



# Form Community Impacts Assessment Technical Report

**Project Name:** Farm-to-Market Road (FM) 1173

**Control Section Job Number (CSJ):** 1059-01-047 and 1059-02-002

**Report Date:** 3/31/2020

**District:** Dallas

**County(ies):** Denton

**Let Date:** 1/1/2022

**Project Classification:** Environmental Assessment

**Report Version**

**Draft** ☒

**Revised** ☐

**Final** ☐

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

## A. Applicable Projects

**Would the proposed project involve ANY of the following conditions?**

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

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

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

**Would the proposed project involve ANY of the following conditions?**

- Expansion of the roadway pavement by the width of one vehicle lane or more
  - Creation of a new grade separation
  - Construction of a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover
- ☐ Yes *Proceed to the following question*
- ☐ No *Completion of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B**.) Do not answer the remaining questions in this **Section A**.*

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

- For a project that involves expansion of a roadway by the width of one vehicle lane or more, the expansion is limited to an area that is rural or undeveloped.
  - For a project that creates a new grade separation, the grade separation is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway), and is not a multi-level interchange.
  - For a project that constructs a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover, the new or extended raised median or median barrier will not change access to any driveways or cross streets.
- ☐ Yes *Provide a brief summary of why there would not be any community impacts in the text box below. This will conclude the analysis and completion of the remainder of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B**).*
- ☐ No *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**.*

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**B. Community Study Area**

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

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

The proposed project consists of the realignment, reconstruction, and widening of FM 1173 from FM 156 to Interstate Highway (IH) 35 for approximately 3.6 miles with the objective to reduce

congestion on existing roadways; to increase mobility for motorists, pedestrians and cyclists; and to provide improved connectivity to the area.

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

The proposed FM 1173 project limits are from FM 156 in the City of Krum, to IH 35 in the City of Denton, in Denton County, Texas. The Community Impacts Assessment (CIA) study area is comprised of two census block groups which fully encompass the project area. The CIA study area encompasses the majority of the City of Krum, and a portion of the City of Denton, with the remaining land being within unincorporated areas of Denton County.

Refer to Attachment 1: CIA Study Area Map and Attachment 2: Facilities Map.

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

The CIA study area is most densely developed in the City of Krum near FM 156 and FM 1173, and along areas of IH 35 in the City of Denton. Agriculture accounts for the majority of land use. Residential developments are present in the study area primarily in the City of Krum along FM 156 and FM 1173, as well as along US 380. The northern portions of the study area are mostly undeveloped agricultural land with interspersed rural residential development. Existing non-agricultural development within the CIA study area is predominantly single-family residential, followed by commercial/retail, industrial, educational/municipal, and recreational.

Refer to Attachment 1: CIA Study Area Map.



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

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
1	Northstar Dragway	Recreational	Private	No	No	
2	North Texas Karters	Recreational	Private	No	No	
3	Blue Mound United Methodist Church	Place of Worship	Public	No	No	
4	Victory World Outreach Church	Place of Worship	Public	No	No	
5	Westside Park	Recreational	Public	No	No	
6	Finley Chapel & Event Center	Place of Worship	Public	No	No	
7	Church of Christ	Place of Worship	Public	No	No	
8	Hattie Dyer Elementary School	Educational	Public	Children	No	
9	Krum Fire Department	Government	Public	No	No	
10	Kid Kountry	Educational	Private	Children	No	
11	United States Postal Service	Government	Public	No	No	
12	City of Krum Municipal Building	Government	Public	No	No	
13	Krum Independent School District Central Office	Educational	Public	No	No	



#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
14	Krum High School	Educational	Public	Children	No	
15	Krum Public Library	Government	Public	No	Yes	
16	Krum Church of Christ	Place of Worship	Public	No	Yes	
17	Krum Middle School	Educational	Public	Children	Yes	
18	Blanche Dodd Elementary School	Educational	Public	Children	Yes	
19	1st United Methodist Church	Place of Worship	Public	No	Yes	
20	Krum UMC Children's Day Out	Educational	Private	Children	Yes	
21	Eastside Park	Recreational	Public	No	No	
22	Eaglechase Mini-park	Recreational	Public	No	No	
23	Krum Early Education Center	Educational	Public	Children	Yes	
24	Christian Center Assembly-God	Place of Worship	Public	No	No	
25	North Texas Collegiate Academy	Educational	Private	Children	No	
26	Friendship Church	Place of Worship	Public	No	No	
27	Loving Hearts Christian Academy	Educational	Public	Children	No	



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



# Form Community Impacts Assessment Technical Report

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## C. Demographics

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

### 1. What data sources were used?

- ☒ U.S. Census Bureau
- ☒ American Community Survey (ACS)
- ☐ Texas Demographics Center
- ☐ Texas Education Agency – “Texas Academic Performance Reports”
- ☒ Site Visit – The Date of Site Visit: 3/3/2020
- ☒ Current and/or historic aerial photographs
- ☒ Other
  - <https://www.dentoncad.com/>
  - <https://zillow.com>
  - <https://www.loopnet.com/texas/krum-commercial-real-estate/>

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

There are 286 census blocks and two block groups that comprise the CIA study area. Because the census blocks and census block groups share the same boundary, the total recorded population and percent of each race/ethnicity are the same. The total recorded population of the CIA study

area is an estimated 5,554 based on the 2010 Census. Of these, approximately 79.4% (4,409) are White alone; 15.7% (869) are Hispanic or Latino; 1.9% (105) are Black or African American alone; 1.5% (83) are two or more races; 0.8% (44) are Asian alone; 0.7% (37) are American Indian and Alaska Native alone; 0.1% (6) population are Some Other Race alone; and 0.02% (1) are Native Hawaiian and Other Pacific Islander alone. The minority population for the CIA study area totals an estimated 1,145 people or 20.6%.

Of the 286 census blocks, 35 have no recorded population. The total population of the remaining 251 census blocks range from an estimated one person to 394 people per block. For the populated census blocks, the percent minority ranges from 0% to 100%. Of the 251 populated census blocks, 22 have a minority population greater than 50% of the total population. Percent minority in the 22 Environmental Justice (EJ) blocks range from 50% to 100% and the total population ranges from 1 person to 94 people per block. The total population of the EJ blocks is 372. Of these, 50.5% (188) are Hispanic or Latino; 32.8% (122) are White alone; 9.7% (36) are Black or African American alone; 3.0% (11) are Two or More Races; 1.9% (7) are American Indian and Alaska Native alone; 1.9% (7) are Asian alone; 0.3% (1) are Native Hawaiian and Other Pacific Islander alone; and none are Some Other Race alone.

Of the two census block groups in the CIA study area, neither have a minority population greater than 50%. The percent minority in the two census block groups is 11.5% and 27%.

Refer to Attachment 3: Summary of Census Data and Attachment 4: Census Geography Map - Minority Populations.

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

The 2020 DHHS poverty level for a family of four is \$26,200.00.

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

No geographies show a median household income below the DHHS poverty level. Median income in the Block Group 2 of Census Tract 202.02 is \$77,723 and \$77,688 in Block Group 2 of Census Tract 204.01. Block Group 2 of Census Tract 202.02 has an estimated 764 total households, and 7.2% (55) are below the poverty level. Block Group 2 of Census Tract 204.01 has an estimated 1,386 total households, and 1.3% (18) are below the poverty level.

At the Census Tract level, median income in Census Tract 202.02 is \$80,365 and \$60,296 in Census Tract 204.01. Census Tract 202.02 has an estimated 3,219 total households, and 11.2% (360) are below the poverty level. Census Tract 204.01 has an estimated 3,179 total households, and 13.4% (427) are below the poverty level.



Refer to Attachment 3: Summary of Census Data and Attachment 6: Census Geography Map - Median Household Income.

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

Of the two census block groups that comprise the CIA study area, both have populations who speak English "less than very well." Block Group 2 of Census Tract 202.02 has an LEP population of 10.6%, and Block Group 2 of Census Tract 204.01 has an LEP population of 5.8%.

Based on American Community Survey census data (2014-2018 estimates) for LEP populations, the total recorded population (age 5 years and over) for the CIA study area is 6,281. Of the 6,281 people, 7.5% (474) speak English "less than very well," with 7% (442) speaking Spanish; 0.3% (19) speaking Asian and Pacific Island languages; 0.2% (13) speaking other Indo-European languages; and 0% speaking other languages.

Refer to Attachment 3: Summary of Census Data and Attachment 5: Census Geography Map - LEP Populations.

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## **D. Site Visit**

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

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

Yes, a site visit was conducted on 3/3/2020

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

No.

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

No.

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

Yes, there was one home observed that had a ramp to the front door of their home.

Refer to the Project Area Photographs, Photo 6.

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

Yes. Signs of other vulnerable populations found within the CIA study area include several daycares, elementary, middle, and high schools, and charter schools.

Refer to the Project Area Photographs, Photos 9, 11, 15, 19, 23, and 27.

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

Yes, there were a couple of homes observed that appeared to be in disrepair. One of these houses included a displacement property (310 E McCart St., Krum, TX 76249).

Refer to the Project Area Photographs, Photo 28, along with Attachment 8: Displacement Map and Attachment 9: Displacement Table.

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

Yes, there is one section of sidewalk adjacent to FM 1173 in the proposed project location. There is a bike trail/ sidewalk that connects Dakota Trail in the Eaglechase community to the southside of FM 1173. The bike trail/ sidewalk adjacent to FM 1173 begins in the Eastside Park and continues east along FM 1173 and ends approximately 175 feet east of Black Forest Road.

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

While the project area is primarily rural with over 50% of existing land use being agricultural, there are areas of existing residential neighborhoods, retail and commercial, educational and municipal,

recreational, and light industrial, primarily in Krum. A number of single-family residential neighborhoods are relatively new, showing signs of expanding suburbanization primarily in Krum.

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## **E. Public Involvement**

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

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

There was a Public Meeting held on May 8, 2018 at Krum High School, where there were approximately 141 attendees.

A Public Hearing is planned for later in 2020.

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

Comments received in response to the May 8, 2018 Public Meeting have been mixed, with many supporting the project. However, a majority had various concerns related to access to businesses along FM 1173 due to raised medians, right-of-way (ROW) acquisition, and traffic increase. While many people were grateful for efforts to prepare for future growth through added capacity and realignment to improve safety, many felt that the improvements would cause the City of Krum to lose its small town feel. There were several comments in which the public suggested to increase the roadway from 2 lanes to 4 lanes. There were several comments that expressed concern with no traffic signals in order to cross the new 6 lane roadway. A recurring positive comment with the proposed design included the sidewalks that would be added along the roadway.

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

The schematic has considered public input and has implemented many of the elements from the feedback received from the Public Meeting. Some specific examples are:

- Alignment adjustments in order to reduce the amount of displacements and ROW acquisition that would be required for the proposed project.
- In the East 6th Street to IH 35 segment of the proposed project, two varying 11 to 12-foot inside lanes would be included in each direction. This would allow easy access to businesses along this section of the project which was a concern identified in the public comments. A raised median would be included along the centerline from the Burlington Northern and Santa Fe (BNSF) Railway railroad tracks to IH 35.

- The cross streets and intersections along the proposed project length would be rebuilt to provide sufficient tie-ins at each location to allow the public to cross the new 6 lane roadway safely.

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## F. Displacements

### Would the proposed project result in any displacements?

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

☒ Yes Answer the questions in all applicable sections.

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

### 1. Residential Displacements

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

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

There are two single-family homes that may be displaced as a result of the proposed project. The properties are located at 310 and 222 E McCart St., Krum, TX 76249. The appraised values of these properties are \$79,197 and \$120,208. Both of the homes are directly impacted by the proposed design.

Refer to Attachment 8: Displacements Map and Attachment 9: Displacements Table.

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

Based on research at home-buying websites such as zillow.com, there is only one home for sale within the \$50k-150k price range within the town of Krum. The closest home visible on these websites is within a mile of the homes. There are many homes of higher value available within a mile, ranging from \$155k to \$1.1mil with most homes ranging from \$190k to \$300k; two to nearly four times the value of the potential displacements.

## 2. Commercial Displacements

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

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

There are a limited number of commercial/retail locations along the project corridor. More businesses are present along the edges of the study area along FM 1173 in Krum, and IH 35 in Denton. Industrial areas are also present on the edges of the study area along IH 35.

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

There is one building that may be displaced as a result of the proposed project. The building has a dental office called Krum Dental Associates and an orthodontist office called Cramer Orthodontics at the location. There is additional space at this location that is currently not being used. The property is located at 318 E McCart St., Krum, TX 76249. The appraised value of the property is \$528,121. The proposed project design would directly impact the building.

There is a strip mall front building that includes five stores that will not be displaced; however, they will be losing substantial parking. The businesses that will be affected by the loss of parking spaces includes A Crafty Basket, A Cut Above, Terrell Counseling, Elite Nail Salon, and Krum Storage & More.

Refer to Attachment 8: Displacements Map and Attachment 9: Displacements Table.

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

The dental office is unique to Krum, as the only dental office within the city. The next nearest dental office is near the intersection of IH 35 and Loop 288 just outside of the CIA study area, and over three miles away.

The orthodontist office is also unique to Krum, as the only orthodontist office within the city. Cramer Orthodontics does have another office in Denton, TX that is approximately 6.9 to

8.8 miles away. The next closest orthodontist office is near the intersection of IH 35 and US 380 just outside of the CIA study area, and over 6 miles away in Denton, TX.

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

No, these offices serve all citizens within the community needing dental and orthodontist services.

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

There is no indication that the orthodontist business would decide to relocate, though there are areas of vacant land designated commercial in the areas around Krum where they could rebuild. They could also potentially choose to rebuild on the land remaining within the parcel. The dentist office has indicated that they were building a new location.

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

Customers would generally access this business by car as there are no existing sidewalks along this section of the project corridor.

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

There are areas of vacant land designated commercial that can be divided into smaller lots which would be comparable to the existing location for the business that may be displaced. One building was found that would be available for commercial use. It is located at 145 W McCart Street in Krum. It is 1,500 SF and listed at \$6.40/SF/YR. The current office that the dentist and orthodontist are using is 1,500 SF, so this space is comparable in size and zoning.

### **3. Other Displacements**

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

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

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## **G. Access and Travel Patterns**

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

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

☒ Yes Answer questions in the applicable sections

- If the project would improve an existing facility (including construction of new frontage roads along an existing highway), complete Section G.a. only and proceed to **Section H**.
- If the project would be constructed on new location but would not create a new bypass or reliever route, complete Section G.b. only and proceed to **Section H**.
- If the project would create a new bypass or reliever route, complete Sections G.b. and G.c. and proceed to **Section H**.

## **1. Changes in Access and Travel Patterns for Projects on Existing Facilities**

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

The most common form of transportation people use to access the adjacent parcels is by automobile followed by walking. Narrow shoulders and limited sidewalk access makes pedestrian movement hazardous. Across the study area, sidewalks are typically only found in newer residential neighborhoods. Mass transit is not available within the majority of the study area, but a City of Denton bus route can be found in the southeast portion of the study area.

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

Under existing conditions, motorists can enter northbound and southbound FM 1173 within the project limits from adjacent driveways, side streets, and cross streets. There are sections of sidewalk sporadically along the project corridor. Sidewalk is present in the downtown City of Krum area, along with a bike trail/ sidewalk adjacent to FM 1173 that begins in the Eastside Park and continues east along FM 1173 and ends approximately 175 feet east of Black Forest Road.

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



As part of the proposed improvements, a raised median would be introduced from BNSF Railway railroad tracks to IH 35, and access to/from northeast and southwest-bound FM 1173 to/from adjacent driveways, side streets, and cross streets would be limited to select locations.

The project includes constructing four travel lanes from FM 156 to East 6th Street and six travel lanes from East 6th Street to IH 35 and would include sidewalks along its length on both sides. The reconstruction of FM 1173 would be approximately 5,400 feet in length from FM 156 to approximately 400 feet beyond Masch Branch Road. Masch Branch Road reconstruction includes realigning and relocating the north section of Masch Branch Road. From there, FM 1173 would be realigned through existing agricultural areas for a length of approximately 3,200 feet to connect with existing Barthold Road. From this connection, the reconstruction of the existing Barthold Rd would be approximately 10,400 feet in length and allow access to north and southbound IH 35 and eastbound access to US 77.

Median openings would be provided at all existing cross/side streets, but not all adjacent driveways. For motorists seeking a destination on the opposite side of the roadway, left turn lanes are provided at the median openings to allow them to perform a U-turn and continue back to their destination. This would result in an increase in travel time because the motorists cannot directly access their destination or residence on the opposite side of the road. They might have to pass their destination, and continue until they reach a median opening, and then conduct a U-turn to reach their final destination. However, the addition of left turn lanes and additional travel lanes may reduce travel times since a motorist will no longer block the other travelers on the existing one lane road when making a left turn. The addition of left turn lanes will also allow for safe turning movements by being protected in a turn bay. All properties currently having access to FM 1173 would continue to do so following implementation of the proposed project.

One example of how the addition of medians may effect a motorists travel time is if a motorist is driving from E 6<sup>th</sup> Street to the Krum Public Library. The closest break heading eastbound on FM 1173 from E 6<sup>th</sup> Street will now be Bobcat Boulevard. Currently a motorist would drive approximately 848 feet to the Krum Public Library. An approximate 723 feet would additionally be added to the drive to reach the U-turn at Bobcat Boulevard. The additional time added to the drive would be dependent on how much traffic is heading westbound on FM 1173. Accessing Krum Early Education Center and the homes off of Thoroughbred Drive, Blackforest Road, and Nighthawk Drive should have minimal impacts. While there will no longer be left turn access onto Nighthawk Drive heading westbound on FM 1173, there will be a dedicated left turn lane for Thoroughbred Drive and Nighthawk Drive. Since there are no businesses or buildings between the dedicated left turn lane at Blackforest Road and Nighthawk Drive, this should not have an impact on their commute. This should improve access to the neighborhoods and the Krum Early Education Center.

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

Cross streets affected by access changes:

E 6th Street currently connects to FM 1173 from the north. The proposed project would include a connection to a future expansion of E 6th Street south of the project. Dedicated right- and left-turn lanes would be provided along the project for both northbound and southbound traffic movements along 6th Street. The inclusion of E 6th Street south of the project would be a factor in the displacements of one home and one business.

Bobcat Boulevard currently connects perpendicular to FM 1173 from the north. It continues north for approximately 120 feet before turning sharply right followed by a sharp left turn another 120 feet later. The proposed project would remove these sharp turns and would realign Bobcat Boulevard to create a smoother flow of traffic along the roadway. Dedicated right- and left-turn lanes would be provided along the project for northbound and southbound traffic movements along Bobcat Boulevard.

Masch Branch Road currently connects to FM 1173 from two separate intersections approximately 775 feet apart. The north leg of the intersection connects to FM 1173 near STA 189 and the south leg of the intersection connects near STA 196. The proposed project would realign the north leg of Masch Branch Road so that it connects to the south leg of the intersection near FM 1173 STA 196. This realignment would not impact access for any adjacent properties and would allow direct movement along Masch Branch Road across FM 1173.

S Lovers Lane currently connects to the existing FM 1173 from the south. The proposed project would extend S Lovers Lane approximately 400 feet north to connect to the proposed location of the realigned FM 1173.

Community facilities impacted by proposed changes:

Various community facilities would be impacted by the raised medians requiring motorists to make U-turns at available median breaks rather than left turns when heading eastbound on FM 1173. These facilities are: Krum Public Library, Faith Baptist Church (held within the Krum Public Library), Krum Middle School, and Blanche Dodd Elementary School. To access Krum Middle School from eastbound FM 1173, a U-turn would be required at Bobcat Boulevard. Another option would be to turn left onto Bobcat Boulevard and use the existing access road to connect to Krum Middle School. However, to gain access to the parking lot directly adjacent to FM 1173, a U-turn would be required. To access Blanche Dodd Elementary School from eastbound FM 1173, the options would include 1) using the dedicated left-turn lane onto Bobcat Boulevard and using the existing road connections to reach Blanche Dodd Elementary School, or 2) make a U-turn at the median break in front of 1<sup>st</sup> United Methodist Church. To access Krum Public Library and Faith Baptist Church from eastbound FM 1173, a U-turn would need to be made at Bobcat Boulevard.

Proposed median break locations may impact additional businesses along the project corridor. There are several breaks within the medians, so access to businesses should be minimal.

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

The proposed project would increase roadway capacity and improve mobility and safety in the proposed project area. Median openings would be provided at existing cross/side streets, but not at all adjacent driveways. For emergency response vehicles seeking destinations on the opposite side of the roadway, left-turn lanes are provided at the median openings to allow them to perform U-turns and continue back to their destinations. While access may be less direct in some locations for emergency response vehicles, the proposed project would be expected to result in an overall improvement in response times throughout the project area. One example of how an emergency response time may be impacted would be accessing First United Bank- Krum. Westbound FM 1173 provides no direct access to this business. An emergency response vehicle traveling to this destination would pass this destination and travel approximately 980 additional feet west, make a U-turn at Evans Ave., then travel approximately 980 feet east back to the First United Bank-Krum. There is a dedicated left-turn lane at the median opening, so the additional travel time should only be a couple of minutes. Changes in access to area hospitals as a result of the proposed improvements is not anticipated.

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

Rural areas found in the eastern end of the project would have median breaks at roadways, allowing access for farm equipment or livestock trailers to gain access to the highway in either direction. Regardless, this would still impede movement of farm equipment and livestock trailers compared to the existing rural roadways with no raised medians.

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

The raised median was a major concern and one that was dealt with during design. Some specific examples include:

- Coordinated median openings for various businesses along the route as much as possible to provide dual access from both traveling directions.
- Maintained access to all private property via driveways and provided median openings at as many locations as allowed by design standards.
- All possible cross-street intersections maintained accessibility via median openings as allowed by design standards.

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

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

The most common form of transportation people use to access the adjacent parcels is by automobile followed by walking. Narrow shoulders and no sidewalks makes pedestrian movement hazardous. Across the study area, sidewalks are typically only found in newer residential neighborhoods. Mass transit is not available within the majority of the study area, but a City of Denton bus route can be found in the southeast portion of the study area.

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

Under existing conditions, motorists can enter northbound and southbound FM 1173 within the project limits from adjacent driveways, side streets, and cross streets. There are sections of sidewalk sporadically along the project corridor. Sidewalk is present in the downtown City of Krum area, along with a bike trail/ sidewalk adjacent to FM 1173 that begins in the Eastside Park and continues east along FM 1173 and ends approximately 175 feet east of Black Forest Road.

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

From approximately 400 feet east of Masch Branch Road, a 3,200-foot long section of FM 1173 would be realigned northeast through a pasture and would overlap Barthold Road allowing a direct connection to IH 35 and movement across IH 35 to connect with US 77.

Median openings would be provided only at existing cross/side streets along the realignment. Access for adjacent agricultural land would be limited to right-turns only outside of intersections.

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

The area of new-location is a pasture. The only community facility near the new-location section would be Christian Center Assembly of God, which is located along Masch Branch Road north of the proposed project location. This portion of Masch Branch Road would be realigned to connect with the south leg of the

FM 1173 at Masch Branch Road intersection. This would result in a direct connection across FM 1173. FM 1173 would also include dedicated left-turn lanes for safer turning movements on to Masch Branch Road.

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

The realignment of FM 1173 to connect to and widen the existing Barthold Road would allow direct east/west access to IH 35, and movement across IH 35 to connect with US 77. These changes would allow quicker emergency response from facilities south of the proposed project location that would use IH 35 to access the project location. The realignment will also include raised medians. For emergency response vehicles seeking a destination on the opposite side of the roadway, left turn lanes are provided at the median openings to allow them to perform a U-turn and continue back to their destination. While access may be less direct in some locations for emergency response vehicles, the proposed project would be expected to result in an overall improvement in response times throughout the project area. Changes in access to area hospitals as a result of the proposed improvements is not anticipated.

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

Adjacent land at the new location is primarily agricultural and is currently privately owned, but may be developed in the future.

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

New locations would bisect certain agricultural areas, and raised medians would reduce available access north and south for adjacent agricultural areas.

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

The proposal of median openings throughout the project area should mitigate adverse impacts on travel patterns.

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

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

N/A

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

N/A

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

N/A

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## **H. Community Cohesion**

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

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

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

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

The existing FM 1173 roadway has been a central part of the study area for decades, with the City of Krum's growth being directly dependant on the provided connectivity to the major thoroughfare of IH 35, giving the area access to the greater region. The study area however, is spread across large areas of unincorporated land dominated by farm and cropland. These different areas all have their own community cohesion, though some of them are periphery areas just outside the city limits of Krum and Denton. The more recent residential subdivisions are primarily developed north and south of FM 1173. The additional travel lanes should not further divide the subdivision communities cohesion.

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

While the increased width of the project and raised medians across the entire proposed project limits would add to existing levels of physical separation, improved travel times as a result of realigning FM 1173 to connect to IH 35 and US 77, along with added shared-use lanes and continuous sidewalks would overall reduce the levels of separation through greater ease of travel across the project area. These improvements coupled with safer traffic conditions resulting from raised medians would help to reduce the perceived sense of separation for motorists, pedestrians and cyclists. The subdivisions along FM 1173 would not be further divided by the additional travel lanes on FM 1173.

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

The changes associated with the proposed project are not anticipated to separate or isolate geographic areas or groups of people. The changes would not remove access to cross streets connecting neighborhoods to the proposed project, and regular median breaks would maintain consistent north/south access along FM 1173, ensuring no areas or groups of people are isolated. It is unlikely that having to conduct an occasional U-turn and the associated slight increase in travel time would influence people to change how they access the community/local activities. Continuous shared use lanes and sidewalks along the project would reduce separation for those without the means to travel by vehicle. The direct access to north/southbound IH 35 and eastbound US 77 would further reduce the separation of people on either side of IH 35.

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



The introduction of bike/pedestrian facilities may encourage people to pursue alternative modes of transportation. With improved access to bike/pedestrian facilities people may desire to visit or use local services and facilities more frequently.

Raised medians are not anticipated to impact use of local facilities or services. It may be less convenient to access community facilities from the additional travel times resulting from the proposed raised median; however, access to these facilities would not be eliminated, and unlikely to change the frequency in which people access these facilities.

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

Many of the border widths and ROW widths in the highly residential areas were minimized to reduce the impact to established communities. Every effort to reduce displacements was made to avoid impacting community cohesion.

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## **I. Environmental Justice**

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

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

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

All three potential displacements are located in the same census block. While it is not an EJ census block, it does have an estimated minority population of 33%.

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

There are no access and travel pattern impacts that would occur only in EJ census blocks. Of the 20 minority EJ census blocks out of 286 total, there are only two EJ census blocks that are adjacent to the project. In general, the raised medians discussed in the Access and Travel Patterns section would have regular median breaks at most cross streets and at regular intervals. This would ensure greater safety while allowing for east/west movement along FM 1173 with minimal disruption, regardless of whether adjacent census blocks are EJ or not.



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

There are no community cohesion impacts that would occur only in EJ census blocks. As discussed in the Community Cohesion section, while raised medians and ROW acquisition would increase physical separation, improved traffic flow with increased lane capacity along with shared-use lanes and the addition of sidewalks across the entirety of the project would overall reduce the perception of separation. Furthermore, the realignment of FM 1173 would allow north/south access to IH 35 and eastbound access to US 77, which would reduce physical separation and improve community cohesion. These changes would be project-wide and not specific to any EJ areas.

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

The only potential displaced businesses include a dental and orthodontics facility. They do not specifically cater to minority or low-income populations. Other dentists and orthodontists are available though they are farther away for most people within the community study area.

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

No, noise and air quality impacts are not expected.

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

No.

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

Various residential areas have recently been developed.

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

No, as there are not expected to be disproportionate impacts to EJ populations within the study area.

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

EJ populations are limited within the study area, and impacts are not limited to these areas. Based on this information, disproportionately high and adverse impacts to EJ populations are not anticipated.

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## **J. Limited English Proficiency**

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

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

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

There are an estimated 6,281 people five years and over for this CIA study area. Of this population, 474 (7.5%), that speak English "less than very well". Of those that speak English "less than very well", 442 (7.0%) speak Spanish; 19 (0.3%) speak Asian and Pacific Island languages; 13 (0.2%) speak other Indo-European languages; and 0% speak other languages.

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

**than English? Were services such as translation or interpretation provided during public involvement events?**

Accommodations for LEP persons during public involvement have included, and would continue to include, providing bilingual (English/Spanish) public notices, placing public notice display ads in English and Spanish newspapers, and having Spanish-speaking staff present at public involvement events. In addition, the public involvement notices state that accommodations for other non-English languages would be provided if requested ahead of the meeting.

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

Yes, there is a planned Public Hearing, which would also provide accommodation for non-English speaking LEP populations should they be necessary.

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## **K. Conclusions**

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

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

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

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

EJ populations occur within the CIA study area, with approximately 20% of the population being minority, 3% of household being below the poverty threshold, and 7.5% being persons who speak English "less than very well."

The proposed project may result in three displacements, two residential and one commercial. There is limited available residential and commercial property within a reasonable distance of the displacements

with comparable values, though there are many available residential and commercial properties of higher value. This would make relocation within the study area likely difficult for the displaced.

The proposed project is anticipated to reduce travel times through the realignment of FM 1173 to connect to IH 35 and US 77. The addition of travel lanes widening the project to four or six lanes with added turn lanes at median breaks would also reduce travel times. The inclusion of raised medians in the proposed project would require motorists to make U-turns at median breaks to access certain locations where median breaks are not available, potentially reducing travel times, though general improvements are anticipated to offset these delays. Access would be improved for non-motorists, through the inclusion of shared use paths and sidewalks. Raised medians and shared use paths would improve safety for motorists, cyclists and pedestrians.

Minimal adverse impacts to community cohesion would occur as the proposed project is primarily on existing roadways, and displacements are not widespread. Where the proposed project is on new location, agricultural areas would be most affected, with certain areas being separated making them likely unusable. These would likely be the largest impacts to cohesion and impacts as residential areas would be minimal, with increases to cohesion likely with the inclusion of shared use paths and sidewalks. The safety provided by raised medians would help to offset potential impacts of median break locations, overall improving community cohesion and access.

No adverse impacts to EJ populations are anticipated. There are only two EJ census blocks adjacent to the project out of 20 and displacements do not occur in them.

The languages that LEP persons likely speak in the CIA study area are predominantly Spanish, but also include Asian and Pacific Island, and Indo-European and Other languages. Accommodations for LEP persons during public involvement have included, and would continue to include, bilingual (English/Spanish) public notices, public notice display ads in English and Spanish newspapers, and Spanish-speaking staff present at public involvement events. In addition, the public involvement notices state that accommodations for other non-English languages would be provided if requested ahead of the meeting.

## ATTACHMENTS

The following have been attached to this report:

Attachment 1: CIA Study Area Map (1 sheet)

Attachment 2: Facilities Map (1 sheet)

Attachment 3: Summary of Census Data (9 sheets)

Attachment 4: Census Geography Map – Minority Populations (1 sheet)

Attachment 5: Census Geography Map – LEP Populations (1 sheet)

Attachment 6: CIA Project Area Photographs (15 sheets)

Attachment 7: Displacements Map (1 sheet)

Attachment 8: Displacements Table (1 sheet)

The following are available in the TXECOS file for the project:

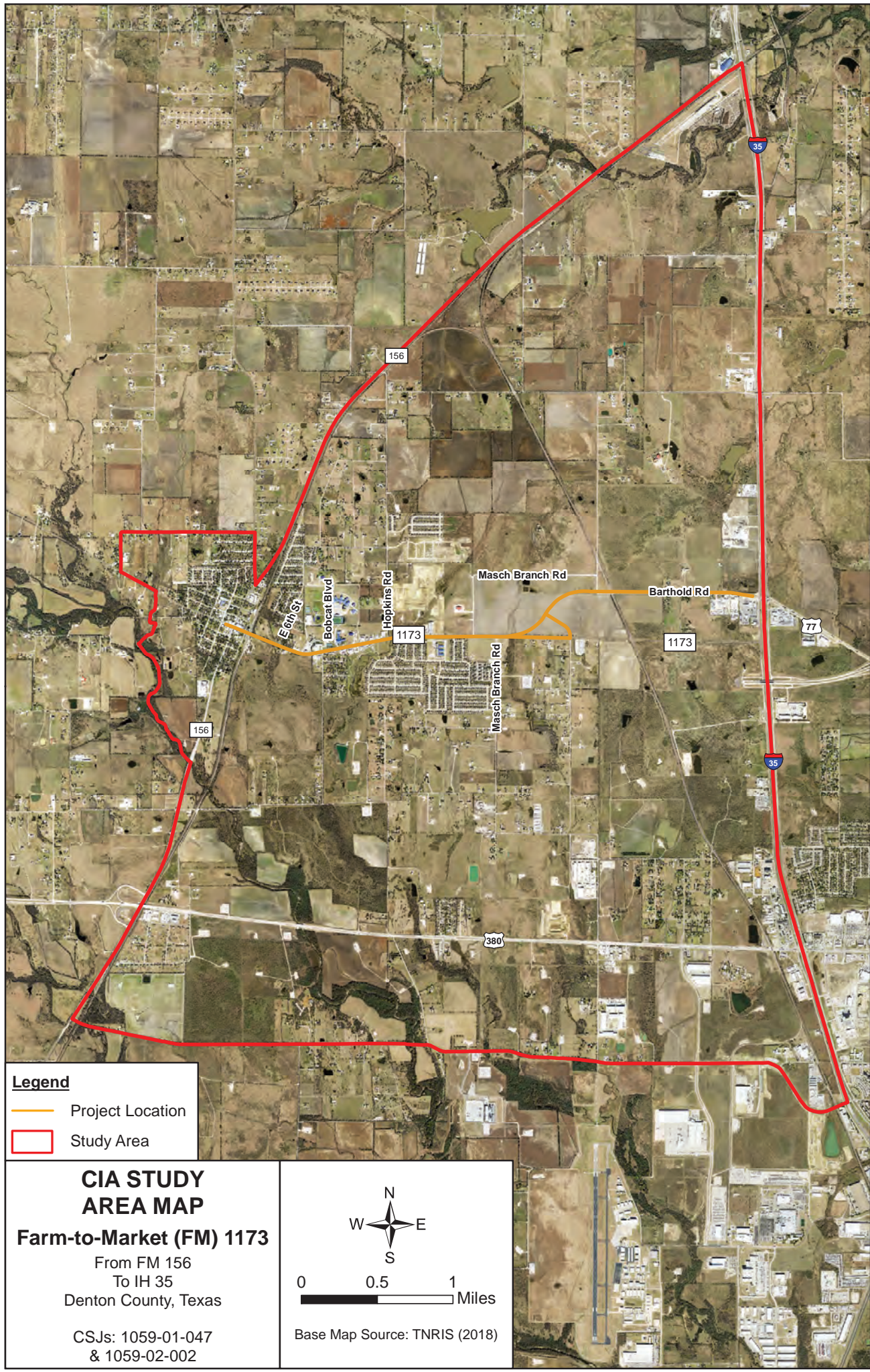
Project Description

Project Location Map

USGS Topographic Map

**Attachment 1**  
**CIA Study Area Map**

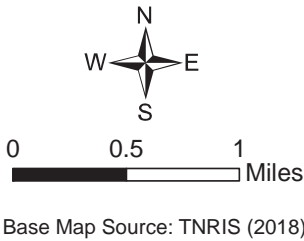




**Legend**

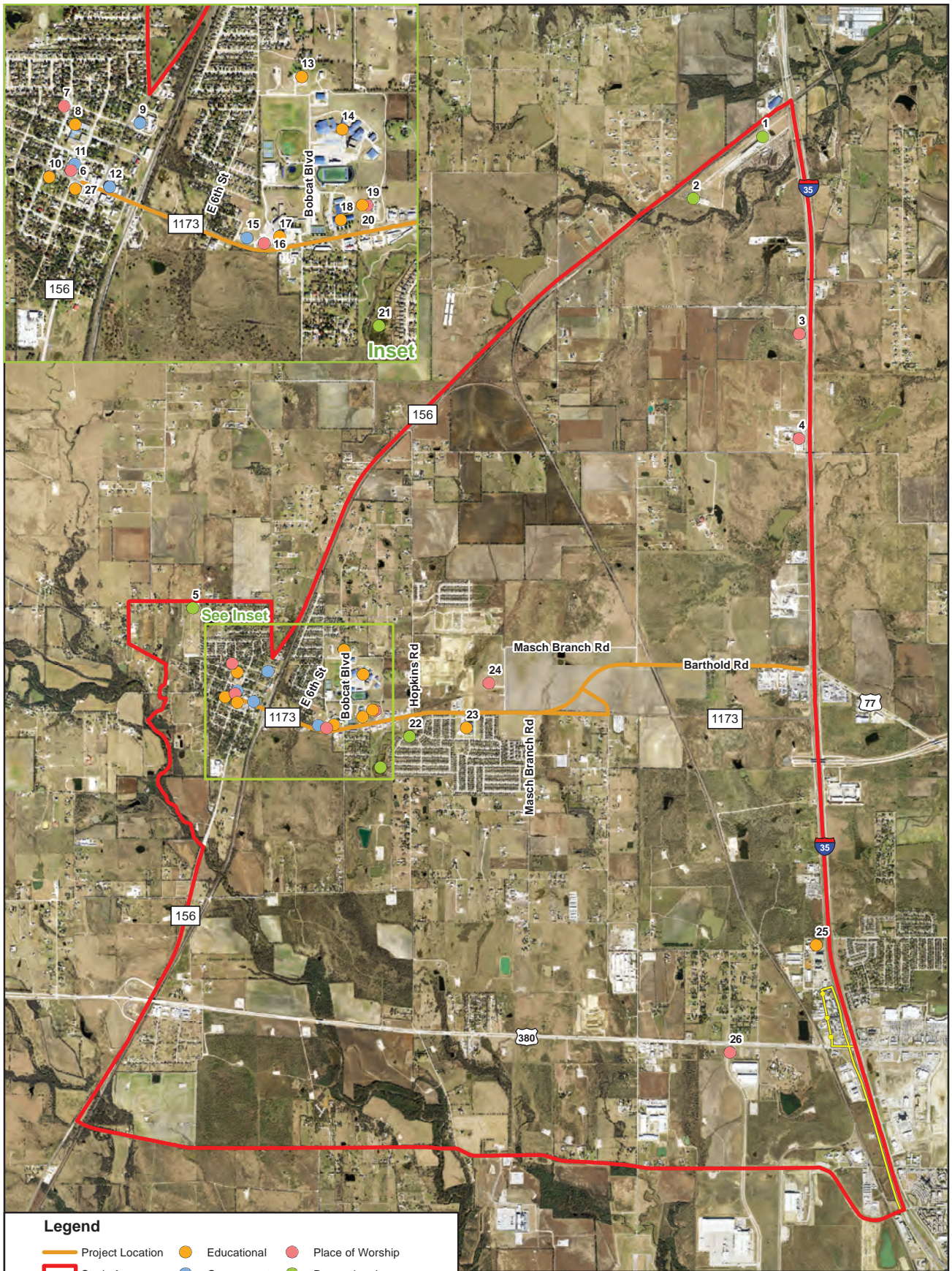
- Project Location
- Study Area

**CIA STUDY  
AREA MAP**  
**Farm-to-Market (FM) 1173**  
From FM 156  
To IH 35  
Denton County, Texas  
  
CSJs: 1059-01-047  
& 1059-02-002



**Attachment 2**  
**Facilities Map**





#### Legend

- Project Location
- Study Area
- Educational
- Government
- Place of Worship
- Recreational
- Bus Routes

### FACILITIES MAP

#### Farm-to-Market (FM) 1173

From FM 156  
To IH 35  
Denton County, Texas

CSJs: 1059-01-047  
& 1059-02-002



0 0.25 0.5  
Miles

Base Map Source: TNRIS (2018)

1. Northstar Dragway
2. North Texas Karters
3. Blue Mound United Methodist Church
4. Victory World Outreach Church
5. Westside Park
6. Finley Chapel & Event Center
7. Church of Christ
8. Dyer Elementary School
9. Krum Fire Department
10. Kid Kountry
11. United States Postal Service
12. City of Krum Municipal Building
13. Krum Independent School District Central Office
14. Krum High School
15. Krum Public Library
16. Faith Baptist Church
17. Krum Middle School
18. Blanche Dodd Elementary School
19. 1st United Methodist Church
20. Krum UMC Children's Day Out
21. Eastside Park
22. Eaglechase Mini-park
23. Krum Early Education Center
24. Christian Center Assembly-God
25. North Texas Collegiate Academy
26. Friendship Church
27. Loving Hearts Christian Academy

**Attachment 3**  
**Summary of Census Data**



## Summary of Census Data for the Community Impacts Assessment (CIA) Study Area

There are 286 census blocks and 2 block groups within the CIA study area. Because the census blocks and block groups share the same boundary, the total recorded population and percent of each race/ethnicity is the same.

The total recorded population of the CIA study area is 5,554. Of these, 79.38% are White alone; 15.65% are Hispanic or Latino; 1.89% are Black or African American alone; 0.67% are American Indian and Alaska Native alone; 0.79% are Asian alone; 0.02% Native Hawaiian and Other Pacific Islander alone; 0.11% are some other race alone; and 1.49% are two or more races.

Of the 286 census blocks in the CIA study area, 20 (7.0%) have a minority population greater than 50%. Minority populations make up 20.6% of the population within the CIA study area.

There are 2 census block groups within the CIA study area. Of these block groups, none have a median household income less than the DHHS 2020 poverty level of \$26,200 (for a family of four). The median household income in the study area ranges from \$67,813 to \$81,596. There are 2,150 households within the CIA study area, and 3.4% are below the poverty level.

There are 2 census block groups within the CIA study area. Of these block groups, 2 have populations who speak English "less than very well".

The total recorded population (age 5 years and over) for the CIA study area is 6,281. Of this population 474 (7.5%), speak English "less than very well". Of those that speak English "less than very well", 442 (7.0%) speak Spanish; 19 (0.3%) speak Asian and Pacific Island languages; 13 (0.2%) speak other Indo-European languages; and (0.0%) speak other languages.

# of Geographies	Census Tracts		Block Groups		Blocks	
	Total	Percent	Total	Percent	Total	Percent
2	2		2		286	
Population	15,850		5,554		5,554	

### Race and Ethnicity Summary (2010 Census Summary File 1, Table P9)

P9: HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE - Universe: Total population

White alone	11,920	75.2%	4,409	79.38%	4,409	79.38%
Hispanic or Latino	2,838	17.9%	869	15.65%	869	15.65%
Black or African American alone	600	3.8%	105	1.89%	105	1.89%
American Indian and Alaska Native alone	110	0.7%	37	0.67%	37	0.67%
Asian alone	159	1.0%	44	0.79%	44	0.79%
Native Hawaiian and Other Pacific Islander alone	5	0.0%	1	0.02%	1	0.02%
Some Other Race alone	14	0.1%	6	0.11%	6	0.11%
Two or More Races	204	1.3%	83	1.49%	83	1.49%
<b>Total Minority Population in Study Area</b>	<b>3,930</b>	<b>24.8%</b>	<b>1,145</b>	<b>20.6%</b>	<b>1,145</b>	<b>20.6%</b>
Geographies with Minority Population > 50%	0	0.0%	0	0.0%	20	7.0%

### Limited English Proficiency Summary (2014-2018 American Community Survey 5-Year Estimates)

B16004: AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER - Universe: Population 5 years and over

Estimated Population 5 years and older	17,990		6,281		No Data	
Geographies with LEP Population	2	100.0%	2	100.0%	No Data	No Data
Population of Geographies with LEP Population > 10%	0	0.0%	2,235	35.6%	No Data	No Data
Geographies with LEP Population > 10%	0	0.0%	1	50.0%	No Data	No Data
Spanish Speakers: Speak English "less than very well"	1,149	6.4%	442	7.0%	No Data	No Data
Other Indo-European Language Speakers: Speak English "less than very well"	78	0.4%	13	0.2%	No Data	No Data
Asian and Pacific Island Language Speakers: Speak English "less than very well"	50	0.3%	19	0.3%	No Data	No Data
Other Language Speakers: Speak English "less than very well"	0	0.0%	0	0.0%	No Data	No Data
<b>Total LEP Population</b>	<b>1,277</b>	<b>7.1%</b>	<b>474</b>	<b>7.5%</b>	<b>No Data</b>	<b>No Data</b>

### Median Income Summary (2014-2018 American Community Survey 5-Year Estimates)

B19013: MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2018 INFLATION-ADJUSTED DOLLARS) - Universe: Households

2019 DHHS Poverty Threshold for a Family of Four	\$26,200		\$26,200		No Data	
Minimum Median Income in Study Area	\$64,080		\$67,813		No Data	
Maximum Median Income in Study Area	\$73,887		\$81,596		No Data	
Average Median Income in Study Area	\$68,984		\$74,705		No Data	
Geographies below Poverty Threshold	0	0%	0	0%	No Data	No Data

B17017: POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER - Universe: Households

Households	6,398		2,150		No Data	
Households below Poverty Threshold	787	12.3%	73	3.4%	No Data	No Data

### Minority Populations

Census Tracts	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	% Native Hawaiian and Other Pacific Islander alone	% Some Other Race alone	% Two or More Races	% Minority Population
Census Tract 202.02	9,228	15.0%	82.3%	0.8%	0.7%	0.3%	0.0%	0.0%	0.8%	17.7%
Census Tract 204.01	6,622	22.0%	65.3%	7.9%	0.7%	2.0%	0.0%	0.2%	1.9%	34.7%

Block Groups	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	% Native Hawaiian and Other Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
Block Group 2, CT 202.02	2,291	9.3%	88.5%	0.2%	0.4%	0.6%	0.0%	0.0%	0.9%	11.5%
Block Group 2, CT 204.01	3,263	20.1%	73.0%	3.1%	0.8%	0.9%	0.0%	0.2%	1.9%	27.0%

Census Blocks	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	% Native Hawaiian and Other Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
Block 2000, BG 2, CT 202.02	6	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2001, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2002, BG 2, CT 202.02	37	21.6%	78.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.6%
Block 2003, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2004, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2005, BG 2, CT 202.02	277	6.1%	90.3%	0.0%	1.1%	0.7%	0.0%	0.0%	1.8%	9.7%
Block 2006, BG 2, CT 202.02	59	13.6%	86.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.6%
Block 2007, BG 2, CT 202.02	35	2.9%	97.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%
Block 2008, BG 2, CT 202.02	41	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2009, BG 2, CT 202.02	44	13.6%	77.3%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	22.7%
Block 2010, BG 2, CT 202.02	48	4.2%	93.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	6.3%
Block 2011, BG 2, CT 202.02	69	13.0%	85.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	14.5%
Block 2012, BG 2, CT 202.02	82	0.0%	96.3%	0.0%	1.2%	2.4%	0.0%	0.0%	0.0%	3.7%
Block 2013, BG 2, CT 202.02	17	0.0%	94.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	5.9%
Block 2014, BG 2, CT 202.02	6	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
Block 2015, BG 2, CT 202.02	131	6.1%	90.8%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	9.2%
Block 2016, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2017, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2018, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2019, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2020, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2021, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2022, BG 2, CT 202.02	51	29.4%	70.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.4%
Block 2023, BG 2, CT 202.02	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Block 2024, BG 2, CT 202.02	48	6.3%	93.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%
Block 2025, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2026, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2027, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2028, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%

Census Blocks		% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	%Native Hawaiian and Other Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
	Total:									
Block 2029, BG 2, OT 202.02	19	26.3%	68.4%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	31.6%
Block 2030, BG 2, OT 202.02	34	14.7%	85.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.7%
Block 2031, BG 2, OT 202.02	3	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2032, BG 2, OT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2033, BG 2, OT 202.02	13	38.5%	61.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.5%
Block 2034, BG 2, OT 202.02	13	7.7%	92.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%
Block 2035, BG 2, OT 202.02	14	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2036, BG 2, OT 202.02	394	8.1%	90.6%	1.0%	0.0%	0.0%	0.0%	0.0%	0.3%	9.4%
Block 2037, BG 2, OT 202.02	76	5.3%	94.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%
Block 2038, BG 2, OT 202.02	59	3.4%	96.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%
Block 2039, BG 2, OT 202.02	21	4.8%	71.4%	0.0%	0.0%	23.8%	0.0%	0.0%	0.0%	28.6%
Block 2040, BG 2, OT 202.02	21	14.3%	81.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	19.0%
Block 2041, BG 2, OT 202.02	13	15.4%	84.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.4%
Block 2042, BG 2, OT 202.02	24	16.7%	79.2%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	20.8%
Block 2043, BG 2, OT 202.02	78	6.4%	93.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%
Block 2044, BG 2, OT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2045, BG 2, OT 202.02	18	5.6%	94.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%
Block 2046, BG 2, OT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2047, BG 2, OT 202.02	2	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2048, BG 2, OT 202.02	2	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2049, BG 2, OT 202.02	4	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2050, BG 2, OT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2051, BG 2, OT 202.02	13	7.7%	92.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%
Block 2052, BG 2, OT 202.02	24	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2053, BG 2, OT 202.02	19	5.3%	94.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%
Block 2054, BG 2, OT 202.02	26	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2055, BG 2, OT 202.02	27	18.5%	70.4%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	29.6%
Block 2056, BG 2, OT 202.02	8	37.5%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%
Block 2057, BG 2, OT 202.02	5	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2058, BG 2, OT 202.02	9	44.4%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%
Block 2059, BG 2, OT 202.02	18	0.0%	83.3%	0.0%	0.0%	11.1%	0.0%	0.0%	5.6%	16.7%
Block 2060, BG 2, OT 202.02	12	41.7%	58.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	41.7%
Block 2061, BG 2, OT 202.02	18	5.6%	94.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%
Block 2062, BG 2, OT 202.02	91	12.1%	87.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.1%
Block 2063, BG 2, OT 202.02	17	5.9%	88.2%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	11.8%
Block 2064, BG 2, OT 202.02	28	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2065, BG 2, OT 202.02	16	0.0%	93.8%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	6.3%
Block 2066, BG 2, OT 202.02	37	24.3%	75.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24.3%
Block 2067, BG 2, OT 202.02	23	4.3%	91.3%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	8.7%
Block 2068, BG 2, OT 202.02	8	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2069, BG 2, OT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2070, BG 2, OT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2071, BG 2, OT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%

Census Blocks	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	%Native Hawaiian and Other Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
Block 2072, BG 2, CT 202.02	36	13.9%	86.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.9%
Block 2073, BG 2, CT 202.02	11	9.1%	90.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Block 2074, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2075, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2076, BG 2, CT 202.02	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Block 2077, BG 2, CT 202.02	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2078, BG 2, CT 202.02	75	8.0%	86.7%	1.3%	0.0%	0.0%	0.0%	0.0%	4.0%	13.3%
Block 2079, BG 2, CT 202.02	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Block 2080, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2081, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2082, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2083, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2084, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2085, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2086, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2087, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2088, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2089, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2090, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2091, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2092, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2093, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2094, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2095, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2096, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2097, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2098, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2099, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2100, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2101, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2102, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2103, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2104, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2105, BG 2, CT 204.01	9	55.6%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%
Block 2106, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2107, BG 2, CT 204.01	8	62.5%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%
Block 2108, BG 2, CT 204.01	20	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2109, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2120, BG 2, CT 204.01	8	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2121, BG 2, CT 204.01	3	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
Block 2122, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2123, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2124, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2125, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2126, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2127, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2128, BG 2, CT 204.01	37	18.9%	81.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.9%
Block 2129, BG 2, CT 204.01	4	25.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%
Block 2130, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2131, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2132, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2133, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2134, BG 2, CT 204.01	5	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%

Census Blocks	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	%Native Hawaiian and Other Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
Block 2035, BG 2, CT 204.01	49	24.5%	75.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24.5%
Block 2036, BG 2, CT 204.01	10	20.0%	10.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%
Block 2037, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2038, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2039, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2040, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2041, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2042, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2043, BG 2, CT 204.01	2	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%
Block 2044, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2045, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2046, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2047, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2048, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2049, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2050, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2051, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2052, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2053, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2054, BG 2, CT 204.01	7	71.4%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	71.4%
Block 2055, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2056, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2057, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2058, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2059, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2060, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2061, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2062, BG 2, CT 204.01	143	23.8%	74.1%	0.7%	0.0%	0.0%	0.0%	0.0%	1.4%	25.9%
Block 2063, BG 2, CT 204.01	55	25.5%	67.3%	0.0%	3.6%	0.0%	0.0%	0.0%	3.6%	32.7%
Block 2064, BG 2, CT 204.01	11	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2065, BG 2, CT 204.01	37	10.8%	86.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	13.5%
Block 2066, BG 2, CT 204.01	22	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2067, BG 2, CT 204.01	179	37.4%	57.5%	1.1%	2.8%	0.0%	0.0%	0.0%	1.1%	42.5%
Block 2068, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2069, BG 2, CT 204.01	1	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Block 2070, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2071, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2072, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2073, BG 2, CT 204.01	18	44.4%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%
Block 2074, BG 2, CT 204.01	90	6.7%	92.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	7.8%
Block 2075, BG 2, CT 204.01	84	11.9%	83.3%	1.2%	0.0%	1.2%	0.0%	1.2%	1.2%	16.7%
Block 2076, BG 2, CT 204.01	48	14.6%	83.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%
Block 2077, BG 2, CT 204.01	14	7.1%	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%

Census Blocks	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	%Native Hawaiian and Other Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
Block 2078, BG 2, CT 204.01	7	57.1%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.1%
Block 2079, BG 2, CT 204.01	42	14.3%	85.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%
Block 2080, BG 2, CT 204.01	60	11.7%	80.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%
Block 2081, BG 2, CT 204.01	34	14.7%	76.5%	0.0%	8.8%	0.0%	0.0%	0.0%	0.0%	23.5%
Block 2082, BG 2, CT 204.01	130	19.2%	76.2%	1.5%	0.0%	0.0%	0.0%	0.0%	3.1%	23.8%
Block 2083, BG 2, CT 204.01	51	5.9%	84.3%	9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	15.7%
Block 2084, BG 2, CT 204.01	28	25.0%	60.7%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	39.3%
Block 2085, BG 2, CT 204.01	144	9.7%	84.7%	0.0%	1.4%	1.4%	0.0%	0.0%	2.8%	15.3%
Block 2086, BG 2, CT 204.01	74	32.4%	63.5%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	36.5%
Block 2087, BG 2, CT 204.01	58	8.6%	79.3%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	20.7%
Block 2088, BG 2, CT 204.01	13	30.8%	69.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.8%
Block 2089, BG 2, CT 204.01	11	0.0%	72.7%	0.0%	27.3%	0.0%	0.0%	0.0%	0.0%	27.3%
Block 2090, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2091, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2092, BG 2, CT 204.01	1	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2093, BG 2, CT 204.01	16	0.0%	93.8%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	6.3%
Block 2094, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2095, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2096, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2097, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2098, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2099, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2100, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2101, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2102, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2103, BG 2, CT 204.01	2	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%
Block 2104, BG 2, CT 204.01	62	24.2%	41.9%	30.6%	1.6%	0.0%	0.0%	0.0%	1.6%	58.1%
Block 2105, BG 2, CT 204.01	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Block 2106, BG 2, CT 204.01	3	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2107, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2108, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2109, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2110, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2111, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2112, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2113, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2114, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2115, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2116, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2117, BG 2, CT 204.01	17	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2118, BG 2, CT 204.01	13	7.7%	92.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%
Block 2119, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2120, BG 2, CT 204.01	103	27.2%	69.9%	1.9%	0.0%	0.0%	0.0%	0.0%	1.0%	30.1%



Census Blocks	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	%Native Hawaiian and Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
Block 2121, BG 2, OT 204.01	1	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2122, BG 2, OT 204.01	32	87.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	87.5%
Block 2123, BG 2, OT 204.01	108	2.8%	91.7%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%
Block 2124, BG 2, OT 204.01	3	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Block 2125, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2126, BG 2, OT 204.01	2	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2127, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2128, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2129, BG 2, OT 204.01	8	0.0%	75.0%	0.0%	0.0%	12.5%	0.0%	0.0%	12.5%	25.0%
Block 2130, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2131, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2132, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2133, BG 2, OT 204.01	121	8.3%	86.0%	5.0%	0.0%	0.8%	0.0%	0.0%	0.0%	14.0%
Block 2134, BG 2, OT 204.01	69	18.8%	72.5%	1.4%	0.0%	1.4%	0.0%	0.0%	5.8%	27.5%
Block 2135, BG 2, OT 204.01	95	21.1%	63.2%	9.5%	0.0%	0.0%	0.0%	5.3%	1.1%	36.8%
Block 2136, BG 2, OT 204.01	104	18.3%	74.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	26.0%
Block 2137, BG 2, OT 204.01	133	15.8%	75.9%	7.5%	0.8%	0.0%	0.0%	0.0%	0.0%	24.1%
Block 2138, BG 2, OT 204.01	47	34.0%	44.7%	0.0%	12.8%	0.0%	0.0%	0.0%	8.5%	55.3%
Block 2139, BG 2, OT 204.01	29	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Block 2140, BG 2, OT 204.01	31	71.0%	29.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	71.0%
Block 2141, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2142, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2143, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2144, BG 2, OT 204.01	2	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2145, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2146, BG 2, OT 204.01	3	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2147, BG 2, OT 204.01	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Block 2148, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2149, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2150, BG 2, OT 204.01	128	27.3%	69.5%	0.0%	0.8%	0.0%	0.0%	0.0%	2.3%	30.5%
Block 2151, BG 2, OT 204.01	68	10.3%	83.8%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	16.2%
Block 2152, BG 2, OT 204.01	56	26.8%	73.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	26.8%
Block 2153, BG 2, OT 204.01	12	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2154, BG 2, OT 204.01	7	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2155, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2156, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2157, BG 2, OT 204.01	4	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2158, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2159, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2160, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2161, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2162, BG 2, OT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2163, BG 2, OT 204.01	2	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Census Blocks	Total:	% Hispanic or Latino	% White alone	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	%Native Hawaiian and Other Pacific Islander alone	%Some Other Race alone	% Two or More Races	% Minority Population
Block 2164, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2165, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2166, BG 2, CT 204.01	11	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2167, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2168, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2169, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2170, BG 2, CT 204.01	20	0.0%	95.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%
Block 2171, BG 2, CT 204.01	29	0.0%	79.3%	3.4%	0.0%	0.0%	0.0%	0.0%	17.2%	20.7%
Block 2172, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2173, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2174, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2175, BG 2, CT 204.01	11	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2176, BG 2, CT 204.01	2	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Block 2177, BG 2, CT 204.01	45	11.1%	82.2%	2.2%	2.2%	0.0%	0.0%	0.0%	2.2%	17.8%
Block 2178, BG 2, CT 204.01	74	21.6%	60.8%	0.0%	0.0%	12.2%	0.0%	0.0%	5.4%	39.2%
Block 2179, BG 2, CT 204.01	94	37.2%	47.9%	7.4%	0.0%	4.3%	0.0%	0.0%	3.2%	52.1%
Block 2180, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2181, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2182, BG 2, CT 204.01	2	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2183, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2184, BG 2, CT 204.01	3	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2185, BG 2, CT 204.01	19	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2186, BG 2, CT 204.01	57	1.8%	87.7%	0.0%	0.0%	1.8%	0.0%	0.0%	8.8%	12.3%
Block 2187, BG 2, CT 204.01	29	6.9%	93.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%
Block 2188, BG 2, CT 204.01	18	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2189, BG 2, CT 204.01	17	29.4%	70.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.4%
Block 2190, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2191, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2192, BG 2, CT 204.01	1	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Block 2193, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2194, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2195, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2196, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2197, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2198, BG 2, CT 204.01	14	35.7%	64.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.7%
Block 2199, BG 2, CT 204.01	6	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	16.7%
Block 2200, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2201, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2202, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2203, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2204, BG 2, CT 204.01	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Block 2205, BG 2, CT 204.01	3	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Source: U.S. Census Bureau, 2010 Census.

### LEP Populations

Census Geographies	Total Population:	% Spanish Speakers: Speak English less than "very well"	% Other Indo-European Language Speakers: Speak English less than "very well"	% Asian and Pacific Island Language Speakers: Speak English less than "very well"	% Other Language Speakers: Speak English less than "very well"	Total LEP Population	% LEP of Total Population
Census Tract 202.02	9,298	4.9%	0.1%	0.2%	0.0%	482	5.2%
Census Tract 204.01	8,692	8.0%	0.8%	0.4%	0.0%	795	9.1%
Block Group 2, Census Tract 202.02	2,235	9.8%	0.0%	0.9%	0.0%	238	10.6%
Block Group 2, Census Tract 204.01	4,046	5.5%	0.3%	0.0%	0.0%	236	5.8%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimate.

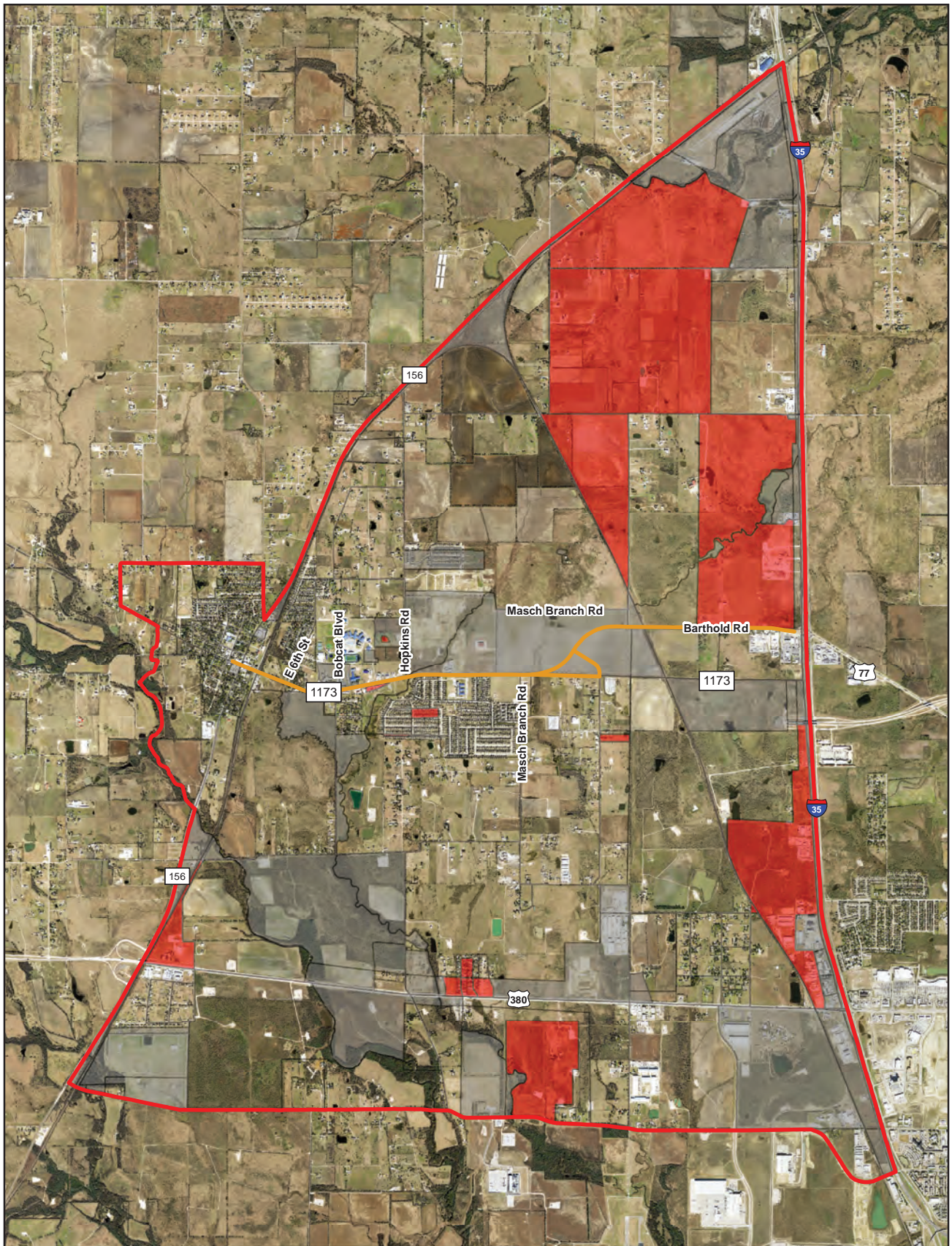
### Median Household Income

Census Geographies	Total Households:	Median household income in the past 12 months (in 2019 inflation-adjusted dollars)	Households below poverty level in the past 12 months	% Households below poverty level
Census Tract 202.02	3,219	\$ 80,365	360	11.2%
Census Tract 204.01	3,179	\$ 60,296	427	13.4%
Block Group 2, Census Tract 202.02	764	\$ 77,723	55	7.2%
Block Group 2, Census Tract 204.01	1,386	\$ 77,688	18	1.3%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimate.

**Attachment 4**  
**Census Geography Map**  
**Minority Populations**





# **CENSUS GEOGRAPHY MAP** **Minority Populations**

## **Farm-to-Market (FM) 1173**

From FM 156  
 To IH 35  
 Denton County, Texas

CSJ: 1059-01-047  
 & 1059-02-002



0 0.5 1  
 Miles

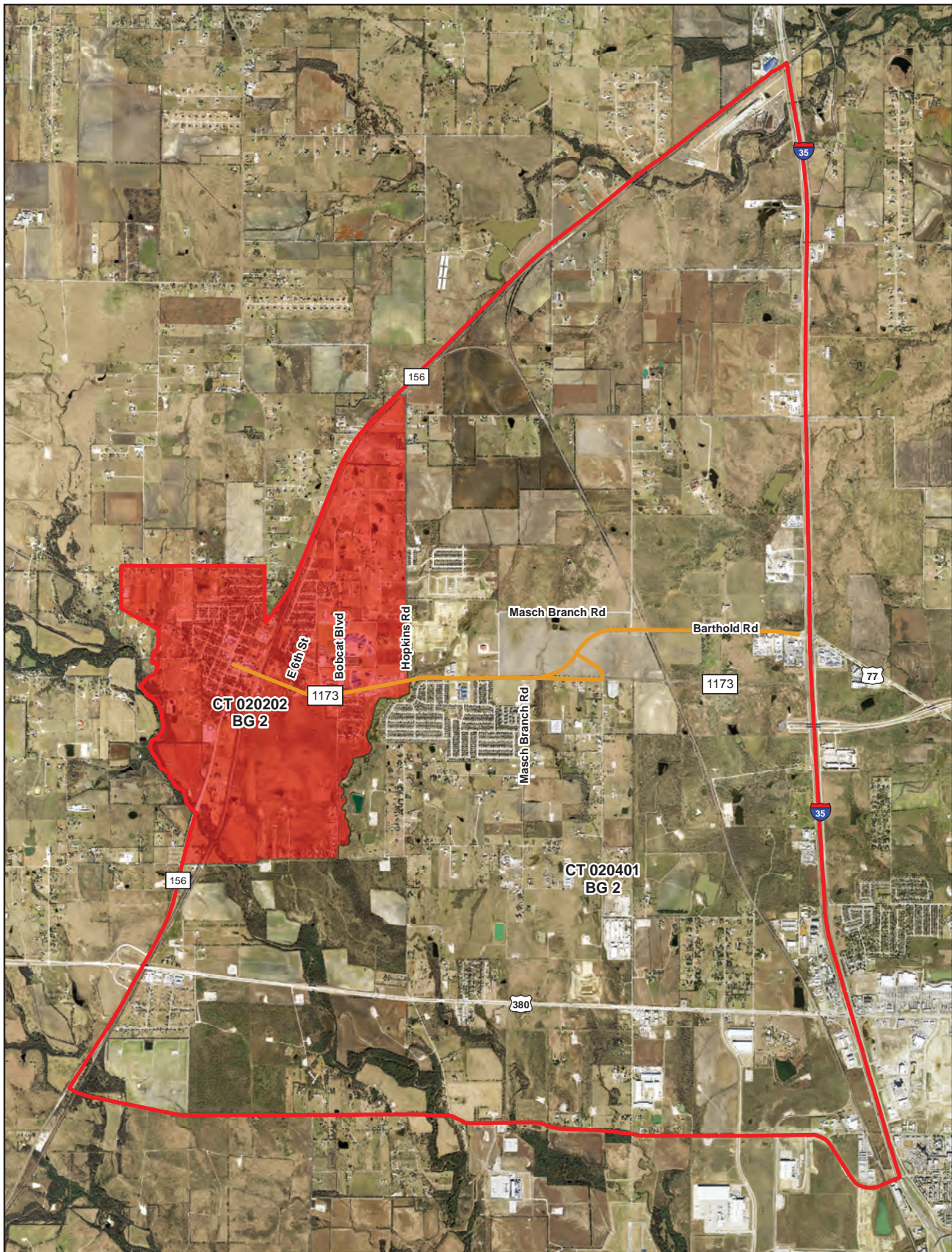
Base Map Source: TNRIS (2018)

### **Legend**

- Project Location
  - Study Area
  - Non-EJ Census Block
  - EJ Census Block
  - No Population Census Block
- EJ - Environmental Justice (%Minority >50%)

**Attachment 5**  
**Census Geography Map**  
**LEP Populations**





# **CENSUS GEOGRAPHY MAP** **LEP Populations**

## **Farm-to-Market (FM) 1173**

From FM 156  
To IH 35  
Denton County, Texas

CSJ: 1059-01-047  
& 1059-02-002



0 0.5 1  
Miles

Base Map Sources:  
TNRIS (2018); USCB (2018)

### **Legend**

- Project Location
- Study Area
- Non-LEP Census Block Group
- LEP Census Block Group

LEP - Population age 5 years and over who speak English "less than very well" (LEP >10%)  
BG - Block Group  
CT - Census Tract



**Attachment 6**  
**CIA Project Area Photographs**



**Photograph 1:** View looking west from Memory Lane towards the Northstar Dragway (Map ID 1) at 3236 Memory Lane, Denton, TX 76207. Date of photograph: 3/3/20.



**Photograph 2:** View looking west from Memory Lane towards the North Texas Karters (Map ID 2) at 3738 Memory Lane, Denton, TX 76207. Date of photograph: 3/3/20.



**Photograph 3:** View looking west from the parking lot of Blue Mound United Methodist Church towards the Blue Mound United Methodist Church (Map ID 3) at 8421 IH 35, Denton, TX 76207. Date of photograph: 3/3/20.



**Photograph 4:** View looking west from the parking lot of Western World towards the Victory World Outreach Church (Map ID 4) at 7833 N IH 35 Service Road, Denton, TX 76207. Date of photograph: 3/3/20.





**Photograph 5:** View looking south southeast from the Westside Park parking lot towards Westside Park (Map ID 5) at 6500 Gregg Road, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 6:** View looking west from N 4<sup>th</sup> Street towards a home with a ramp to the front of the house at 502 FM 1173, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 7:** View looking north northwest from N 2<sup>nd</sup> Street towards the Finley Chapel & Event Center (Map ID 6) at 310 W McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 8:** View looking northwest from N 3<sup>rd</sup> Street towards the Church of Christ (Map ID 7) at N 3<sup>rd</sup> Street & Huffman Street, Krum, TX 76249. Date of photograph: 3/3/20.





**Photograph 9:** View looking east from N 3<sup>rd</sup> Street towards Hattie Dyer Elementary School (Map ID 8) at 304 N 3<sup>rd</sup> Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 10:** View looking east northeast from N 1<sup>st</sup> Street towards the Krum Fire Department (Map ID 9) at 400 N 1<sup>st</sup> Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 11:** View looking south from FM 1173 towards Kid Kountry (Map ID 10) at 337 W McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 12:** View looking south from W Lake Street towards the United States Postal Service (Map ID 11) at 121 N 2<sup>nd</sup> Street, Krum, TX 76249. Date of photograph: 3/3/20.





**Photograph 13:** View looking north from a parking lot towards the City of Krum Municipal Building (Map ID 12) at 146 W McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 14:** View looking northeast from Bobcat Boulevard towards Krum High School and stadium (Map ID 14) at 700 Bobcat Boulevard, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 15:** View looking south southeast from the parking lot of the Krum Public Library towards the Krum Public Library (Map ID 15) at 815 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 16:** View looking east from the side road leading to the parking lot of the Krum Public Library towards Faith Baptist Church (Map ID 16) at 815 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.





**Photograph 17:** View looking northwest from Bobcat Boulevard towards Krum Middle School (Map ID 17) at 805 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 18:** View looking north from FM 1173 towards Blanche Dodd Elementary School (Map ID 18) at 915 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 19:** View looking northwest from the parking lot of First UMC towards 1<sup>st</sup> United Methodist Church and Krum UMC Children's Day Out (Map ID 19 & 20) at 1001 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 20:** View looking southeast from the parking lot of the Dollar General towards Eastside Park (Map ID 21) at 1240 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.





**Photograph 21:** View looking north from Dakota Trail towards Eaglechase Mini-park (Map ID 22) at 1300 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 22:** View looking north from Sequoia Drive towards Krum Early Education Center (Map ID 23) at 1513 Sequoia Drive, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 23:** View looking northwest from the parking lot of Christian Center Assembly-God towards Christian Center Assembly-God (Map ID 24) at 5301 Masch Branch Road, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 24:** View looking northwest from parking lot towards North Texas Collegiate Academy (Map ID 25) at 4601 IH 35, Denton, TX 76207. Date of photograph: 3/3/20.





**Photograph 25:** View looking south from the parking lot of Friendship Church towards Friendship Church (Map ID 26) at 3813 W University Drive, Denton, TX 76207. Date of photograph: 3/3/20.



**Photograph 26:** View looking southwest from FM 1173 towards Loving Hearts Christian Academy (Map ID 27) at 241 W McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.





**Photograph 27:** View looking southwest from the ROW along FM 1173 towards an example of a house in disrepair at 310 E McCart Street, Krum, TX 76249. This house is one of the properties that would potentially be displaced. Date of photograph: 3/3/20.



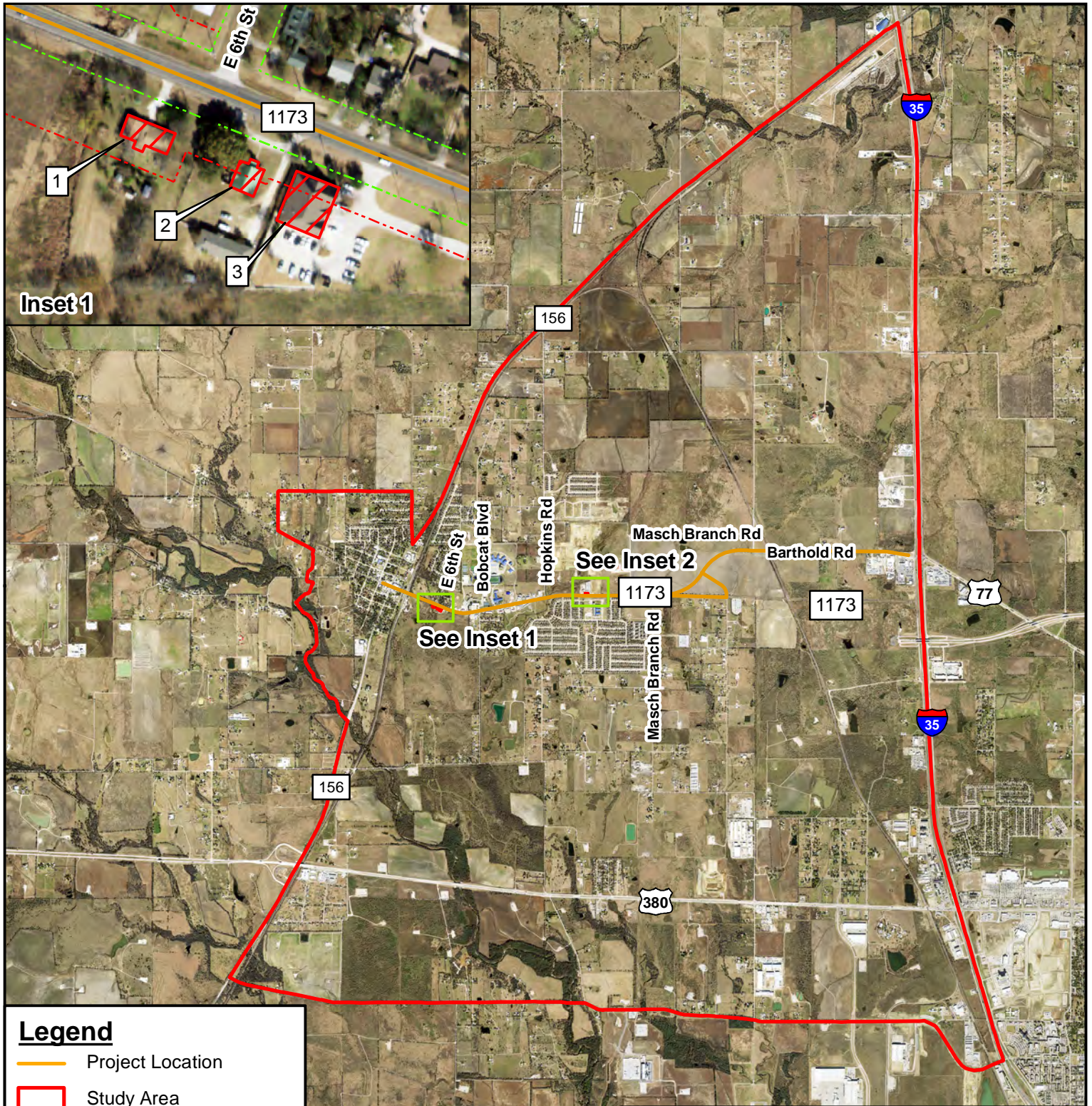
**Photograph 28:** View looking southwest from FM 1173 towards one of the potential displacements at 222 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.



**Photograph 29:** View looking southeast from the ROW along FM 1173 towards one of the potential displacements at Krum Dental Associates, 318 E McCart Street, Krum, TX 76249. Date of photograph: 3/3/20.

**Attachment7**  
**Displacements Map**





## DISPLACEMENTS MAP

### Farm-to-Market (FM) 1173

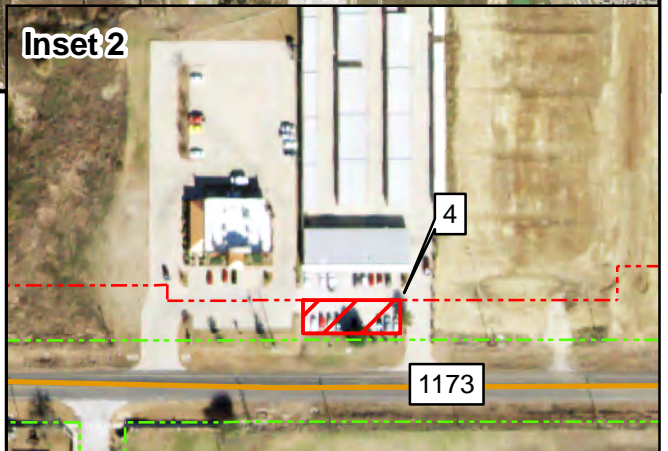
From FM 156  
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CSJs: 1059-01-047  
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0 0.5 1  
Miles

Base Map Source: TNRIS (2018)





**Attachment 8**  
**Displacements Table**

Displacements Table

Property Number	Name	Impact Types	Situs Address	City	Zip Code	Year Built	Appraised Value
1	Single-family Residential	Building	222 E McCart St	Krum, TX	76249	1985	\$120,208
2	Single-family Residential	Building	310 E McCart St	Krum, TX	76249	1970	\$79,197
3	Krum Dental Associates (Commercial)	Building, Parking	318 E McCart St	Krum, TX	76249	2009	\$528,121
4	Shops of Krum (Commercial)	Parking	1541 E McCart St	Krum, TX	76249	2010	\$1,337,329

Source: Denton County Appraisal District, accessed March 2020