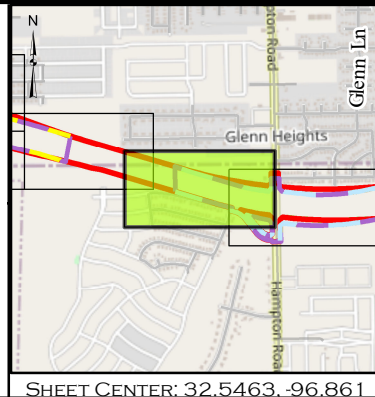
FIGURE 8  
SHEET 31

DATE:  
JUNE 2022



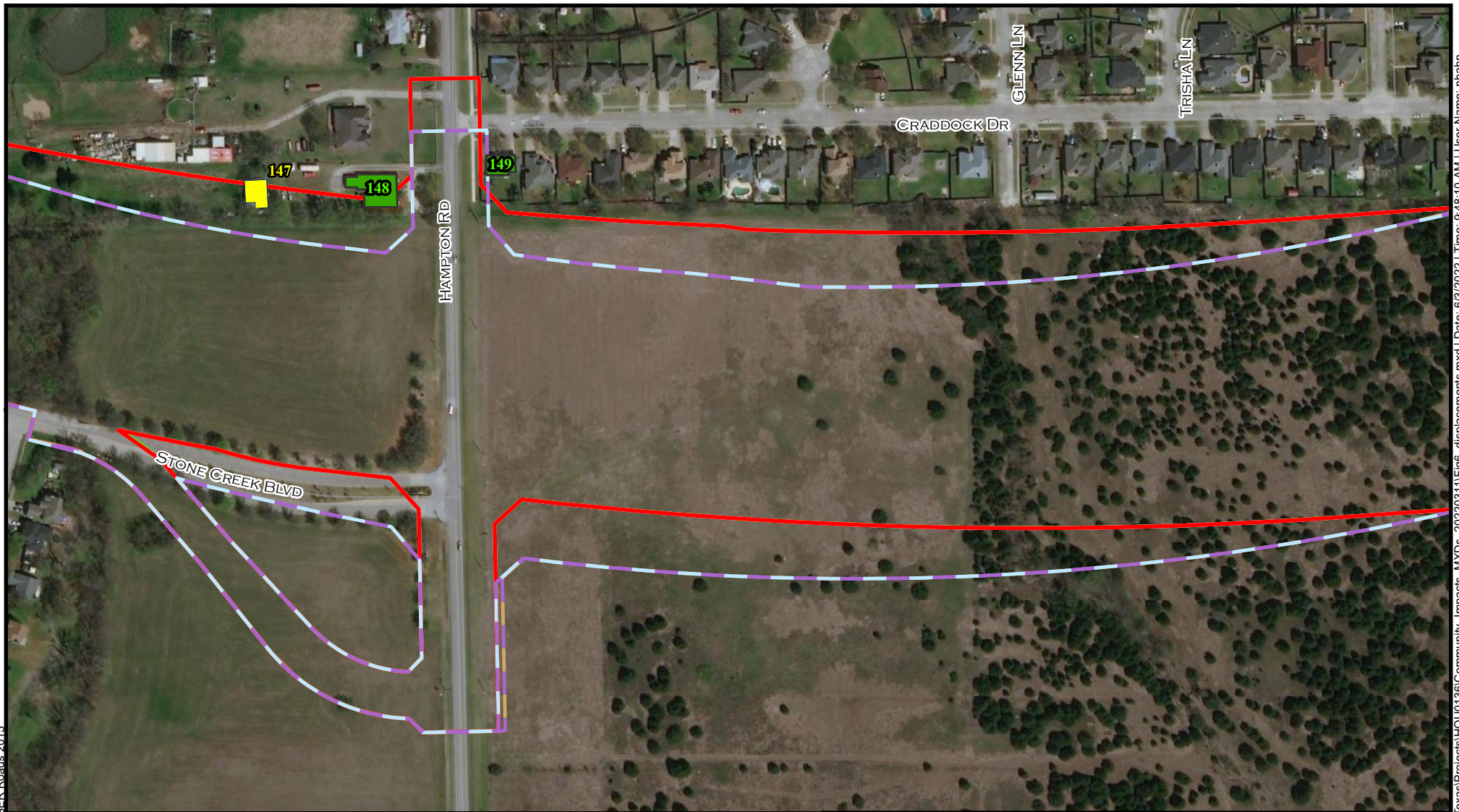


- |  |                                  |                     |                               |
|--|----------------------------------|---------------------|-------------------------------|
|  | COMMON ALIGNMENT<br>PROPOSED ROW |                     | MOD. OPTION A PROPOSED<br>ROW |
|  | ALTERNATIVE 1 PROPOSED<br>ROW    |                     | MOD. OPTION B PROPOSED<br>ROW |
|  | ALTERNATIVE 2 PROPOSED<br>ROW    | <b>DISPLACEMENT</b> |                               |
|  | ALTERNATIVE 3 PROPOSED<br>ROW    |                     | RESIDENTIAL                   |
|  | ALTERNATIVE 4 PROPOSED<br>ROW    |                     | SHED/BARN                     |

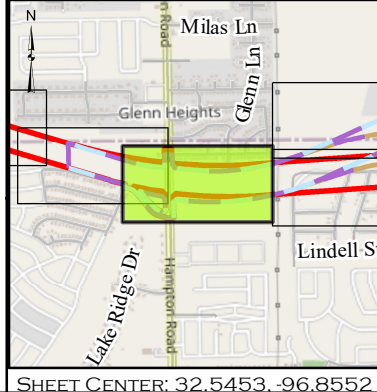


<p>LOOP 9, SEGMENT A: US 67 TO IH 35E CSJ: 2964-10-006 POTENTIAL DISPLACEMENTS MAP DALLAS &amp; ELLIS COUNTIES, TEXAS</p>		
	<p>0 125 250 Feet 1:3,000</p>	<p>FIGURE 8 SHEET 32</p>
	<p>DATE: JUNE 2022</p>	





- |  |                                  |                     |                               |
|--|----------------------------------|---------------------|-------------------------------|
|  | COMMON ALIGNMENT<br>PROPOSED ROW |                     | MOD. OPTION A PROPOSED<br>ROW |
|  | ALTERNATIVE 1 PROPOSED<br>ROW    |                     | MOD. OPTION B PROPOSED<br>ROW |
|  | ALTERNATIVE 2 PROPOSED<br>ROW    | <b>DISPLACEMENT</b> |                               |
|  | ALTERNATIVE 3 PROPOSED<br>ROW    |                     | RESIDENTIAL                   |
|  | ALTERNATIVE 4 PROPOSED<br>ROW    |                     | SHED/BARN                     |



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

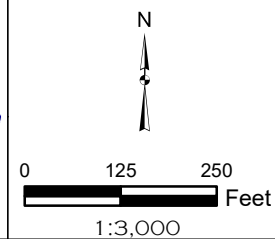


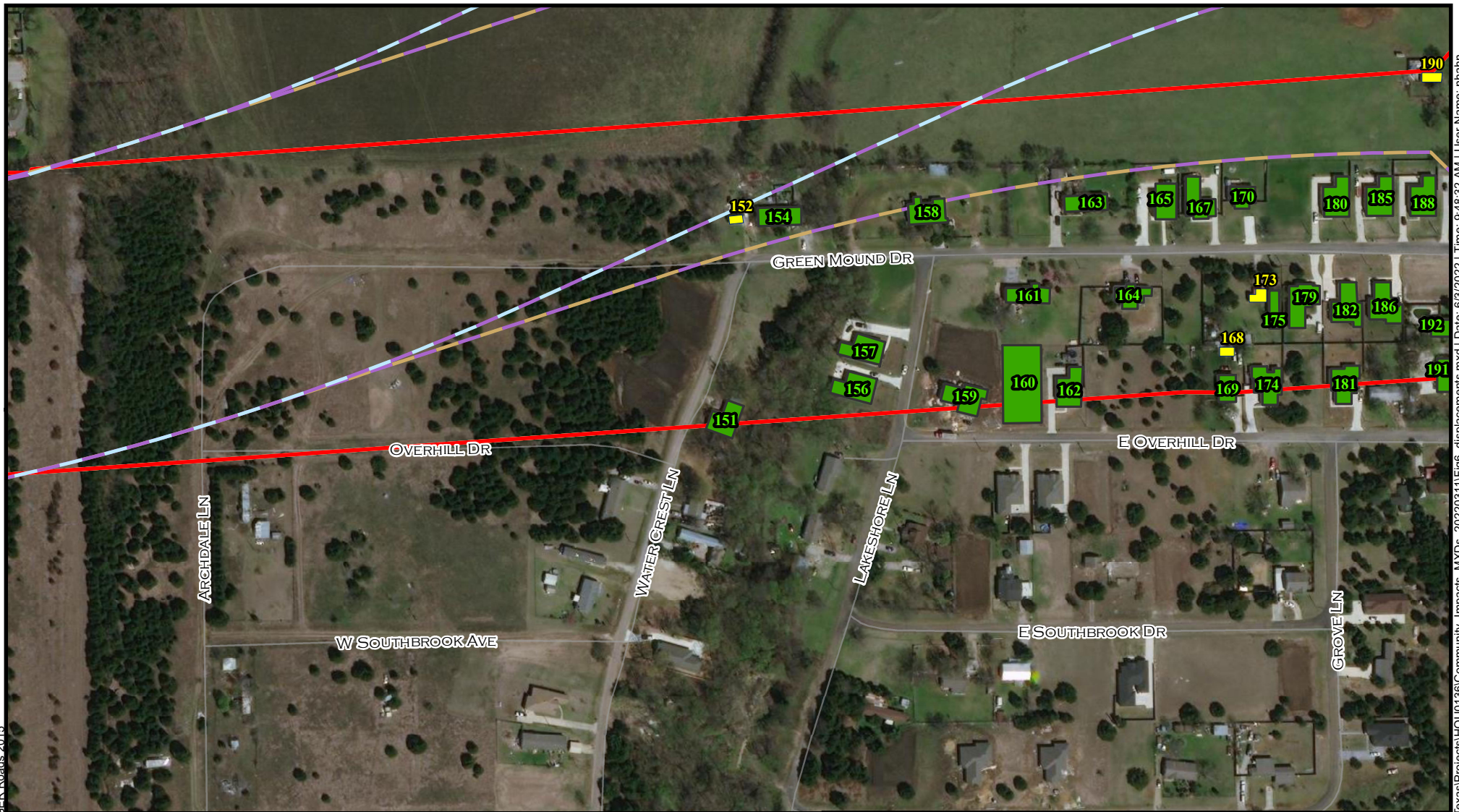
FIGURE 8  
SHEET 33

DATE:  
JUNE 2022

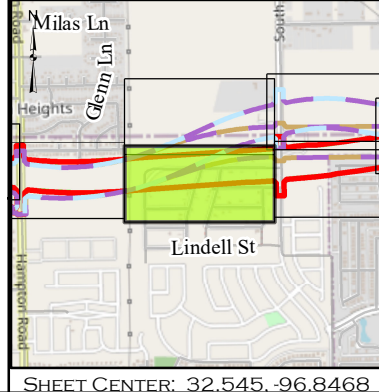








- |                               |                            |
|-------------------------------|----------------------------|
| COMMON ALIGNMENT PROPOSED ROW | MOD. OPTION A PROPOSED ROW |
| ALTERNATIVE 1 PROPOSED ROW    | MOD. OPTION B PROPOSED ROW |
| ALTERNATIVE 2 PROPOSED ROW    | <b>DISPLACEMENT</b>        |
| ALTERNATIVE 3 PROPOSED ROW    | RESIDENTIAL                |
| ALTERNATIVE 4 PROPOSED ROW    | SHED/BARN                  |



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

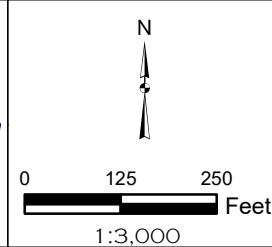
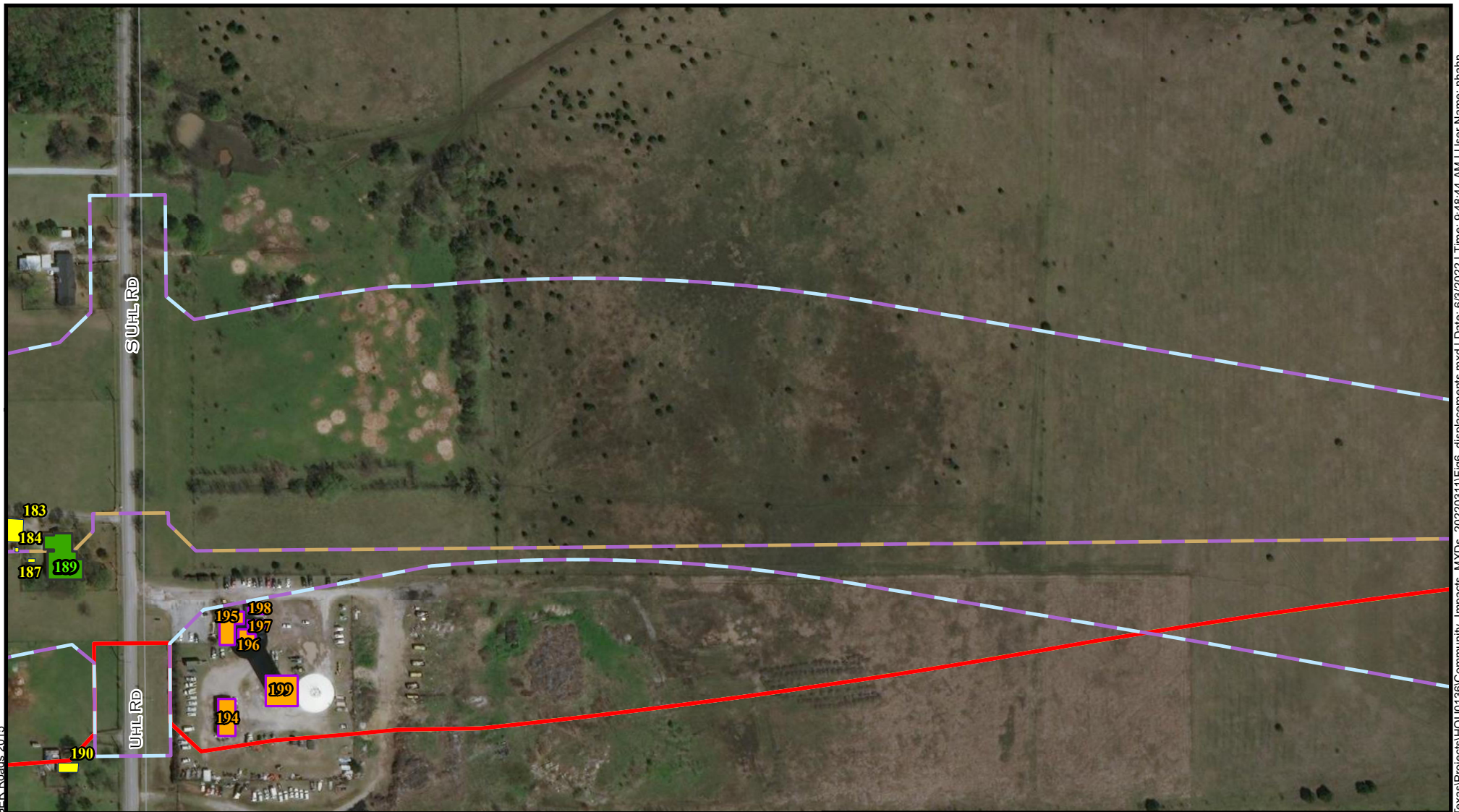


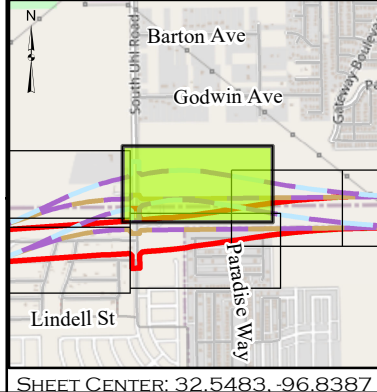
FIGURE 8  
SHEET 35

DATE:  
JUNE 2022





- |                               |                            |
|-------------------------------|----------------------------|
| COMMON ALIGNMENT PROPOSED ROW | MOD. OPTION A PROPOSED ROW |
| ALTERNATIVE 1 PROPOSED ROW    | MOD. OPTION B PROPOSED ROW |
| ALTERNATIVE 2 PROPOSED ROW    | <b>DISPLACEMENT</b>        |
| ALTERNATIVE 3 PROPOSED ROW    | COMMERCIAL                 |
| ALTERNATIVE 4 PROPOSED ROW    | RESIDENTIAL                |
|                               | SHED/BARN                  |



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

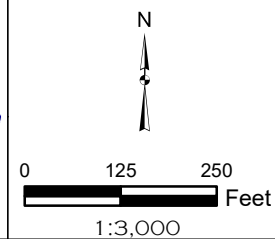
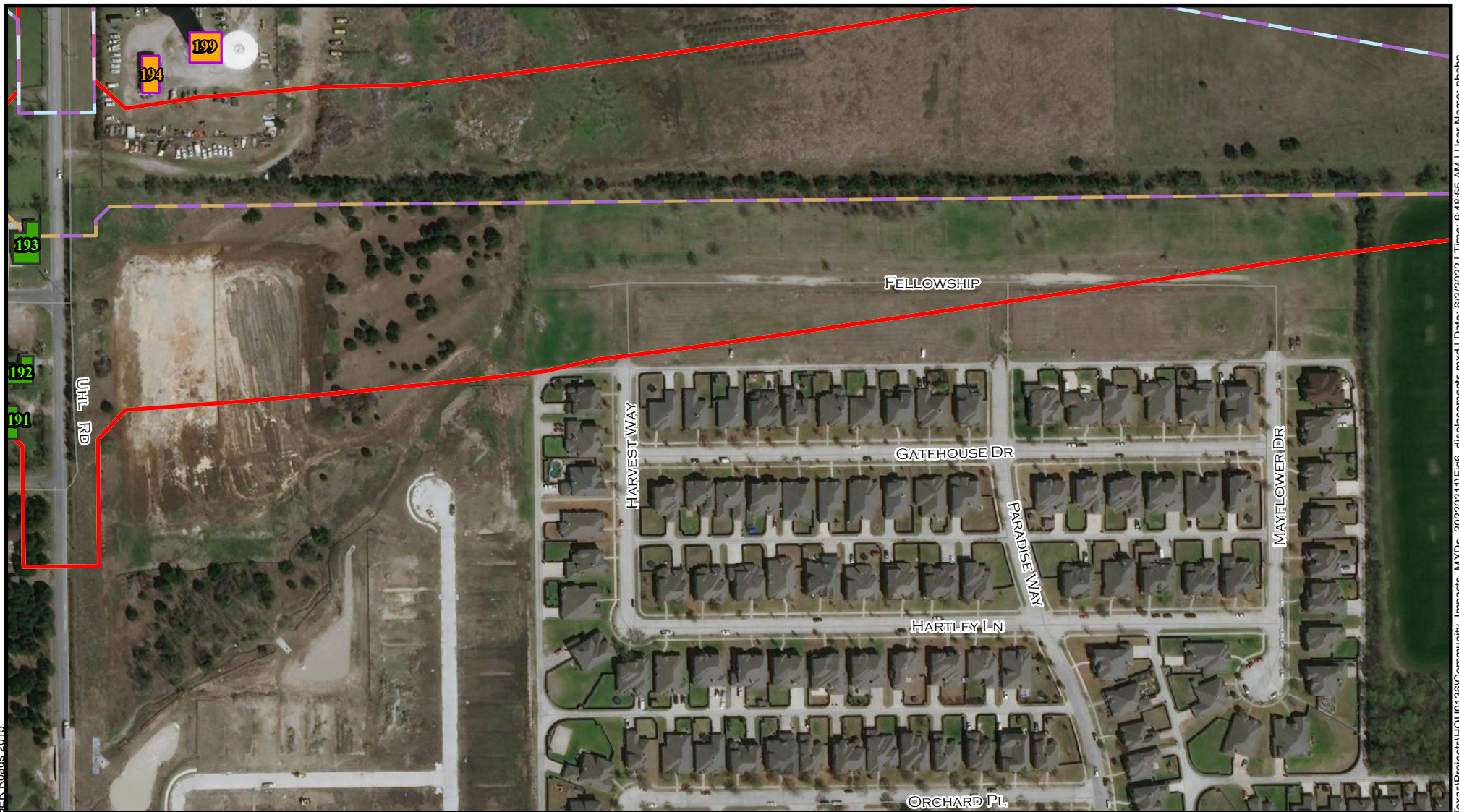


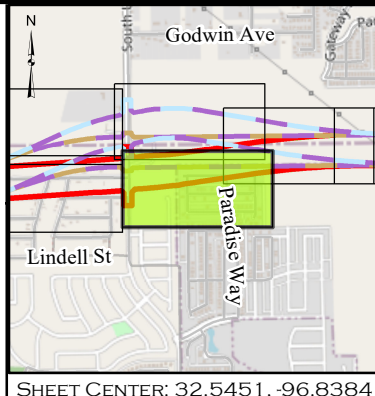
FIGURE 8  
SHEET 36

DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION A PROPOSED ROW
- MOD. OPTION B PROPOSED ROW
- DISPLACEMENT**
- COMMERCIAL
- RESIDENTIAL



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

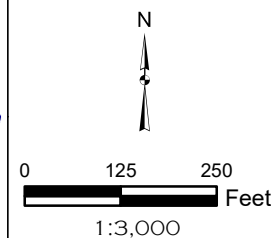
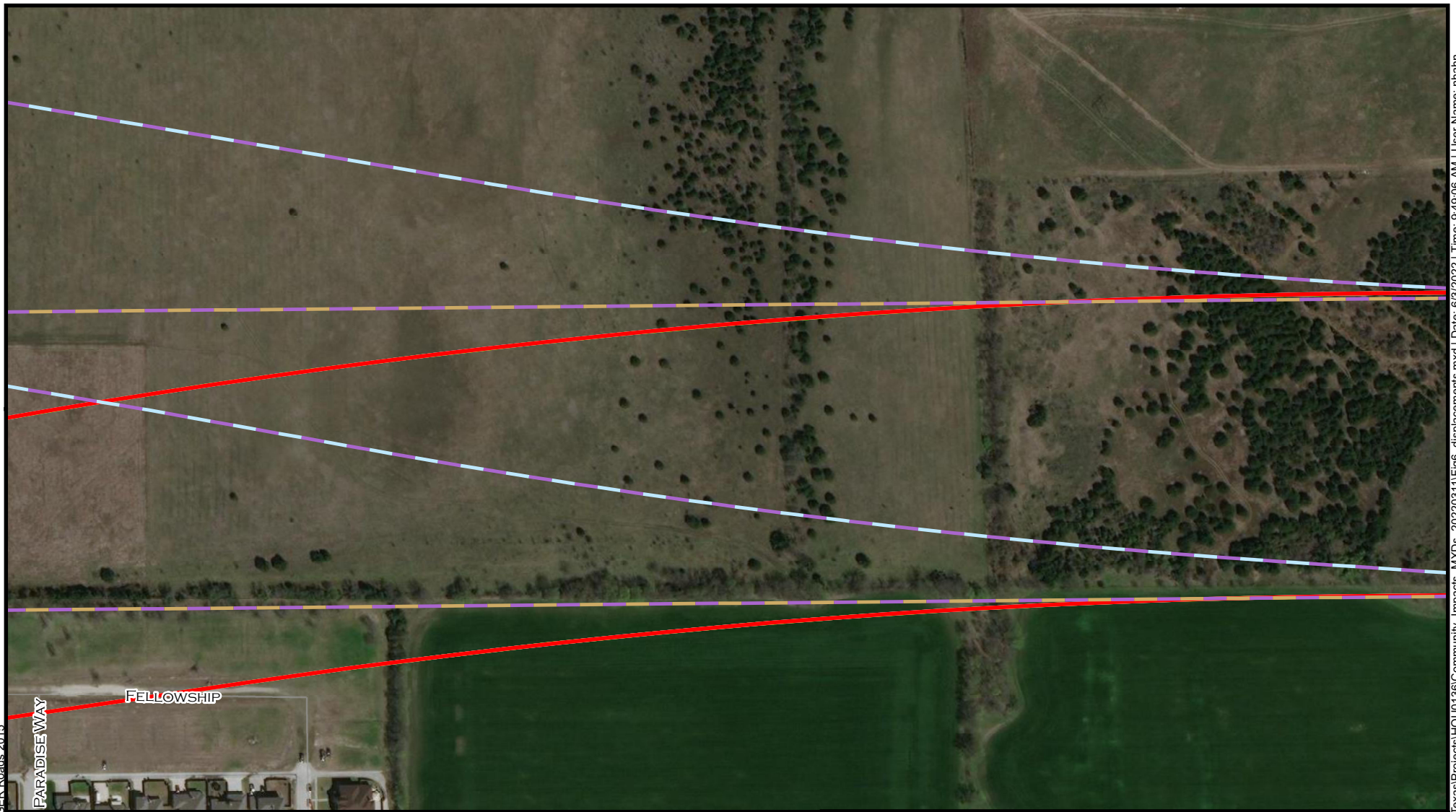


FIGURE 8  
SHEET 37

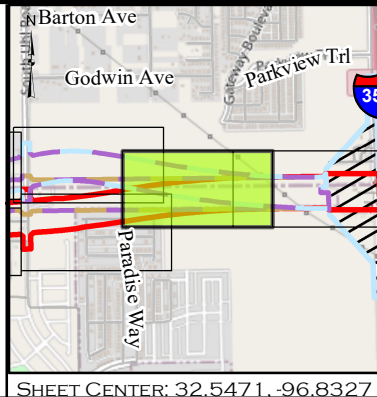
DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW

- MOD. OPTION A PROPOSED ROW
- MOD. OPTION B PROPOSED ROW



SHEET CENTER: 32.5471, -96.8327

LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

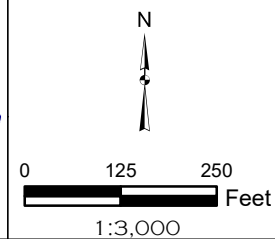


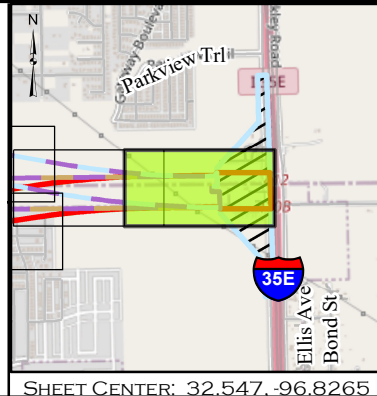
FIGURE 8  
SHEET 38

DATE:  
JUNE 2022





- COMMON ALIGNMENT PROPOSED ROW
- ALTERNATIVE 1 PROPOSED ROW
- ALTERNATIVE 2 PROPOSED ROW
- ALTERNATIVE 3 PROPOSED ROW
- ALTERNATIVE 4 PROPOSED ROW
- MOD. OPTION A PROPOSED ROW
- MOD. OPTION B PROPOSED ROW
- IH 35E PROJECT AREA (EVALUATED UNDER SEPARATE DOCUMENT)



LOOP 9, SEGMENT A: US 67 TO IH 35E  
CSJ: 2964-10-006  
POTENTIAL DISPLACEMENTS MAP  
DALLAS & ELLIS COUNTIES, TEXAS

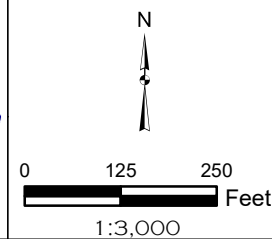


FIGURE 8  
SHEET 39

DATE:  
JUNE 2022



## Appendix A: Census Data

### Dallas County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 3014, BG 3, CT 166.16	87	53	0	0	0	2	2	29	99%
Block 3016, BG 3, CT 166.16	56	24	0	0	0	0	2	20	82%
Block 1011, BG 1, CT 166.21	45	37	0	0	0	0	4	1	93%
Block 2013, BG 2, CT 166.22	0	0	0	0	0	0	0	0	0%
Block 4000, BG 4, CT 166.21	292	244	0	0	0	0	3	40	98%
Block 3006, BG 3, CT 166.21	62	5	0	1	0	1	0	45	84%
Block 2013, BG 2, CT 166.16	65	48	0	1	0	0	1	13	97%
Block 2010, BG 2, CT 166.22	57	42	0	2	0	0	0	10	95%
Block 1024, BG 1, CT 166.16	18	0	0	0	0	0	0	11	61%
Block 3018, BG 3, CT 166.21	35	30	0	0	0	0	2	3	100%
Block 2001, BG 2, CT 166.23	60	49	0	1	0	0	1	6	95%
Block 1016, BG 1, CT 166.23	40	33	0	0	0	0	1	5	98%
Block 4010, BG 4, CT 166.21	49	34	0	2	0	0	5	4	92%
Block 3012, BG 3, CT 166.23	26	18	0	0	0	0	2	5	96%
Block 1021, BG 1, CT 166.23	71	53	1	0	0	2	6	6	96%
Block 2015, BG 2, CT 166.23	50	31	0	0	0	0	1	18	100%
Block 1008, BG 1, CT 166.23	39	29	2	0	0	2	1	5	100%
Block 3011, BG 3, CT 166.23	75	44	0	6	0	1	7	11	92%
Block 3014, BG 3, CT 166.23	110	64	2	3	0	0	3	31	94%
Block 3004, BG 3, CT 166.23	98	50	0	1	0	1	4	33	91%
Block 1002, BG 1, CT 166.21	74	57	0	3	0	0	0	12	97%
Block 1001, BG 1, CT 166.21	82	64	0	0	0	0	3	9	93%
Block 1003, BG 1, CT 166.21	55	24	0	0	0	0	3	25	95%
Block 3010, BG 3, CT 166.22	0	0	0	0	0	0	0	0	0%
Block 2005, BG 2, CT 166.16	71	38	0	3	0	0	2	26	97%



### Dallas County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 2002, BG 2, CT 166.16	71	53	0	0	0	0	5	11	97%
Block 2006, BG 2, CT 166.16	73	41	0	5	0	0	0	16	85%
Block 1018, BG 1, CT 166.23	81	63	0	0	0	1	4	13	100%
Block 1053, BG 1, CT 166.23	48	36	0	0	0	2	7	0	94%
Block 1054, BG 1, CT 166.23	42	32	0	0	0	0	2	5	93%
Block 1001, BG 1, CT 166.23	319	239	2	4	0	2	1	49	93%
Block 1002, BG 1, CT 166.23	58	43	0	0	0	3	2	5	91%
Block 1015, BG 1, CT 166.21	204	159	0	4	0	0	6	19	92%
Block 4020, BG 4, CT 166.21	35	29	0	2	0	0	1	1	94%
Block 4013, BG 4, CT 166.21	0	0	0	0	0	0	0	0	0%
Block 2002, BG 2, CT 166.23	205	163	0	0	0	0	6	28	96%
Block 2007, BG 2, CT 166.22	140	114	0	1	0	1	5	16	98%
Block 3011, BG 3, CT 166.22	82	23	2	0	0	0	1	40	80%
Block 2046, BG 2, CT 166.32	83	71	0	0	0	0	3	9	100%
Block 4007, BG 4, CT 166.21	63	48	0	0	0	0	1	10	94%
Block 4004, BG 4, CT 166.21	404	353	0	0	0	4	0	34	97%
Block 4019, BG 4, CT 166.21	22	15	0	0	0	2	2	2	95%
Block 4005, BG 4, CT 166.21	43	28	0	0	0	0	3	10	95%
Block 1008, BG 1, CT 166.24	99	62	0	2	0	3	0	28	96%
Block 1001, BG 1, CT 166.24	463	325	0	5	0	0	4	54	84%
Block 1009, BG 1, CT 166.24	101	77	0	2	0	0	1	15	94%
Block 1006, BG 1, CT 166.24	89	52	0	2	0	0	5	29	99%
Block 1047, BG 1, CT 166.23	16	0	0	5	0	0	3	8	100%
Block 1007, BG 1, CT 166.21	219	169	0	1	0	0	1	48	100%
Block 1005, BG 1, CT 166.21	19	16	0	0	0	0	1	2	100%

### Dallas County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 1030, BG 1, CT 166.15	102	76	0	0	0	0	0	17	91%
Block 1017, BG 1, CT 166.21	41	31	0	0	0	0	3	7	100%
Block 1006, BG 1, CT 166.21	75	69	0	0	0	0	4	1	99%
Block 3000, BG 3, CT 166.22	98	66	0	0	0	0	0	23	91%
Block 1005, BG 1, CT 166.23	73	49	4	2	0	0	5	13	100%
Block 2044, BG 2, CT 166.33	97	87	0	1	0	0	3	6	100%
Block 1003, BG 1, CT 166.23	66	46	0	4	0	2	0	13	98%
Block 1007, BG 1, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 1004, BG 1, CT 166.23	62	55	0	0	0	3	1	3	100%
Block 2009, BG 2, CT 166.23	126	101	0	2	0	0	1	16	95%
Block 1013, BG 1, CT 166.15	64	48	0	4	0	0	0	6	91%
Block 1010, BG 1, CT 166.15	58	47	0	0	0	0	2	3	90%
Block 1018, BG 1, CT 166.21	47	31	0	0	0	4	1	11	100%
Block 1020, BG 1, CT 166.21	80	66	8	0	0	0	1	3	98%
Block 1004, BG 1, CT 166.21	37	25	0	0	0	0	3	9	100%
Block 4002, BG 4, CT 166.21	167	137	0	3	0	4	4	16	98%
Block 3001, BG 3, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 1052, BG 1, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 3012, BG 3, CT 166.16	94	28	0	0	0	4	4	42	83%
Block 2010, BG 2, CT 166.21	34	0	0	0	0	0	0	29	85%
Block 3002, BG 3, CT 166.23	35	22	0	0	0	0	7	1	86%
Block 2008, BG 2, CT 166.22	239	203	0	6	0	3	2	20	98%
Block 2022, BG 2, CT 166.16	69	50	0	0	0	2	3	11	96%
Block 1036, BG 1, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 2011, BG 2, CT 166.16	43	35	0	0	0	0	0	6	95%



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		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 1030, BG 1, CT 166.23	65	42	0	1	0	0	0	14	88%
Block 1027, BG 1, CT 166.23	69	47	0	0	0	2	6	5	87%
Block 1029, BG 1, CT 166.23	89	66	0	0	0	1	7	5	89%
Block 1031, BG 1, CT 166.23	89	71	0	0	0	0	3	11	96%
Block 1025, BG 1, CT 166.23	53	44	0	0	0	1	0	8	100%
Block 1026, BG 1, CT 166.23	38	30	0	1	0	0	2	5	100%
Block 1032, BG 1, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 1020, BG 1, CT 166.15	169	89	0	0	0	0	0	40	76%
Block 2001, BG 2, CT 166.31	511	416	0	2	0	0	2	55	93%
Block 2012, BG 2, CT 166.23	35	22	1	0	0	0	0	10	94%
Block 3013, BG 3, CT 166.23	118	92	0	0	0	1	9	14	98%
Block 2014, BG 2, CT 166.23	166	129	0	0	0	0	5	23	95%
Block 2020, BG 2, CT 166.23	149	99	0	0	0	0	3	39	95%
Block 2021, BG 2, CT 166.23	102	83	0	0	0	0	5	14	100%
Block 2019, BG 2, CT 166.23	80	53	0	0	2	0	15	4	93%
Block 1042, BG 1, CT 166.23	48	25	0	1	0	0	2	4	67%
Block 1041, BG 1, CT 166.23	76	66	0	0	0	0	0	5	93%
Block 1040, BG 1, CT 166.23	64	49	0	0	0	0	0	13	97%
Block 1038, BG 1, CT 166.23	61	50	0	0	0	0	0	10	98%
Block 1020, BG 1, CT 166.23	28	22	0	0	0	0	0	4	93%
Block 1022, BG 1, CT 166.23	67	57	2	0	0	0	0	5	96%
Block 1015, BG 1, CT 166.23	29	19	0	0	0	0	0	4	79%
Block 1019, BG 1, CT 166.23	35	27	0	0	0	2	0	4	94%
Block 3001, BG 3, CT 166.22	30	19	0	0	0	0	0	7	87%
Block 1000, BG 1, CT 166.23	71	5	0	0	0	0	5	55	92%

### Dallas County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 2020, BG 2, CT 166.21	121	58	0	0	0	0	3	47	89%
Block 3000, BG 3, CT 166.16	145	23	0	1	0	0	3	44	49%
Block 3020, BG 3, CT 166.16	87	38	0	0	0	0	0	28	76%
Block 2017, BG 2, CT 166.21	78	45	0	0	0	0	2	28	96%
Block 2016, BG 2, CT 166.21	66	47	0	0	0	0	0	19	100%
Block 2018, BG 2, CT 166.21	86	45	0	2	0	0	6	33	100%
Block 1013, BG 1, CT 166.23	235	199	0	0	0	1	1	26	97%
Block 1048, BG 1, CT 166.23	28	10	0	0	0	0	4	7	75%
Block 2023, BG 2, CT 166.21	66	42	0	0	0	0	2	17	92%
Block 2015, BG 2, CT 166.21	42	25	1	2	0	0	0	14	100%
Block 2019, BG 2, CT 166.21	93	68	0	0	0	0	1	19	95%
Block 2016, BG 2, CT 166.16	56	24	0	1	0	0	2	18	80%
Block 1023, BG 1, CT 166.23	43	11	0	0	0	1	0	23	81%
Block 4001, BG 4, CT 166.21	80	65	0	1	0	5	0	9	100%
Block 4003, BG 4, CT 166.21	54	47	0	0	0	1	1	3	96%
Block 3002, BG 3, CT 166.22	28	16	0	0	0	0	0	12	100%
Block 3003, BG 3, CT 166.22	41	22	0	0	0	0	4	14	98%
Block 2017, BG 2, CT 166.22	138	126	0	0	0	0	2	9	99%
Block 1024, BG 1, CT 166.33	75	62	1	1	0	0	0	5	92%
Block 1012, BG 1, CT 166.33	80	70	0	0	0	2	1	7	100%
Block 1011, BG 1, CT 166.16	247	161	2	0	0	0	8	60	94%
Block 2020, BG 2, CT 166.22	32	17	0	0	0	0	3	7	84%
Block 2018, BG 2, CT 166.22	82	71	0	1	0	0	0	2	90%
Block 4015, BG 4, CT 166.21	49	36	0	0	0	0	0	11	96%
Block 4014, BG 4, CT 166.21	62	46	0	0	0	0	0	15	98%



### Dallas County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 1016, BG 1, CT 166.21	63	58	0	0	0	0	0	4	98%
Block 4017, BG 4, CT 166.21	86	67	0	3	0	1	1	10	95%
Block 4006, BG 4, CT 166.21	47	31	0	4	0	0	0	8	91%
Block 2007, BG 2, CT 166.16	163	112	0	0	0	0	5	40	96%
Block 1022, BG 1, CT 166.21	117	91	0	0	0	0	3	17	95%
Block 2018, BG 2, CT 166.23	26	6	0	0	0	0	0	16	85%
Block 1004, BG 1, CT 166.22	253	87	0	0	0	0	6	100	76%
Block 3005, BG 3, CT 166.23	116	24	0	0	0	0	2	24	43%
Block 1002, BG 1, CT 166.16	33	22	0	1	0	0	0	6	88%
Block 1035, BG 1, CT 166.15	31	20	0	0	0	0	0	11	100%
Block 2021, BG 2, CT 166.22	39	27	2	1	0	0	5	3	97%
Block 1010, BG 1, CT 166.22	53	40	0	0	0	0	5	2	89%
Block 1006, BG 1, CT 166.22	59	17	0	0	0	0	3	35	93%
Block 1028, BG 1, CT 166.16	63	41	0	1	0	0	0	17	94%
Block 3018, BG 3, CT 166.16	294	129	0	0	0	0	0	123	86%
Block 3027, BG 3, CT 166.16	18	7	0	0	0	0	2	3	67%
Block 3008, BG 3, CT 166.16	41	11	0	0	0	2	1	27	100%
Block 2016, BG 2, CT 166.22	62	45	0	0	0	0	2	15	100%
Block 3007, BG 3, CT 166.22	101	83	0	0	0	0	0	7	89%
Block 1011, BG 1, CT 166.23	28	7	0	0	0	0	1	2	36%
Block 2006, BG 2, CT 166.21	53	11	0	0	0	0	0	32	81%
Block 1012, BG 1, CT 166.24	34	17	0	8	0	0	1	5	91%
Block 1003, BG 1, CT 166.24	55	22	0	0	0	1	1	17	75%
Block 1016, BG 1, CT 166.24	53	43	0	0	0	0	0	10	100%
Block 1002, BG 1, CT 166.24	117	70	0	0	0	0	0	31	86%

### Dallas County Minority Population

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Block 1005, BG 1, CT 166.24	38	16	0	6	0	0	6	3	82%
Block 1010, BG 1, CT 166.24	43	19	0	0	0	2	2	15	88%
Block 2016, BG 2, CT 166.23	154	124	0	7	0	0	2	14	95%
Block 3017, BG 3, CT 166.21	139	97	0	0	0	0	0	29	91%
Block 2017, BG 2, CT 166.23	81	27	0	0	0	0	0	48	93%
Block 2011, BG 2, CT 166.23	28	13	0	0	0	0	0	9	79%
Block 1002, BG 1, CT 166.22	29	3	0	0	0	0	5	12	69%
Block 3006, BG 3, CT 166.22	25	7	0	2	0	0	2	7	72%
Block 2011, BG 2, CT 166.21	90	24	0	0	0	5	1	52	91%
Block 3016, BG 3, CT 166.21	44	21	0	1	0	0	1	19	95%
Block 3003, BG 3, CT 166.21	119	73	0	1	1	0	2	28	88%
Block 1019, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 1035, BG 1, CT 166.23	56	50	0	0	0	0	1	4	98%
Block 1015, BG 1, CT 166.15	94	60	0	9	0	2	2	9	87%
Block 1025, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 4018, BG 4, CT 166.21	18	12	0	0	0	0	0	6	100%
Block 2020, BG 2, CT 166.16	40	12	0	1	0	0	0	24	93%
Block 2015, BG 2, CT 166.16	128	78	0	2	0	0	2	33	90%
Block 2019, BG 2, CT 166.16	73	57	0	1	0	0	2	11	97%
Block 4011, BG 4, CT 166.21	13	4	0	0	0	0	1	2	54%
Block 3000, BG 3, CT 166.21	581	146	0	0	0	6	4	348	87%
Block 3014, BG 3, CT 166.21	24	15	0	0	0	0	0	9	100%
Block 1008, BG 1, CT 166.22	113	51	0	0	0	1	3	23	69%
Block 3015, BG 3, CT 166.23	49	4	0	0	0	0	3	32	80%
Block 3003, BG 3, CT 166.23	32	8	0	0	0	0	0	16	75%





### Dallas County Minority Population

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Block 2021, BG 2, CT 166.21	0	0	0	0	0	0	0	0	0%
Block 3008, BG 3, CT 166.23	24	15	0	0	0	0	0	2	71%
Block 3007, BG 3, CT 166.23	92	28	0	0	0	0	3	45	83%
Block 3016, BG 3, CT 166.23	91	26	0	1	0	1	4	31	69%
Block 2008, BG 2, CT 166.16	44	30	0	0	0	0	1	12	98%
Block 2004, BG 2, CT 166.16	76	43	0	0	0	0	3	25	93%
Block 3028, BG 3, CT 166.16	52	29	0	0	0	0	4	16	94%
Block 3013, BG 3, CT 166.16	112	65	1	0	0	0	4	30	89%
Block 3007, BG 3, CT 166.16	110	59	0	0	0	5	1	26	83%
Block 3017, BG 3, CT 166.16	51	34	0	1	0	2	0	9	90%
Block 2019, BG 2, CT 166.31	118	96	0	0	0	1	5	10	95%
Block 1045, BG 1, CT 166.23	9	3	0	0	0	0	3	3	100%
Block 1010, BG 1, CT 166.21	80	34	2	0	0	0	1	35	90%
Block 3009, BG 3, CT 166.21	56	0	0	0	0	1	2	52	98%
Block 3012, BG 3, CT 166.21	75	3	0	0	0	0	0	66	92%
Block 3011, BG 3, CT 166.21	66	2	0	0	0	0	4	49	83%
Block 3010, BG 3, CT 166.21	69	3	0	0	0	0	3	48	78%
Block 3008, BG 3, CT 166.21	63	5	0	0	0	3	0	48	89%
Block 3005, BG 3, CT 166.21	31	0	0	0	0	0	1	22	74%
Block 1015, BG 1, CT 166.24	49	24	0	0	0	0	3	22	100%
Block 1031, BG 1, CT 166.15	43	28	0	0	0	0	0	12	93%
Block 1021, BG 1, CT 166.15	9	3	0	0	0	0	0	4	78%
Block 1023, BG 1, CT 166.15	10	2	0	0	0	0	3	4	90%
Block 1012, BG 1, CT 166.15	25	11	0	1	0	0	0	13	100%
Block 1022, BG 1, CT 166.15	23	8	0	2	0	0	0	8	78%





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Block 2005, BG 2, CT 166.22	91	70	1	0	0	0	0	15	95%
Block 1017, BG 1, CT 166.16	14	0	0	0	0	1	4	9	100%
Block 1049, BG 1, CT 166.23	148	19	0	0	0	0	4	51	50%
Block 1018, BG 1, CT 166.16	23	1	0	4	0	0	6	9	87%
Block 1023, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 2014, BG 2, CT 166.16	567	180	0	0	0	2	5	204	69%
Block 1043, BG 1, CT 166.23	21	4	2	1	0	0	3	7	81%
Block 3003, BG 3, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 3010, BG 3, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 1021, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 1020, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 1010, BG 1, CT 166.23	8	1	1	0	0	0	1	5	100%
Block 1000, BG 1, CT 166.24	0	0	0	0	0	0	0	0	0%
Block 1046, BG 1, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 1003, BG 1, CT 166.22	192	65	0	0	0	3	4	95	87%
Block 1008, BG 1, CT 166.21	160	110	0	0	0	0	6	42	99%
Block 1001, BG 1, CT 166.22	0	0	0	0	0	0	0	0	0%
Block 1009, BG 1, CT 166.21	28	18	0	0	0	1	3	6	100%
Block 3001, BG 3, CT 166.16	68	5	0	0	0	0	0	30	51%
Block 3004, BG 3, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 3005, BG 3, CT 166.16	79	60	0	0	0	0	2	9	90%
Block 3025, BG 3, CT 166.16	117	26	0	0	0	1	1	70	84%
Block 3011, BG 3, CT 166.16	117	57	3	0	0	0	0	41	86%
Block 3026, BG 3, CT 166.16	46	17	0	0	0	0	3	10	65%
Block 1004, BG 1, CT 166.24	121	98	0	0	0	0	3	18	98%









### Dallas County Minority Population

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		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 1033, BG 1, CT 166.23	36	28	0	0	0	0	1	5	94%
Block 1034, BG 1, CT 166.15	30	12	0	0	0	0	2	15	97%
Block 1000, BG 1, CT 166.22	29	1	0	0	0	0	0	23	83%
Block 3002, BG 3, CT 166.21	66	11	0	0	0	0	1	39	77%
Block 2014, BG 2, CT 166.21	251	155	0	0	0	0	4	71	92%
Block 2000, BG 2, CT 166.22	0	0	0	0	0	0	0	0	0%
Block 1005, BG 1, CT 166.16	84	43	0	0	0	0	2	26	85%
Block 3015, BG 3, CT 166.16	78	33	1	0	0	0	3	33	90%
Block 1014, BG 1, CT 166.15	35	19	0	0	0	0	2	8	83%
Block 1036, BG 1, CT 166.15	44	23	0	0	0	0	0	16	89%
Block 2012, BG 2, CT 166.16	65	45	0	1	0	0	0	15	94%
Block 1021, BG 1, CT 166.21	28	17	0	1	0	0	3	7	100%
Block 2008, BG 2, CT 166.21	32	0	0	0	0	0	0	15	47%
Block 1044, BG 1, CT 166.23	104	33	2	0	0	0	7	31	70%
Block 1037, BG 1, CT 166.23	36	27	0	0	0	1	0	7	97%
Block 3007, BG 3, CT 166.21	56	6	0	0	0	0	2	38	82%
Block 3023, BG 3, CT 166.16	129	51	0	0	0	0	6	52	84%
Block 1003, BG 1, CT 166.16	48	34	3	0	0	0	0	11	100%
Block 1009, BG 1, CT 166.16	199	145	0	1	0	0	1	47	97%
Block 3000, BG 3, CT 166.23	1250	595	0	9	0	2	7	341	76%
Block 2007, BG 2, CT 166.23	88	57	0	1	0	0	4	12	84%
Block 1013, BG 1, CT 166.21	73	61	0	0	0	0	3	5	95%
Block 1014, BG 1, CT 166.24	44	26	0	0	0	0	0	12	86%
Block 1019, BG 1, CT 166.21	129	110	0	0	0	0	3	16	100%
Block 2000, BG 2, CT 166.16	488	313	6	3	0	0	12	97	88%

### Dallas County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 1024, BG 1, CT 166.23	240	163	0	11	0	0	7	36	90%
Block 1034, BG 1, CT 166.23	24	3	0	0	0	0	2	9	58%
Block 2013, BG 2, CT 166.23	64	53	0	0	0	1	1	4	92%
Block 1014, BG 1, CT 166.23	62	52	1	0	0	0	0	4	92%
Block 3005, BG 3, CT 166.22	80	54	0	0	0	0	4	18	95%
Block 3015, BG 3, CT 166.21	23	5	0	0	0	2	1	10	78%
Block 2012, BG 2, CT 166.21	49	13	0	0	0	0	0	35	98%
Block 3009, BG 3, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 1012, BG 1, CT 166.21	40	29	0	0	0	1	4	6	100%
Block 1009, BG 1, CT 166.15	290	156	0	3	0	0	6	79	84%
Block 1011, BG 1, CT 166.15	56	49	0	0	0	0	1	3	95%
Block 2001, BG 2, CT 166.16	55	33	0	0	0	0	4	13	91%
Block 1013, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 1012, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 1018, BG 1, CT 166.24	52	11	0	2	0	1	0	17	60%
Block 1012, BG 1, CT 166.23	0	0	0	0	0	0	0	0	0%
Block 3024, BG 3, CT 166.16	130	57	0	0	0	0	5	51	87%
Block 3006, BG 3, CT 166.16	30	5	3	1	0	1	1	7	60%
Block 2010, BG 2, CT 166.16	8	2	0	0	0	0	2	4	100%
Block 1000, BG 1, CT 166.16	0	0	0	0	0	0	0	0	0%
Block 1029, BG 1, CT 166.15	0	0	0	0	0	0	0	0	0%
Block 2017, BG 2, CT 166.16	32	0	3	0	0	0	2	13	56%
Block 1019, BG 1, CT 166.15	168	138	4	0	0	0	1	21	98%
Block 3004, BG 3, CT 166.22	388	238	4	0	0	0	0	86	85%
Block 1009, BG 1, CT 166.23	8	0	0	1	0	0	5	1	88%



Dallas County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 2003, BG 2, CT 166.23	90	81	0	0	0	0	5	3	99%

# Ellis County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 2013, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 1029, BG 1, CT 602.21	48	9	0	0	0	0	1	3	27%
Block 3018, BG 3, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 3022, BG 3, CT 602.16	69	0	0	0	0	0	3	29	46%
Block 2017, BG 2, CT 607.02	25	9	0	4	0	0	0	6	76%
Block 2012, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 3016, BG 3, CT 602.16	118	1	0	0	0	0	19	6	22%
Block 1022, BG 1, CT 602.16	21	6	0	0	0	0	3	9	86%
Block 1041, BG 1, CT 602.16	101	25	0	0	0	0	1	42	67%
Block 1022, BG 1, CT 602.21	52	1	0	0	0	0	10	2	25%
Block 1027, BG 1, CT 602.21	73	0	0	0	0	0	6	4	14%
Block 2118, BG 2, CT 607.02	57	6	0	3	0	2	3	12	46%
Block 2111, BG 2, CT 607.02	20	2	0	2	0	0	3	2	45%
Block 2114, BG 2, CT 607.02	13	2	0	0	0	1	4	3	77%
Block 2001, BG 2, CT 607.02	55	0	1	5	0	0	0	17	42%
Block 3001, BG 3, CT 602.16	13	0	0	0	0	0	3	6	69%
Block 3019, BG 3, CT 602.16	6	0	0	0	0	0	1	2	50%
Block 2007, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2026, BG 2, CT 607.02	41	5	1	0	0	0	0	7	32%
Block 2023, BG 2, CT 607.02	17	6	0	0	0	0	0	8	82%
Block 2021, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2014, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2006, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2002, BG 2, CT 607.02	15	3	0	0	0	0	3	4	67%
Block 3005, BG 3, CT 602.16	15	0	0	3	0	0	2	3	53%
Block 3003, BG 3, CT 602.16	19	2	0	0	0	0	4	5	58%
Block 2004, BG 2, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 3002, BG 3, CT 602.16	30	7	0	0	0	0	4	1	40%



# Ellis County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 3000, BG 3, CT 602.16	10	1	0	4	0	0	1	1	70%
Block 2005, BG 2, CT 602.16	7	2	0	1	0	0	2	2	100%
Block 1028, BG 1, CT 602.16	24	6	0	0	0	0	5	4	63%
Block 2008, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 1027, BG 1, CT 602.16	47	13	0	0	0	0	5	23	87%
Block 1029, BG 1, CT 602.16	47	14	0	0	0	0	3	17	72%
Block 2018, BG 2, CT 607.02	35	2	0	1	0	0	0	9	34%
Block 2020, BG 2, CT 607.02	59	24	0	5	0	0	6	2	63%
Block 2018, BG 2, CT 602.16	11	0	0	0	0	2	3	2	64%
Block 3020, BG 3, CT 602.16	34	1	0	1	0	0	2	6	29%
Block 3025, BG 3, CT 602.16	11	1	0	1	0	0	5	4	100%
Block 1032, BG 1, CT 602.21	54	20	0	0	0	0	5	5	56%
Block 2035, BG 2, CT 607.02	14	0	0	0	0	0	0	4	29%
Block 1013, BG 1, CT 602.21	105	14	0	0	0	1	6	5	25%
Block 1014, BG 1, CT 602.21	84	11	0	0	0	0	6	3	24%
Block 1033, BG 1, CT 602.21	65	7	0	0	0	0	3	11	32%
Block 1018, BG 1, CT 602.21	160	10	0	0	0	1	4	24	24%
Block 1024, BG 1, CT 602.21	0	0	0	0	0	0	0	0	0%
Block 1023, BG 1, CT 602.21	46	15	0	0	0	1	6	16	83%
Block 1015, BG 1, CT 602.21	41	12	0	0	0	2	2	12	68%
Block 1025, BG 1, CT 602.21	57	20	0	0	0	0	6	4	53%
Block 2033, BG 2, CT 607.02	33	9	0	0	0	0	0	3	36%
Block 1005, BG 1, CT 602.16	10	1	0	0	0	0	0	9	100%
Block 1031, BG 1, CT 602.21	0	0	0	0	0	0	0	0	0%
Block 1008, BG 1, CT 602.21	18	0	0	0	0	0	5	5	56%
Block 1012, BG 1, CT 602.21	31	5	0	2	0	0	5	11	74%
Block 3006, BG 3, CT 602.16	7	0	0	0	0	0	0	4	57%
Block 3007, BG 3, CT 602.16	6	0	1	0	0	0	3	2	100%

# Ellis County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 2022, BG 2, CT 607.02	15	5	0	0	0	0	0	3	53%
Block 2025, BG 2, CT 607.02	44	1	1	3	0	0	2	3	23%
Block 2015, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 3003, BG 3, CT 602.09	35	2	1	0	0	0	0	8	31%
Block 2019, BG 2, CT 602.16	9	0	0	0	0	0	0	1	11%
Block 3023, BG 3, CT 602.16	33	5	0	2	0	0	1	0	24%
Block 3004, BG 3, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 2000, BG 2, CT 602.16	706	303	0	7	0	2	14	167	70%
Block 1034, BG 1, CT 602.16	250	182	0	1	1	0	2	27	85%
Block 1033, BG 1, CT 602.16	72	41	0	0	0	4	5	18	94%
Block 1004, BG 1, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1002, BG 1, CT 602.16	33	18	0	2	0	0	3	7	91%
Block 1016, BG 1, CT 602.21	40	0	0	3	0	0	3	0	15%
Block 1037, BG 1, CT 602.16	100	65	0	4	0	0	0	26	95%
Block 1036, BG 1, CT 602.16	53	30	0	0	0	0	1	18	92%
Block 2015, BG 2, CT 602.16	47	32	2	0	0	0	2	2	81%
Block 2019, BG 2, CT 607.02	24	0	0	3	0	0	1	1	21%
Block 1008, BG 1, CT 602.16	97	58	0	3	0	2	2	17	85%
Block 1038, BG 1, CT 602.16	71	33	0	0	0	0	4	7	62%
Block 1007, BG 1, CT 602.16	161	75	0	1	0	1	5	48	81%
Block 1035, BG 1, CT 602.16	101	84	0	0	0	0	4	7	94%
Block 1003, BG 1, CT 602.16	96	47	0	0	0	0	8	9	67%
Block 1026, BG 1, CT 602.21	54	2	0	2	0	0	0	1	9%
Block 1007, BG 1, CT 602.21	24	7	0	1	0	0	1	1	42%
Block 1028, BG 1, CT 602.21	29	0	0	1	0	0	1	0	7%
Block 1019, BG 1, CT 602.21	131	21	0	2	0	0	2	7	24%
Block 1005, BG 1, CT 602.21	57	4	0	0	0	0	1	0	9%
Block 1021, BG 1, CT 602.21	57	6	0	0	0	0	0	7	23%



# Ellis County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 1020, BG 1, CT 602.21	50	1	4	0	0	0	10	6	42%
Block 1017, BG 1, CT 602.21	27	2	0	0	0	0	6	6	52%
Block 2042, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2030, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2043, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 1012, BG 1, CT 602.16	18	0	0	0	0	1	2	15	100%
Block 2010, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2009, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2041, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2040, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2032, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 1001, BG 1, CT 602.21	99	6	0	0	0	0	5	5	16%
Block 2119, BG 2, CT 607.02	1	1	0	0	0	0	0	0	100%
Block 1017, BG 1, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1026, BG 1, CT 602.16	26	0	0	2	0	0	0	17	73%
Block 3014, BG 3, CT 602.06	0	0	0	0	0	0	0	0	0%
Block 3010, BG 3, CT 602.16	6	0	0	0	0	1	0	1	33%
Block 2110, BG 2, CT 607.02	56	0	4	2	0	0	0	4	18%
Block 1010, BG 1, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1003, BG 1, CT 602.21	106	7	0	2	0	2	6	9	25%
Block 1000, BG 1, CT 602.21	140	7	0	1	0	0	2	24	24%
Block 3013, BG 3, CT 602.16	275	28	0	2	0	0	0	27	21%
Block 2006, BG 2, CT 602.16	779	125	0	7	0	3	12	155	39%
Block 3028, BG 3, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1025, BG 1, CT 602.16	83	39	0	0	0	0	4	20	76%
Block 2008, BG 2, CT 602.16	54	7	0	0	0	0	1	7	28%
Block 1011, BG 1, CT 602.21	196	40	0	0	0	0	4	6	26%
Block 2011, BG 2, CT 602.16	61	16	0	0	0	0	0	6	36%

# Ellis County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 2012, BG 2, CT 602.16	48	4	0	0	0	0	2	1	15%
Block 2109, BG 2, CT 607.02	66	5	0	4	0	0	4	14	41%
Block 2010, BG 2, CT 602.16	31	8	0	1	0	0	0	3	39%
Block 1030, BG 1, CT 602.21	88	9	0	0	0	0	6	12	31%
Block 2027, BG 2, CT 607.02	25	0	0	0	0	0	4	5	36%
Block 2005, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 1006, BG 1, CT 602.16	43	0	0	0	0	0	2	17	44%
Block 1032, BG 1, CT 602.16	29	3	0	0	2	0	0	17	76%
Block 1009, BG 1, CT 602.16	43	3	0	3	0	0	6	17	67%
Block 1031, BG 1, CT 602.16	5	0	0	0	0	0	2	3	100%
Block 1030, BG 1, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1018, BG 1, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1013, BG 1, CT 602.16	26	4	0	1	0	0	2	7	54%
Block 2017, BG 2, CT 602.16	74	16	0	0	0	0	2	25	58%
Block 2016, BG 2, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1011, BG 1, CT 602.16	1656	1168	0	1	0	12	18	211	85%
Block 1016, BG 1, CT 602.16	75	24	0	0	1	0	6	16	63%
Block 2003, BG 2, CT 602.16	134	58	0	0	0	2	5	32	72%
Block 1023, BG 1, CT 602.16	23	1	0	0	0	0	2	16	83%
Block 1020, BG 1, CT 602.16	27	10	0	0	0	0	4	7	78%
Block 1045, BG 1, CT 602.16	33	13	0	0	0	0	11	9	100%
Block 1044, BG 1, CT 602.16	33	4	0	0	0	0	6	22	97%
Block 1024, BG 1, CT 602.16	55	16	0	2	0	0	5	18	75%
Block 1039, BG 1, CT 602.16	50	12	0	0	0	0	1	20	66%
Block 1040, BG 1, CT 602.16	51	23	0	1	0	0	4	22	98%
Block 1043, BG 1, CT 602.16	33	3	0	0	0	1	0	12	48%
Block 1014, BG 1, CT 602.16	23	8	0	0	0	0	0	13	91%
Block 1019, BG 1, CT 602.16	128	38	0	1	0	2	9	27	60%



# Ellis County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 1000, BG 1, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 1042, BG 1, CT 602.16	60	20	0	0	0	0	0	6	43%
Block 2107, BG 2, CT 607.02	409	59	0	10	0	0	2	50	30%
Block 1001, BG 1, CT 602.16	514	316	0	0	0	0	6	99	82%
Block 2007, BG 2, CT 602.16	65	0	0	0	0	1	0	9	15%
Block 2009, BG 2, CT 602.16	42	0	0	0	0	0	0	3	7%
Block 2013, BG 2, CT 602.16	22	7	0	0	0	0	0	3	45%
Block 3000, BG 3, CT 602.09	16	0	0	0	0	0	3	5	50%
Block 3021, BG 3, CT 602.16	15	1	1	0	0	0	0	0	13%
Block 1009, BG 1, CT 602.21	0	0	0	0	0	0	0	0	0%
Block 2024, BG 2, CT 607.02	67	0	0	2	0	0	2	4	12%
Block 2020, BG 2, CT 602.16	16	2	0	1	0	0	0	6	56%
Block 3002, BG 3, CT 602.09	0	0	0	0	0	0	0	0	0%
Block 2001, BG 2, CT 602.16	77	19	6	0	0	0	1	22	62%
Block 2002, BG 2, CT 602.16	61	16	0	0	0	1	9	22	79%
Block 1004, BG 1, CT 602.21	394	14	0	3	2	1	13	51	21%
Block 2034, BG 2, CT 607.02	253	5	0	0	0	0	4	24	13%
Block 2036, BG 2, CT 607.02	4	0	0	0	0	0	0	1	25%
Block 1010, BG 1, CT 602.21	0	0	0	0	0	0	0	0	0%
Block 2112, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2108, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 1006, BG 1, CT 602.21	28	4	0	0	0	0	2	4	36%
Block 1002, BG 1, CT 602.21	46	0	0	0	0	0	3	9	26%
Block 2000, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 3011, BG 3, CT 602.16	18	3	0	0	0	0	0	3	33%
Block 3017, BG 3, CT 602.16	47	0	0	0	0	1	0	2	6%
Block 3024, BG 3, CT 602.16	154	0	0	0	0	1	5	7	8%
Block 3014, BG 3, CT 602.16	41	5	0	0	0	0	5	5	37%

### Ellis County Minority Population

Geographic Area Name	Total	Not Hispanic or Latino						Total Hispanic or Latino	Percent Minority
		Population of one race Black or African American alone	Population of one race American Indian and Alaska Native alone	Population of one race Asian alone	Population of one race Native Hawaiian and Other Pacific Islander alone	Population of one race Some Other Race alone	Population of two or more races		
Block 3015, BG 3, CT 602.16	69	11	0	1	0	0	4	7	33%
Block 2014, BG 2, CT 602.16	112	64	0	3	0	0	0	13	71%
Block 3012, BG 3, CT 602.16	5	0	0	0	0	0	1	4	100%
Block 2003, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2028, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2044, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2016, BG 2, CT 607.02	211	16	0	1	0	0	2	26	21%
Block 2031, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 3008, BG 3, CT 602.16	6	2	0	3	0	0	0	0	83%
Block 2037, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 2011, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 3026, BG 3, CT 602.16	30	0	0	0	1	0	1	7	30%
Block 3001, BG 3, CT 602.09	0	0	0	0	0	0	0	0	0%
Block 2004, BG 2, CT 607.02	5	0	0	0	0	1	0	3	80%
Block 3027, BG 3, CT 602.16	28	2	0	0	1	0	0	5	29%
Block 3009, BG 3, CT 602.16	0	0	0	0	0	0	0	0	0%
Block 2029, BG 2, CT 607.02	0	0	0	0	0	0	0	0	0%
Block 1015, BG 1, CT 602.16	139	71	0	0	0	0	1	30	73%
Block 1021, BG 1, CT 602.16	44	19	0	0	0	0	2	13	77%



## Median Income (Dallas and Ellis County)

Geography	Median Income (dollars)
Block Group 1, Census Tract 166.15, Dallas County, Texas	87,500
Block Group 1, Census Tract 166.16, Dallas County, Texas	76,875
Block Group 2, Census Tract 166.16, Dallas County, Texas	94,091
Block Group 3, Census Tract 166.16, Dallas County, Texas	63,578
Block Group 1, Census Tract 166.21, Dallas County, Texas	78,713
Block Group 2, Census Tract 166.21, Dallas County, Texas	No Recorded Population
Block Group 3, Census Tract 166.21, Dallas County, Texas	21,982
Block Group 4, Census Tract 166.21, Dallas County, Texas	84,583
Block Group 1, Census Tract 166.22, Dallas County, Texas	77,757
Block Group 2, Census Tract 166.22, Dallas County, Texas	81,534
Block Group 3, Census Tract 166.22, Dallas County, Texas	69,083
Block Group 1, Census Tract 166.23, Dallas County, Texas	117,051
Block Group 2, Census Tract 166.23, Dallas County, Texas	75,625
Block Group 3, Census Tract 166.23, Dallas County, Texas	74,583
Block Group 1, Census Tract 166.24, Dallas County, Texas	66,583
Block Group 3, Census Tract 166.26, Dallas County, Texas	57,244
Block Group 1, Census Tract 602.16, Ellis County, Texas	98,575
Block Group 2, Census Tract 602.16, Ellis County, Texas	90,163
Block Group 3, Census Tract 602.16, Ellis County, Texas	81,581
Block Group 1, Census Tract 602.21, Ellis County, Texas	174,861
Block Group 2, Census Tract 607.02, Ellis County, Texas	96,316

## Limited English Proficiency (Dallas and Ellis Counties)

<b>Geography</b>	<b>Total Population</b>	<b>Total Speak English Less than Very well</b>	<b>Percent Speak English Less than Very Well</b>
Block Group 1, Census Tract 166.15, Dallas County, Texas	1,832	181	10%
Block Group 1, Census Tract 166.16, Dallas County, Texas	2,843	152	5%
Block Group 2, Census Tract 166.16, Dallas County, Texas	1,413	46	3%
Block Group 3, Census Tract 166.16, Dallas County, Texas	1,921	294	15%
Block Group 1, Census Tract 166.21, Dallas County, Texas	1,828	170	9%
Block Group 2, Census Tract 166.21, Dallas County, Texas	1,314	348	26%
Block Group 3, Census Tract 166.21, Dallas County, Texas	526	265	50%
Block Group 4, Census Tract 166.21, Dallas County, Texas	1,476	0	0%
Block Group 1, Census Tract 166.22, Dallas County, Texas	1,724	187	11%
Block Group 2, Census Tract 166.22, Dallas County, Texas	1,697	16	1%
Block Group 3, Census Tract 166.22, Dallas County, Texas	542	147	27%
Block Group 1, Census Tract 166.23, Dallas County, Texas	1,841	27	1%
Block Group 2, Census Tract 166.23, Dallas County, Texas	2,261	370	16%
Block Group 3, Census Tract 166.23, Dallas County, Texas	2,447	47	2%
Block Group 1, Census Tract 166.24, Dallas County, Texas	1,380	63	5%
Block Group 3, Census Tract 166.26, Dallas County, Texas	803	354	44%
Block Group 1, Census Tract 602.16, Ellis County, Texas	3,514	339	10%
Block Group 2, Census Tract 602.16, Ellis County, Texas	1,725	125	7%
Block Group 3, Census Tract 602.16, Ellis County, Texas	1,047	22	2%
Block Group 1, Census Tract 602.21, Ellis County, Texas	2,518	1	0%
Block Group 2, Census Tract 607.02, Ellis County, Texas	2,184	60	3%



## Appendix B: Study Area Photographs



Photo 1: City of Ovilla Fire Station, one of five Police, Fire, Emergency Services identified within the study area.



Photo 2: Grace Church of Ovilla, one of 29 places of worship identified within the study area.





Photo 3: Liberty Park, one of twelve Parks and Recreational Areas identified within the study area.



Photo 4: Holy Redeemer Cemetery, one of two cemeteries identified within the study area.



Photo 5: Curtistene S. McCowan Middle School, one of 19 schools identified within the study area.



Photo 6: Fuego De Dios/Fire of God bilingual church located within the study area along IH 35E.





Photo 7. View of typical residential homes in the Gateway Estates subdivision in the eastern portion of the study area.



Photo 8: Newly constructed homes, on Green Mound Drive, in Lindell Estates within the study area.



Photo 9. Pecan Acres, a mobile home site located in the western portion of the study area.



Photo 10: Typical single-family residence located within the project area along Green Mound Dr.





Photo 11: Typical single-family residence located within the project area along Bear Creek Rd.



Photo 12: Commercial facility/horse barn and stables located within the project area along Bear Creek Rd.



Photo 13. Ash Grove Cement, a large cement manufacturing facility located within the study area.



Photo 14. Hanson Pipe & Products Inc, a commercial businesses located in the western portion of the study area.





Photo 15: Typical maintained roadside vegetation within the project area along US 67.



Photo 16: Photo facing east into a recently ploughed agricultural field within the project area.



Photo 17: Photo looking into a typical shrubland pasture in the eastern portion of the project area.