

**Dallas to Houston High-Speed Rail  
Draft Environmental Impact Statement**

**Appendix E:  
Technical Memorandums  
Set 2 of 2**  
Cultural Resources  
TMF Alternatives Analysis



**Federal Railroad  
Administration**



**TECHNICAL MEMORANDUM  
CULTURAL RESOURCES**

**To:** Jerry Smiley, AICP, AECOM

**From:** Tanya McDougall, AECOM

**Date:** November 1, 2017

**RE: Dallas to Houston HSR – Cultural Resources**

---

This technical memorandum includes the following sections:

- Initiated SHPO Consultation Correspondence
- Section 106 Consulting Party Correspondence
- Federally-Recognized Native American Tribes Correspondence
- Historic Resources Research Design / Archeological Resources Research Design
- Cultural Sensitive Locations Correspondence
- Cultural Context
- Historic Resources NRHP Evaluation Table
- Cultural Resources Survey Reports SHPO Concurrence

**Initiated SHPO Consultation Correspondence**



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

February 23, 2015

Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
P.O. Box 12276  
Austin, TX 78711-2276

RE: Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors.

Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process. The undertaking requires compliance with NEPA and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As the lead federal agency, FRA is contacting you to initiate formal consultation with the Texas Historical Commission regarding the undertaking in accordance with 36 CFR 800 and its implementing regulations. We appreciate the information provided by your staff to date and look forward to working with you throughout the review process.

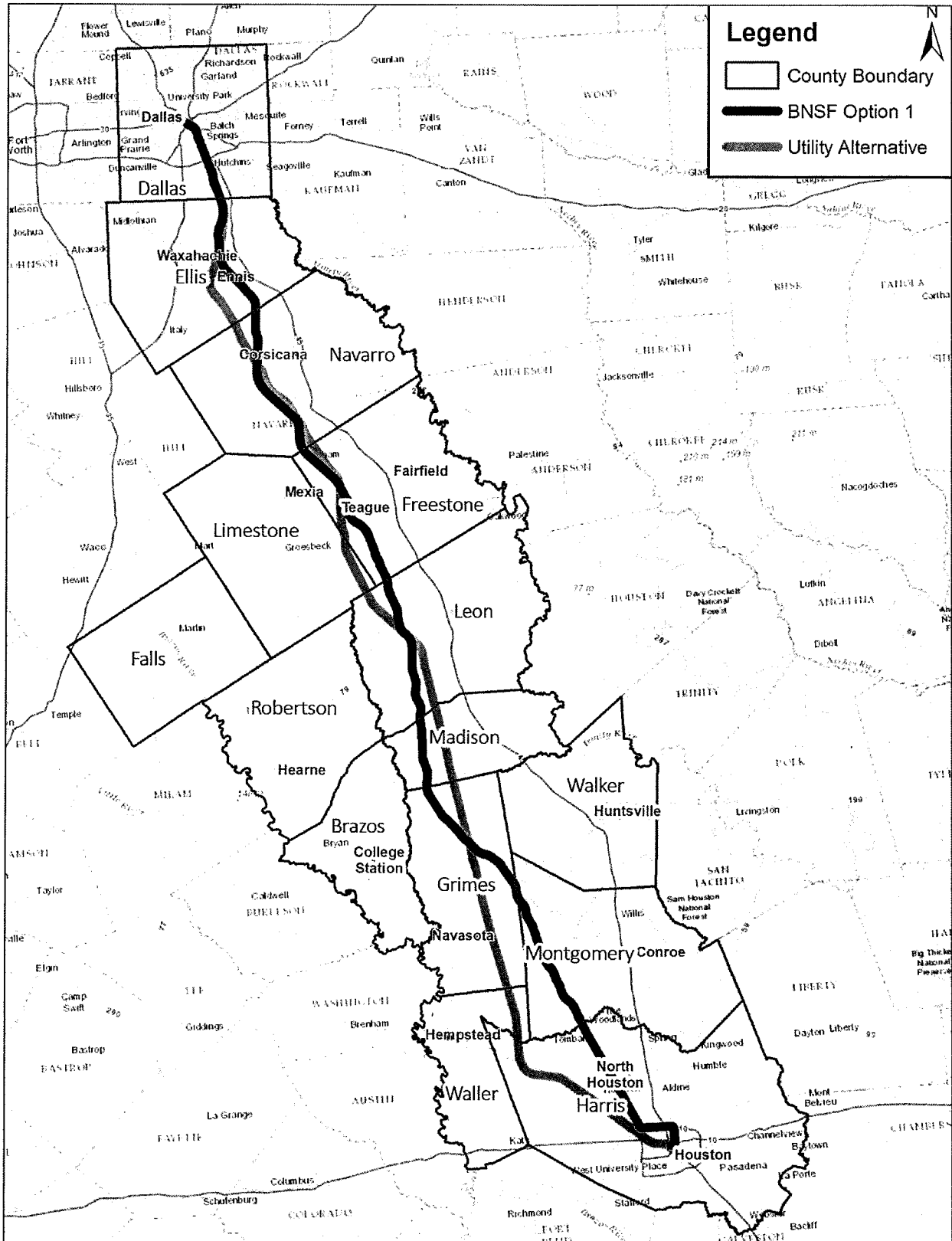
If you have any questions, Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



**Dallas to Houston High-Speed Rail Project EIS  
Alternative Corridors**

**Section 106 Consulting Party Correspondence**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015<sup>1</sup>

U.S. Army Corps of Engineers Galveston District  
Ms. Felicity Dodson  
2000 Fort Point Road  
Galveston, TX 77550

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Felicity Dodson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

U.S. Army Corps of Engineers Ft. Worth District  
Mr. Darvin Messer  
PO Box 17300  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. Darvin Messer,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

Preservation Texas  
Mr. Evan Thompson, Executive Director  
P.O. Box 12832  
Austin, TX 78711

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Evan Thompson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Ellis THC  
Ms. Sylvia Smith  
PO Box 175  
Waxahachie, TX 75165

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Sylvia Smith,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

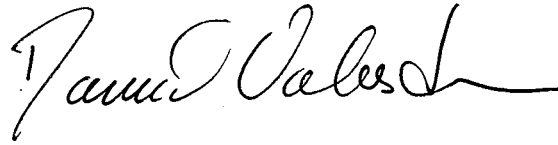
As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Freestone THC  
Mr. Brad Pullin  
245 FM 833 West  
Streetman, TX 75840

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Brad Pullin,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

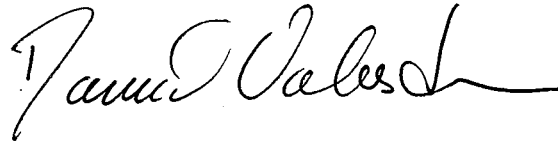
A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Grimes THC  
Ms. Denise Upchurch  
9927 FM 1696  
Bedias, TX 77830

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Denise Upchurch,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Harris THC  
Ms. Janet Wagner  
710 North Post Oak Road, #400  
Houston, TX 77002

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Janet Wagner,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Leon THC  
Ms. Charlcie Casey  
PO Box 866  
Buffalo, TX 75833

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Charlcie Casey,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

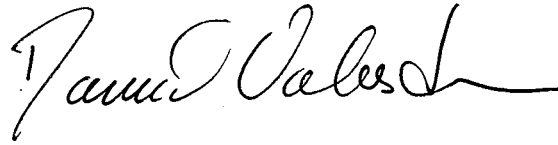
As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Limestone THC  
Mr. William Reagan  
PO Box 860  
Groesback, TX 76642

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. William Reagan,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Madison THC  
Ms. Bonne Hendrix  
802 S. May Street  
Madisonville, TX 77864

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Bonne Hendrix,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Madison THC  
Mr. Sonny Knight  
PO Box 925  
Madisonville, TX 77864

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Sonny Knight,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Montgomery THC  
Mr. Larry Foerster  
414 West Phillips Suite 100  
Conroe, TX 77301

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Larry Foerster,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Navarro THC  
Mr. Bruce McManus  
3019 McKnight Lane  
Corsicana, TX 75110

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Bruce McManus,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Waller THC  
Mr. Truett Bell  
PO Box 9  
Pattison, TX 77445

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Truett Bell,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.


As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

Ennis Main Street Program Manager  
Ms. Becky McCarty  
PO Box 220  
Ennis, TX 75120

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Becky McCarty,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

City of Dallas  
Mr. Mark Doty, Historic Preservation Officer  
1500 Marilla Street, Room 5BN  
Dallas, TX 75204

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. Mark Doty,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

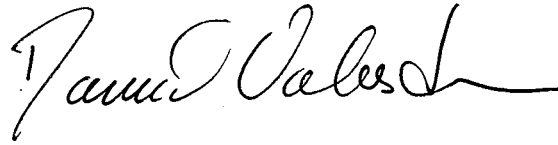
As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

City of Ennis

Mr. Marty Nelson, Economic Development District/CLG  
PO Box 220  
Ennis, TX 75120

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. Marty Nelson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

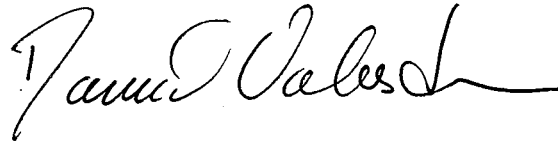
A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

City of Corsicana

Ms. Sara Beth Wilson, Main Street & Tourism Director/HPO  
200 North 12th Street  
Corsicana, TX 75110

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Sara Beth Wilson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Dallas to Houston High Speed Rail Project - Section 106 Consultation (UNCLASSIFIED)  
**Date:** Monday, March 09, 2015 3:39:42 PM

---

-----Original Message-----

From: melissa.hatcher@dot.gov [<mailto:melissa.hatcher@dot.gov>]  
Sent: Monday, March 09, 2015 3:08 PM  
To: Felicity.A.Dodson@usace.army.mil  
Cc: Jerry.L.Androy@usace.army.mil; Welch, Jim  
Subject: RE: Dallas to Houston High Speed Rail Project - Section 106 Consultation (UNCLASSIFIED)

Thank you Felicity. I look forward to working with you and Jerry.

Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

-----Original Message-----

From: Dodson, Felicity A SWG [<mailto:Felicity.A.Dodson@usace.army.mil>]  
Sent: Monday, March 09, 2015 4:03 PM  
To: Hatcher, Melissa (FRA)  
Cc: Androy, Jerry L SWG  
Subject: Dallas to Houston High Speed Rail Project - Section 106 Consultation (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Melissa,

Thanks for your call today, to go over the status of the Federal Railroad Administration's forecast schedule for this proposed project. As we discussed, I did receive your February 23, 2015 letter, inviting us to participate in the Section 106 Consultation. Since the Corps has agreed to participate as a cooperating agency in the preparation of an EIS for this project, we would also like to participate in the Section 106 consultation. Jerry Androy is our Regulatory Staff Archaeologist, and would be the point person for any action related to 106. I will forward him a copy of your letter. For future reference, he may be reached at 409-766-3821 or via email at [Jerry.L.Androy@usace.army.mil](mailto:Jerry.L.Androy@usace.army.mil).

Best regards,  
Felicity

Felicity A. Dodson  
Acting Central Unit Leader  
Regulatory Project Manager  
U.S. Army Corps of Engineers, Galveston District  
Phone: 409-766-3105  
Fax: 409-766-6301 or 409-766-3931  
[felicity.a.dodson@usace.army.mil](mailto:felicity.a.dodson@usace.army.mil)

Physical Address:

2000 Fort Point Road  
Galveston, TX 77550

Post Office Box:  
P.O. Box 1229  
Galveston, TX 77553-1229

Web: [www.swg.usace.army.mil/BusinessWithUs/RegulatoryBranch.aspx](http://www.swg.usace.army.mil/BusinessWithUs/RegulatoryBranch.aspx)  
Facebook: [www.facebook.com/GalvestonDistrict](http://www.facebook.com/GalvestonDistrict)  
DVIDS: [www.dvidshub.net/units/USACE-GD](http://www.dvidshub.net/units/USACE-GD)  
Twitter: [www.twitter.com/usacegalveston](http://www.twitter.com/usacegalveston)

To assist us in improving our service to you, please complete the survey found at:  
[http://corpsmapu.usace.army.mil/cm\\_apex/f?p=136:4:0](http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0)

Classification: UNCLASSIFIED  
Caveats: NONE

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Preservation Texas  
**Date:** Thursday, March 26, 2015 10:01:50 AM

---

-----Original Message-----

From: melissa.hatcher@dot.gov [<mailto:melissa.hatcher@dot.gov>]  
Sent: Thursday, March 26, 2015 10:00 AM  
To: Welch, Jim  
Cc: melissa.hatcher@dot.gov  
Subject: Preservation Texas

Hi Jim,

Preservation Texas called me to tell me they will be a consulting party.

Thanks,  
Melissa

Sent with Good ([www.good.com](http://www.good.com))

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

**From:** [Welch, Jim](mailto:Welch_Jim)  
**To:** [Hartsfield, Shelley](mailto:Hartsfield_Shelley)  
**Subject:** FW: Dallas to Houston High-Speed Rail Project  
**Date:** Thursday, April 16, 2015 9:43:50 AM

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Thursday, April 16, 2015 7:35 AM  
**To:** Welch, Jim  
**Subject:** FW: Dallas to Houston High-Speed Rail Project

The Ellis County Historical Commission will be a consulting party.

**Melissa Hatcher**  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** [rjcarey1@gmail.com](mailto:rjcarey1@gmail.com) [mailto:rjcarey1@gmail.com]  
**Sent:** Thursday, April 16, 2015 7:44 AM  
**To:** Hatcher, Melissa (FRA)  
**Cc:** Sylvia Smith; Ryan Mize  
**Subject:** Dallas to Houston High-Speed Rail Project

Dear Ms. Hatcher -

This is in response to the letter of 23 Feb 2015 to Sylvia Smith, Chair of the Ellis County Historical Commission, from David Valenstein regarding consultation under Sec. 106 of the National Historic Preservation Act on the project on the Dallas to Houston High-Speed Rail Project (HSR). The letter was forwarded to me for response. The Ellis County Historical Commission would like to participate in consultation on the project.

It would be good, however, if we had the specific geographic locations of the alternative routes for the HSR whenever they are available. The maps from the website in the letter noted above were provided to Ryan Mize, our Ellis County GIS Specialist, to show how the alternative routes might impact on historic features, such as our cemeteries. He provided a map, however, he noted that the alternative routes were still somewhat general in nature and not geographically specific. As goes without saying, knowing the specific geographic alternative routes is critical to determining possible impact on historical features.

We appreciate very much the opportunity to participate in the Sec. 106 review of this project.

Rex Carey  
Ellis County Historical Commission  
972-775-2463 - Hm

214-802-3505 - Cell  
[ricarey1@gmail.com](mailto:ricarey1@gmail.com)  
4041 Rollingwood Ln.  
Midlothian, TX 76065

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.



**ROGER KNIGHT, JR., INC.**

A PROFESSIONAL CORPORATION  
ATTORNEYS AT LAW  
714 S. MADISON  
MADISONVILLE, TEXAS 77864

OFFICE (936) 348-3543  
FAX (936) 348-5433

ROGER KNIGHT, JR.  
MEMBER AMERICAN BOARD OF TRIAL ADVOCATES

**MAILING ADDRESS: P.O. BOX 925**

LAURIE LOUISE KNIGHT

KEVIN ROGER KNIGHT\*  
\*BOARD CERTIFIED-PERSONAL INJURY TRIAL LAW  
TEXAS BOARD OF LEGAL SPECIALIZATION  
MEMBER AMERICAN BOARD OF TRIAL ADVOCATES

ROGER KNIGHT  
1910-1991

March 4, 2015

Re: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CRF 800) for the Dallas to Houston High-Speed Rail Project

---

Mr. David Valenstein  
Division Chief  
Environment and Systems Planning Division  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Valenstein:

I have and thank you for your letter of February 23, 2015. I suppose the letter is written to me because of my connection with the Texas Historical Commission of Madison County. I will be happy to help in any way I can that does not damage Madison County or its residents, does not shut down any of our roads or facilities, or prevents Madison County residents from accessing their ranch properties as they currently have as of the writing of this letter.

I will be happy to serve as a consulting party in accordance with Section 106 of the National Historic Preservation Act. I do agree to participate as a consulting party with the qualifications and conditions I have already set forth.

Thank you, and with cordial good wishes, I am

Yours very truly,

  
Roger Knight, Jr.

RK, JR/jls

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Dallas to Houston High-Speed Rail Project  
**Date:** Tuesday, March 10, 2015 9:06:13 AM

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Tuesday, March 10, 2015 9:02 AM  
**To:** hchc.janet@gmail.com  
**Cc:** Welch, Jim  
**Subject:** RE: Dallas to Houston High-Speed Rail Project

Dear Ms. Wagner,

Thank you for agreeing to act as consulting party pursuant to Section 106 of the National Historic Preservation Act. I look forward to communicating with you in the near future about the next steps in the process and our anticipated timeframes for Section 106 consulting parties meetings.

Sincerely,  
Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
Office of Railroad Policy and Development  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
(202) 493-6075

**Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

**From:** Janet Wagner [mailto:hchc.janet@gmail.com]  
**Sent:** Tuesday, March 10, 2015 9:41 AM  
**To:** Hatcher, Melissa (FRA)  
**Subject:** Fwd: Dallas to Houston High-Speed Rail Project

----- Forwarded message -----

**From:** Janet Wagner <[hchc.janet@gmail.com](mailto:hchc.janet@gmail.com)>  
**Date:** Mon, Mar 9, 2015 at 3:09 PM  
**Subject:** Fwd: Dallas to Houston High-Speed Rail Project  
**To:** Glen Van Slyke <[glen.vanslyke@cao.hctx.net](mailto:glen.vanslyke@cao.hctx.net)>

----- Forwarded message -----

**From:** Janet Wagner <[hchc.janet@gmail.com](mailto:hchc.janet@gmail.com)>  
**Date:** Mon, Mar 9, 2015 at 3:08 PM  
**Subject:** Dallas to Houston High-Speed Rail Project  
**To:** [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov)

Ms Hatcher:

The Harris County Historical Commission (HCHC) agrees to be a consultant for the above project. The consulting letter, sent as a hard copy to Mr. David Valenstein, Division Chief, is attached, along with copies of his letter to the HCHC. The HCHC awaits the MOA or PA when necessary.

Regards,

Janet K. Wagner

Chair, Harris County Historical Commission

[HCHC.janet@gmail.com](mailto:HCHC.janet@gmail.com)

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.



## HARRIS COUNTY, TEXAS

# HARRIS COUNTY HISTORICAL COMMISSION

Janet K. Wagner RLA, Chair

Chris Varela, Vice Chairman

Trevia Wooster Beverly, Corresponding Secretary

Debra Blacklock-Sloan, Marker Dedication Chair

Ann Dunphy Becker, Website Review

Dr. Gayle Davies, Harris County Marker Chair

Bernice Mistrot, Texas Treasure Business Chair

Gene Wiggins, Website Coordinator

Sarah Canby Jackson, CA, Archives

Susan Armstrong, Recording Secretary

Jim Fisher, Marker Inventory Chair

Paul R. Scott, State Marker Chair

Ed C. Ming Chen, Parliamentarian

Charles Duke, Legislative Liaison

Michael D. Vance, Historic Videos

Joseph Strange, Historical Photographer

James H. Ford, Jr., Marker Mentor Chair

March 10, 2015

Mr. David Valenstein, Division Chief, Environment and Systems Planning Division

U. S. Department of Transportation, Federal Railroad Administration

1200 New Jersey Avenue, SE

Washington, D. C. 20590

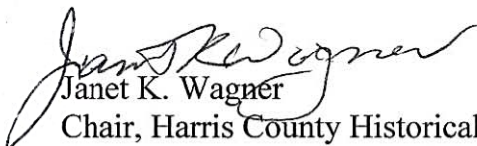
RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project.

Dear Mr. Valenstein:

Regarding the invitation for the Harris County Historical Commission (HCHC) to participate as a consulting party for the Dallas to Houston High-Speed Rail Project, the HCHC detracts the March 9, 2015 agreement letter to become a consulting party participant for the High-Speed Rail Project.

A copy of this letter will be emailed to Ms. Melissa Hatcher. Thank you for your time and consideration of the HCHC.

Regards,

  
Janet K. Wagner

Chair, Harris County Historical Commission

Milford Wayne Donaldson,  
Chairman

Clement A. Price, Ph.D.  
Vice Chairman

John M. Fowler  
Executive Director



*Preserving America's Heritage*

March 20, 2015

Ms. Sarah Feinberg  
Acting Administrator  
Federal Railway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

***REF: Proposed Dallas to Houston High Speed Rail Project  
Dallas and Houston, Texas***

Dear Ms. Feinberg:

In response to a notification by the U.S. Department of Transportation, Federal Railway Administration, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Memorandum of Agreement for the proposed Dallas to Houston High Speed Rail Project. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because the project may include adverse effects to large numbers of historic properties, such as impacts to multiple properties within a historic district.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying David Valenstein, Division Chief, Environment and Systems Planning Division of this decision.

Our participation in this consultation will be handled by Christopher Wilson, who can be reached at 202-517-0229, or via e-mail at [cwilson@achp.gov](mailto:cwilson@achp.gov). We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a Memorandum of Agreement.

Sincerely,

John M. Fowler  
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001  
Phone: 202-517-0200 □ Fax: 202-517-6381 □ [achp@achp.gov](mailto:achp@achp.gov) □ [www.achp.gov](http://www.achp.gov)

January 25, 2016

Mr. Jerry Smiley  
Project Manager  
AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207

Dear Mr. Smiley,

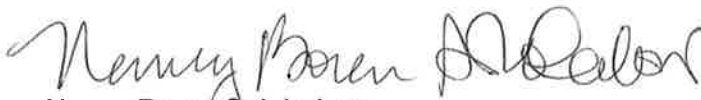
Thank you for contacting the Boren-Reagor Springs Historical Society requesting information in relation to the proposed High-Speed Rail from Dallas to Houston.

The Boren Cemetery is a significant cultural resource in Ellis County, Texas. It contains the graves of 283 residents of the area, some of them the very first settlers who arrived in 1847. The first burial date recorded on a tombstone is 1868. Interred there is Michael Boren who served in the Army of the Republic of Texas. Three Civil War veterans are also buried there: John W. Bell served in the Tennessee Infantry and Cavalry before coming to Texas, William Milton Boren fought in the Spanish-American war as well as the Civil War, and James Addison Davis served in the Mississippi State Cavalry. These men and their families helped shape the community and the state of Texas.

Growing out of the effort begun in 1998 to clean up the cemetery, the BRSHS published a book, *Boren Cemetery, the First One Hundred and Forty Years*, available at Ellis County Libraries and through our web site. We have shared all the information we have uncovered in an effort to preserve this slice of Texas history and to aid the searches of future historians and geneologists.

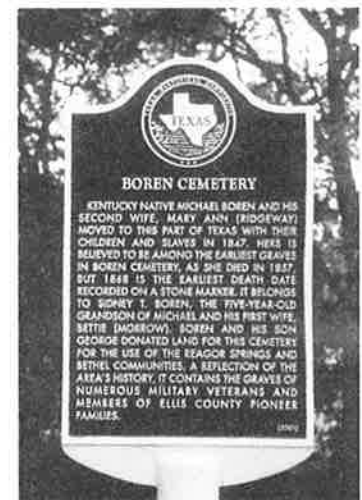
We sincerely hope that the proposed High-Speed Rail line will respect the history of the cemetery and this community.

Sincerely,



Nancy Boren Solohubow  
President, BRSHS  
972-625-6261  
[nancy@nancyboren.com](mailto:nancy@nancyboren.com)

PS I hope you are also aware of the historic Richardson Cemetery (30 graves) one mile southwest of its historical marker on Hwy 287 at the Reagor Springs exit. The historic Templeton Farm Cemetery (36 graves and often completely over grown) is also in the area on the north side of Old Waxahachie Road between Old Boyce Road and Cooke Road. This cemetery was used for many of the African-American residents, many of whom were descendants of slaves brought to the area in 1855.



**Federally-Recognized Native American Tribes Correspondence**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Kiowa Indian Tribe of Oklahoma  
Ms. Amie Tah-Bone  
Museum Director and NAGPRA Representative  
Ms. Amber Toppah, Chairperson  
P.O. Box 369  
Carnegie, OK 73015

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Amie Tah-Bone,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Mescalero Apache Tribe  
Mr. Danny Breuninger, Sr. President  
C/O Holly Houghten, THPO  
P.O. Box 227  
Mescalero, NM 88340

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Danny Breuninger,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Muscogee (Creek) Nation of Oklahoma  
Ms. Odette Freeman, Manager's Assistant  
Cultural Preservation Office  
George Tiger, Principal Chief  
Creek National Tribal Complex  
P.O. Box 580  
Okmulgee, OK 74447

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Odette Freeman,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

The Delaware Nation  
Ms. Nekole Alligood, Director  
Cultural Preservation Office  
Mr. Clifford Peacock, President  
P.O. Box 825  
Anadarko, OK 73005

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Nekole Alligood,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

FEB 19 2015

Thlopthlocco Tribal Town  
Mr. George Scott, Town King  
P.O. Box 188  
Okemah, OK 74859

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. George Scott,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Tonkawa Tribe of Indians of Oklahoma  
Mr. Don Patterson, President  
1 Rush Buffalo Rd  
Tonkawa, OK 74653

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Don Patterson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 19 2015

United Keetoowah Band of Cherokee Indians  
Ms. Lisa LaRue-Baker, Acting THPO  
Mr. George Wickliffe, Chief  
P.O. Box 748  
Tahlequah, OK 74465

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Lisa LaRue-Baker,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Wichita and Affiliated Tribes  
Ms. Terri Parton, President  
P.O. Box 729  
Anadarko, OK 73005

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Terri Parton,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Caddo Nation of Oklahoma  
Mr. Robert Cast, THPO  
P.O. Box 487  
Binger, OK 73009

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Robert Cast,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 19 2015

Mr. Bryant J. Celestine  
Historic Preservation Officer  
Colabe Clem Sylestine, Principal Chief  
571 State Park Rd 56  
Livingston, TX 77351

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Bryant J. Celestine,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Apache Tribe of Oklahoma  
Mr. Lyman Guy, Chairman  
P.O. Box 1330  
Anadarko, OK 73005

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Lyman Guy,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

FEB 19 2015

Coushatta Tribe of Louisiana  
Mr. Lovelin Poncho, Chairman  
P.O. Box 818  
Elton, LA 70532

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Lovelin Poncho,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

**FEB 19 2015**

Comanche Nation of Oklahoma  
Mr. Jimmy Arterberry, THPO  
Mr. Wallace Coffey, Chairman  
P.O. Box 908  
Lawton, OK 73502

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Jimmy Arterberry,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Alabama-Coushatta Tribe of Texas  
Mr. Bryant J. Celestine  
Historic Preservation Officer  
Colabe Clem Sylestine, Principal Chief  
571 State Park Rd 56  
Livingston, TX 77351

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Bryant J. Celestine,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

**FEB 19 2015**

1200 New Jersey Avenue, SE  
Washington, DC 20590

Alabama-Quassarte Tribal Town  
Mr. Tarpie Yargee, Chief  
P.O. Box 187  
Wetumka, OK 74883

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Tarpie Yargee,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Gov to Gov Consultation for Dallas to Houston HSR  
**Date:** Thursday, March 19, 2015 3:07:16 PM  
**Attachments:** [image002.gif](#)

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Thursday, March 19, 2015 2:48 PM  
**To:** ofreeman@mcn-nsn.gov  
**Cc:** Welch, Jim  
**Subject:** RE: Gov to Gov Consultation for Dallas to Houston HSR

Dear Ms. Freeman,

Thank you for your prompt response. FRA will continue to include you on the project mailing list so that you will be informed as the National Environmental Policy Act (NEPA) process advances. Should you change your mind at any point or should the project change to involve the Muscogee (Creek) Nation historic area of interest, please do not hesitate to contact me.

Sincerely,

**Melissa Hatcher**  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** Odette Freeman [mailto:ofreeman@mcn-nsn.gov]  
**Sent:** Thursday, March 19, 2015 3:28 PM  
**To:** Hatcher, Melissa (FRA)  
**Subject:** Gov to Gov Consultation for Dallas to Houston HSR

Thank you the correspondence regarding the Dallas to Houston High Speed Rail project. This project is outside of the Muscogee (Creek) Nation historic area of interest. We respectfully defer to the other Tribes that have been contacted. If you have any further questions or concerns, please give us a call.

**Odette Freeman**  
Historic and Cultural Preservation Department, Manager's Assistant  
Muscogee (Creek) Nation  
P. O. Box 580 | Okmulgee, OK 74447  
T 918.732.7758  
F 918.758.0649  
[ofreeman@mcn-nsn.gov](mailto:ofreeman@mcn-nsn.gov)  
[www.MCN-nsn.gov](http://www.MCN-nsn.gov)

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Texas Central Railway project  
**Date:** Wednesday, May 13, 2015 11:40:14 AM

---

Please add to project files and update the spreadsheet.

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Tuesday, May 12, 2015 3:14 PM  
**To:** NAlligood@delawarenation.com  
**Cc:** CSmith@delawarenation.com; Welch, Jim  
**Subject:** RE: Texas Central Railway project

Dear Nekole,

Thank you for letting me know that none of the counties involved in the proposed railway are part of the Delaware Nation's area of interest. Your response is greatly appreciated.

Best regards,

**Melissa Hatcher**

Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** Nekole Alligood [mailto:NAlligood@delawarenation.com]  
**Sent:** Tuesday, May 12, 2015 4:12 PM  
**To:** Hatcher, Melissa (FRA)  
**Cc:** Corey Smith  
**Subject:** Texas Central Railway project

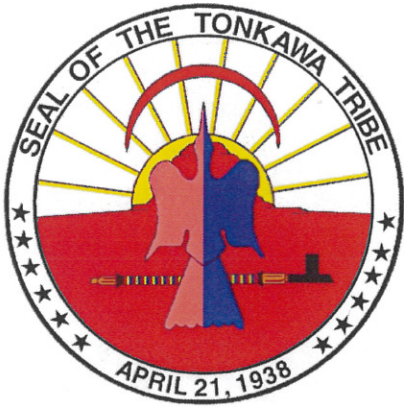
Good afternoon. I apologize for not getting back with you within the 30 day review period, although I must inform you that none of the counties involved in the proposed rail way are part of the Delaware Nation's area of interest in Texas. Therefore, there are no concerns surrounding the location of the proposed rail line.

Best of luck with the project!

*Nekole Alligood  
Director of Cultural Preservation  
Delaware Nation  
31064 HWY 281  
PO Box 281  
Anadarko, OK 73005  
Phone: 405-247-2448  
Fax: 405-247-8905*

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.





TONKAWA TRIBE OF OKLAHOMA  
**NATIVE AMERICAN GRAVES PROTECTION  
AND REPATRIATION ACT**

• 1 RUSH BUFFALO ROAD, TONKAWA, OKLAHOMA 74653 •  
• PHONE (580) 628-2561 • FAX: (580) 628-9903 •  
WEB SITE: [www.tonkawatribe.com](http://www.tonkawatribe.com)

Dear Sir or Madam,

Regarding your proposed projects, the Tonkawa Tribe of Indians of Oklahoma submits the following:

The Tonkawa Tribe has no specifically designated historical or cultural sites identified in the above listed project area. However if any human remains, funerary objects, or other evidence of historical or cultural significance is inadvertently discovered then the Tonkawa Tribe would certainly be interested in proper disposition thereof.

We appreciate notification by your office of the many projects on-going, and as always the Tonkawa Tribe is willing to work with your representatives in any manner to uphold the provisions of NAGPRA to the extent of our capability.

Respectfully,

A handwritten signature in blue ink, reading "Miranda 'Nax'ce' Myer".

Miranda "Nax'ce" Myer  
NAGPRA Representative

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Dallas to Houston High-Speed Rail Project  
**Date:** Friday, March 06, 2015 10:47:21 AM

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Thursday, March 05, 2015 7:30 AM  
**To:** ukbthpo-larue@yahoo.com  
**Cc:** hnoe@unitedkeetoowahband.org; Welch, Jim  
**Subject:** RE: Dallas to Houston High-Speed Rail Project

Dear Ms. Baker,

Thank you for your prompt response. FRA will continue to consult and coordinate with federally recognized tribes with a more established historic interest in the project area. Should you have questions or concerns in the future, please do not hesitate to contact me.

Best regards,  
Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** Lisa LaRue-Baker - UKB THPO [mailto:ukbthpo-larue@yahoo.com]  
**Sent:** Wednesday, March 04, 2015 2:45 PM  
**To:** Hatcher, Melissa (FRA)  
**Cc:** Holly Noe  
**Subject:** Dallas to Houston High-Speed Rail Project

The United Keetoowah Band of Cherokee Indians in Oklahoma thanks you for initiating consultation with us. We respectfully defer to federally recognized tribes with a more established historic interest in this particular area of Texas (ours if further North).  
Thank you again,

**Lisa C. Baker**  
Acting THPO  
United Keetoowah Band of Cherokee Indians in Oklahoma  
PO Box 746  
Tahlequah, OK 74465

c 918.822.1952  
[ukbthpo-larue@yahoo.com](mailto:ukbthpo-larue@yahoo.com)

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

**Please FOLLOW our historic preservation page and LIKE us on FACEBOOK**

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.



# ALABAMA-COUSHATTA TRIBE OF TEXAS

571 State Park Road 56 • Livingston, Texas 77351 • (936) 563-1100

March 12, 2015

URS Corporation  
Attention: Melissa Hatcher  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Ms. Hatcher:

On behalf of Mikko Colabe III Clem Sylestine and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us regarding the Dallas to Houston High-Speed Rail proposal.

Our Tribe maintains ancestral associations throughout the state of Texas despite the absence of written records to completely identify Tribal activities, villages, trails, or burial sites. However, it is our objective to ensure significances of American Indian ancestry, especially of Alabama-Coushatta origin, are administered with the utmost considerations.

Upon review of your February 19, 2015 submission, immediately impacts to cultural assets of the Alabama-Coushatta Tribe of Texas could not be completely ascertained in conjunction with this proposal. Within the project area, our Office is aware of the Coushatta Trace as well as potential archaeological occupations. Efforts should be incorporated to minimize or avoid impacts to such sites. In the event of the inadvertent discovery of archaeological artifacts and/or human remains, activity in proximity to the location must cease and appropriate authorities, including our Office, notified without delay for additional consultations.

Should you require further assistance, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryant J. Celestine".

Bryant J. Celestine  
Historic Preservation Officer

**Historic Resources Research Design / Archeological Resources Research Design**



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

OCT 16 2015

Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
108 W. 16<sup>th</sup> Street  
Austin, Texas 78701

**Subject: Historic Resources Coordination Pursuant to Section 106 of the National Historic Preservation Act for the Dallas to Houston High-Speed Rail Project**

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) contracted AECOM to conduct an environmental review for the Dallas to Houston High-Speed Rail Project (Project) proposed by Texas Central High-Speed Railway, LLC (TCR) and its affiliates (Project Proponent). FRA is authorized to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal undertaking and requires review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

To assist in meeting compliance requirements under Section 106, and in support of the Environmental Impact Statement (EIS) being prepared as required by NEPA, attached to this letter is the proposed research design for the non-archeological historic resources (historic resources) survey to be conducted for the Project (Attachment A). For your review, the attached research design contains the results of a background study conducted for the Project, and a summary of the recommended Area of Potential Effect (APE) and survey methodology. In addition, attached are maps, presented on CD, that illustrate the Project area, recommended maximum APE, study area, and previously recorded and/or designated historic resources. Per the guidance of the Texas Historical Commission (THC) staff, the archeological survey effort for the Project will be coordinated separately.

FRA is consulting with you in accordance with 36 CFR Part 800 implementing Section 106 of the National Historic Preservation Act for this undertaking. At the present time, FRA is seeking your concurrence on the adequacy of the Area of Potential Effects (APE) for historic properties.

FRA also respectfully requests the concurrence of the THC for the recommendations presented in the attached historic resources research design for the Project, including the survey methodology.

Should you have any questions regarding this request, please feel free to contact Melissa Hatcher at (202) 493-6075 or [Melissa.Hatcher@dot.gov](mailto:Melissa.Hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is written in a cursive style with a long horizontal stroke at the end.

David Valenstein  
Division of Environmental and Corridor Planning

Enclosures

**ATTACHMENT A**

**RESEARCH DESIGN**

**NON-ARCHEOLOGICAL HISTORIC RESOURCES SURVEY FOR THE  
DALLAS TO HOUSTON HIGH SPEED RAIL PROJECT**

(Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes,  
Waller, and Harris Counties)

*Prepared for*

Federal Railroad Administration (FRA)

*Prepared by*

Tanya McDougall

AECOM  
1950 North Stemmons Freeway  
Dallas, Texas 75207

October 2015



## **Introduction**

The Federal Railroad Administration (FRA) has initiated a National Environmental Policy Act (NEPA) evaluation for the Dallas to Houston High-Speed Rail Project (Project [Figure 1]) proposed by Texas Central High-Speed Railway, LLC (TCR) and its affiliates (Project Proponent). As required by NEPA, FRA is preparing an Environmental Impact Statement (EIS) to accomplish this evaluation. AECOM, under contract with FRA, proposes to conduct the non-archaeological historic resources (historic resources) survey for the Project in support of the EIS, as well as to assist in meeting applicable requirements under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended.

As a federal agency, FRA has the authority to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal action and triggers an environmental review under NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. In accordance with Advisory Council on Historic Preservation (ACHP) regulations pertaining to the protection of historic properties (36 CFR 800), federal agencies are required to assess the effects of their undertaking on historic properties prior to issuing permits or funding. Historic properties are defined as those properties that are included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Therefore, the Project is subject to review by the Texas State Historic Preservation Office (SHPO), formally known in Texas as the Texas Historical Commission (THC).

For the purpose of this coordination, the term historic resource refers to any buildings, structures, objects, and potential historic districts dating 1972 or earlier. This date is based on 2017 (anticipated let date for construction) minus 45 years to provide a 5-year buffer that allows for unexpected delays in project planning.

Provided below is a summary of the Project Description. For your review, this document contains the results of a historic resources background study conducted for the Project, and a summary of the recommended Area of Potential Effect (APE) and survey methodology proposed for the historic resources survey. In addition, attached are maps, presented on CD, that illustrate the Project area, recommended maximum APE, study area, and previously recorded and/or designated historic resources.

## **Project Description**

TCR is a Texas-based company formed in 2009 to bring high-speed passenger rail to Texas. TCR has taken a private-sector approach for the deployment of high-speed rail in Texas. Working closely with Central Japan Railway Company (JRC), TCR is promoting the deployment of a high-speed rail system based on JRC's N700-I Bullet System (known as Shinkansen) that will have a maximum operating speed of 205 miles per hour (mph) and a travel time of less than 90-minutes between the two cities.

FRA studied multiple potential alignment alternatives between Dallas and Houston and is tentatively proposing detailed evaluation of six draft alternative alignments. The draft alignment alternatives intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (see Figure 1). The Project will extend approximately 240 miles long, with an estimated right-of-way (ROW) width of approximately 100 feet (ft), and varying depths of impact. Additional acreage is expected to be utilized for ancillary facilities consisting of passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses. To date, design

efforts have focused on the rail alignment, the principal component of the Project. Once the rail alignment is fixed, siting and conceptual design of the ancillary facilities will begin.

To minimize the impacts of the Project’s construction and operation on the land and communities through which it travels, the Project will consist of entirely new track that will be completely grade-separated, meaning that all crossings would be under or over the rail line and not at the same elevation as the high-speed tracks, and reserved for the exclusive use of the N700-I Bullet System.

The Project will involve construction of two general rail design concepts: the first is at-grade construction where the rail is located on an embankment structure and separated from other transportation modes; and the second is an elevated concept (pier and beam) where the rail is located on an elevated viaduct structure. The alignment will consist of a mixture of these two general types of construction and will also include an assortment of culverts, short span bridges, and long span crossings as required to address site-specific requirements and to mitigate impacts. Based on preliminary construction schematics/plans, the Project maximum height at grade will be approximately 50 ft and for elevated structures the maximum height will be approximately 70 ft.

**Background Study**

A historic resources background study within a study area defined as 3,280 ft (1,000 meters [m]) on either side of the centerline of the draft alignment alternatives was completed in September 2015. The background study included a review of the Texas Historic Sites Atlas, National Register of Historic Places (NRHP) database, Texas Department of Transportation (TxDOT) historic resources database, and available previous reports. The purpose of the study was to identify previously-recorded and/or designated historic resources, including NRHP-listed properties, NRHP-eligible properties, National Historic Landmarks (NHLs), State Antiquities Landmarks (SALs), Recorded Texas Historic Landmarks (RTHLs), Official Texas Historic Markers (OTHMs), Historic Texas Cemeteries (HTCs), and recorded cemeteries with no designation. The results of the background study are presented below in tabular format and on maps provided on CD.

As a result of the background study, a total of 71 previously recorded historic resources were identified within the study area (**Table 1**). Of these resources, 31 are within 1,300 ft of the centerline of the draft alignment alternatives, which is the maximum recommended APE (see Area of Potential Effect section below). None of the previously-recorded and/or designated historic resources within the study area are designated SALs. The remaining resources include 8 NRHP-listed properties, 13 NRHP-eligible properties, 3 RTHLs, 7 OTHMs, 12 HTCs, and 28 recorded cemeteries with no designation. One of the NRHP-listed properties is also designated as an NHL (Dealey Plaza Historic District). No previously-recorded and/or designated historic resources were identified within Waller County. Moreover, all of the NRHP-listed properties identified during the study are concentrated in Dallas County, more specifically the City of Dallas.

Table 1 Previously Recorded Historic Resources within Maximum APE (1,300 feet) and Study Area (3,280 feet)				
County	Resource Name	Resource Type	Designation	Within 1,300 ft
Dallas				
	Westend Historic District	Historic District	NRHP Listed	-

<b>Table 1</b> <b>Previously Recorded Historic Resources within</b> <b>Maximum APE (1,300 feet) and Study Area (3,280 feet)</b>				
<b>County</b>	<b>Resource Name</b>	<b>Resource Type</b>	<b>Designation</b>	<b>Within 1,300 ft</b>
<b>Dallas (cont'd)</b>				
	Dealey Plaza Historic District	Historic District	NRHP Listed; NHL	-
	Dallas County Courthouse	Building	NRHP Listed	-
	Dallas Morning News	Building	NRHP Eligible	1,211 ft
	Women's Suffrage in Dallas County	Marker	OTHM (Marker #15814)	-
	Union Station	Marker	RTHL (Marker #6908)	-
	Dallas Union Terminal Historic District	Historic District	NRHP Listed	-
	Houston Street Viaduct	Structure	NRHP Listed	1,160 ft
	Cadiz Pump Station	Building	NRHP Eligible	260 ft
	Dallas Coffin Company	Building	NRHP Listed	998 ft
	Corinth Street Viaduct	Structure	NRHP Eligible	1,082 ft
	Pioneer	Cemetery	NRHP Eligible (Cemetery #DL-C105)	-
	Santa Fe Avenue Bridge	Structure	NRHP Eligible	-
	Stanard Tilton Flour Mill	Building	NRHP Listed	-
	US 175 Bridge (Metropolitan Ave.)	Structure	NRHP Eligible	-
	US 175 Bridge (Hatcher St.)	Structure	NRHP Eligible	-
	Colonial Hill Historic District	Historic District	NRHP Listed	-
	SH 310 Bridge	Structure	NRHP Eligible	-
	Overton	Cemetery	HTC (Cemetery #DL-C006)	-
<b>Ellis</b>				
	Geaslin	Cemetery	No designation (Cemetery #EL-C061)	65 ft
	Boren	Cemetery	HTC (Cemetery #EL-C003)	476 ft
	Grady	Cemetery	No designation (Cemetery #EL-C076)	-
<b>Navarro</b>				
	Marshall	Cemetery	No designation (Cemetery #NV- C061)	367 ft
	Ward	Cemetery	HTC (Cemetery #NV-C110)	-
	Anderson Family	Cemetery	HTC (Cemetery #NV-C079)	-
	Shelton Family	Cemetery	HTC (Cemetery #NV-C080)	996 ft
	Powers	Cemetery	HTC (Cemetery #NV-C128)	-
	H & TC RR Bridge	Structure	NRHP Eligible	-
<b>Freestone</b>				
	Red	Cemetery	No designation (Cemetery #FT-C057)	766 ft
	Unknown (Cotton Gin)	Cemetery	No designation (Cemetery #FT-C047)	-

<b>Table 1</b> <b>Previously Recorded Historic Resources within</b> <b>Maximum APE (1,300 feet) and Study Area (3,280 feet)</b>				
<b>County</b>	<b>Resource Name</b>	<b>Resource Type</b>	<b>Designation</b>	<b>Within 1,300 ft</b>
<b>Freestone (cont'd)</b>				
	Cotton Gin	Marker	OTHM (Marker #11886)	-
	Furney Richardson High School	Marker	OTHM (Marker #14966)	871 ft
	Unknown (S of Asia)	Cemetery	No designation (Cemetery #FT-C038)	993 ft
	CR 1041 Bridge	Structure	NRHP Eligible	-
	General Joseph Burton Johnson	Marker	OTHM (Marker #9887)	1,240 ft
	Johnson 2	Cemetery	HTC (Cemetery #FT-C063)	-
	Johnson 1	Cemetery	No designation (Cemetery #FT-C062)	873 ft
	Holly Grove	Cemetery	No designation (Cemetery #FT-C016)	-
<b>Limestone</b>				
	Personville	Marker	OTHM (Marker #3993)	-
	Personville/Ebenezer	Cemetery	HTC (Cemetery #LT-C005)	-
	Unknown (New Hope)	Cemetery	No designation (Cemetery #LT-C015)	711 ft
<b>Leon</b>				
	Little Flock	Cemetery	HTC (Cemetery # LN-C129)	-
	Unknown (Concord)	Cemetery	No designation (Cemetery #LN-C061)	-
	Kessee	Cemetery	No designation (Cemetery #LN-C145)	-
	Concord Missionary Baptist Church	Marker	RTHL (Marker #9619)	-
	Bridge at FM 39 and BNSF RR	Structure	NRHP Eligible	-
	Sand Hill	Cemetery	No designation (Cemetery #LN-C072)	-
	Graham	Cemetery	No designation (Cemetery #LN-C071)	1,225 ft
	Nettles	Cemetery	No designation (Cemetery #LN-C070)	54 ft
	Fort Boggy	Marker	OTHM (Marker #9624)	273 ft
	Liberty	Cemetery	No designation (Cemetery #LN-C057)	630 ft
	Rogers	Cemetery	No designation (Cemetery #LN-C020)	-
	Mustang Creek Bridge	Structure	NRHP Eligible	-
<b>Madison</b>				
	Randolph	Cemetery	No designation (Cemetery #MA-C032)	538 ft
	Ten Mile	Cemetery	No designation (Cemetery #MA-C031)	148 ft
	Oxford	Cemetery	NRHP Eligible (Cemetery #MA-C026)	370 ft
	Sweet Home	Cemetery	No designation (Cemetery #MA-C013)	-
<b>Grimes</b>				
	Bethel	Cemetery	HTC (Cemetery #GM-C001)	1,236 ft
	Pankey –Shiloh	Cemetery	No designation (Cemetery #GM-C054)	787 ft

Table 1 Previously Recorded Historic Resources within Maximum APE (1,300 feet) and Study Area (3,280 feet)				
County	Resource Name	Resource Type	Designation	Within 1,300 ft
<b>Grimes (cont'd)</b>				
	Union Hill	Cemetery	No designation (Cemetery #GM-C117)	120 ft
	Singleton	Cemetery	No designation (Cemetery #GM-C112)	1,093 ft
	Oakland Baptist Church	Marker	RTHL (Marker #8606)	-
	Ratliff	Cemetery	HTC (Cemetery #GM-C104)	161 ft
	Old Oakland	Marker	OTHM (Marker #8607)	1,275 ft
	Old Oakland Cemetery-Roans Prairie	Cemetery	No designation (Cemetery #GM-C094)	1,275 ft
	Oakland	Cemetery	No designation (Cemetery #GM-C028)	-
	Mason	Cemetery	No designation (Cemetery #GM-C014)	1,040 ft
	Stonehamville Church	Cemetery	No designation (Cemetery #GM-C010)	-
<b>Harris</b>				
	Dolen	Cemetery	No designation (Cemetery #HR-C076)	-
	Mueller	Cemetery	No designation (Cemetery #HR-C073)	-
	Fairbanks	Cemetery	No designation (Cemetery #HR-C175)	343 ft

Based on the background study and location of the draft alignment alternatives, it is anticipated historic resources will be highly concentrated in urban settings including the cities of Dallas and Houston, while in suburban and rural settings historic resources will be more sparsely located. The types of historic resources likely to be encountered in urban settings include buildings, structures, objects, and potential historic districts associated with the following functions or use: domestic, commerce/trade, social, religion, funerary, industry/processing, and transportation. These types of historic resources, as well as those associated with agricultural functions, are also likely to be located in suburban and rural settings; however, it is anticipated that historic resources in these settings will mostly consist of domestic and agricultural resources located on larger parcels of land.

### Area of Potential Effect

As defined in 36 CFR § 800.16(d), an APE is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic resources, if any such resources exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” Therefore, the APE for historic resources was determined by taking into consideration the Project’s potential to both directly and indirectly (noise, vibration, and visual) affect historic resources.

Guidance for defining the APE for historic resources was obtained from the FRA’s *High-Speed Ground Transportation Noise and Vibration Impact Assessment*, the Federal Communication Commission (FCC) FCC-04-222A3 *Visual Effects Guidelines*, the National Cooperative Highway Research Program (NCHRP) *NCHRP Report 741: Evaluation of Methodologies for Visual Impact Assessments*, and the American Association of State Highway and Transportation Officials (AASHTO) *AASHTO Practitioner’s Handbook 12: Assessing Indirect Effects and Cumulative Impacts Under NEPA*.

Per the guidance documents listed above, direct effects are typically well understood and predictable; therefore, direct effects for this Project are considered to be limited to ground disturbing activities associated with the construction of the railway. However, indirect effects are those effects that may occur later in time, be further removed by distance, or be cumulative. Therefore, to determine the limits of indirect effects the project maximum height of 50 ft at grade and 70 ft for elevated structures, as well as the condition of existing settings, were considered.

Based on the background study, the Project will cross urban, suburban, and rural settings. Each setting contains different typical conditions that influence the potential the Project has to indirectly affect historic resources. Broadly defined typical conditions for each setting the draft alignment alternatives will cross are provided below in **Table 2**. The Project’s recommended maximum screening distances for noise, vibration, and visual indirect effects within each setting are also provided below (see **Table 2**). The screening distances provided are based on the guidance documents referenced above.

<b>Table 2 Typical Conditions and Maximum Screening Distances for Indirect Effects</b>					
<b>Environment</b>	<b>Location</b>	<b>Density</b>	<b>Defined Land Use</b>	<b>Maximum Screening Distances</b>	
<b>Urban</b>	Typically defined by city limits (For this Project, defined as the Dallas and Houston city limits)	Areas with more than 50% development	<ul style="list-style-type: none"> <li>• Clustered development on small lots with little open space</li> <li>• Open space is typically limited to parks and recreational areas</li> </ul>	<p><b>*Noise</b> 350 ft</p> <p><b>*Vibration</b> 220 ft</p> <p><b>**Visual</b> 350 ft</p>	
<b>Suburban</b>	Can be within or outside of city limits around urban areas (For this Project, defined as rural communities and developed areas surrounding the Dallas and Houston city limits)	Areas with 25-50% development	<ul style="list-style-type: none"> <li>• Clustered development arranged on small subdivided lots surrounded by open space</li> </ul>	<p><b>*Noise</b> 700 ft</p> <p><b>*Vibration</b> 275 ft</p> <p><b>**Visual</b> 700 ft</p>	
<b>Rural</b>	Outside of city limits (For this Project, defined as all other areas outside of Urban and Suburban environments)	Areas with less than 25% development	<ul style="list-style-type: none"> <li>• Mostly open space with scattered development on large parcels</li> </ul>	<p><b>*Noise</b> 1,300 ft</p> <p><b>***Vibration</b> N.A.</p> <p><b>**Visual</b> 1,300 ft</p>	

\* Information based on guidance from FRA’s *High-Speed Ground Transportation Noise and Vibration Impact Assessment*.

\*\* Information from FCC-04-222A3 *Visual Effects Guidelines* used in part for the development of the visual effects screening distance.

\*\*\* N.A. = Information Not Available

Because the limits of indirect effects must take into consideration the conditions of the setting in which the Project will be located, it is recommended the APE for historic resources be variable and defined based on the largest screening distance of considered potential indirect effects for each setting. Therefore, the recommended APE for historic resources is as follows:

- 350 ft beyond the ROW where the Project will be constructed in Urban settings
- 700 ft beyond the ROW where the Project will be constructed in Suburban settings
- 1,300 ft beyond the ROW where the Project will be constructed in Rural settings

The variable APE for the Project will be applied through the review of modern aerials, prior to the field survey. Should the conditions of an area appear different in the field than was projected prior to fieldwork; the APE will be adjusted in the field at the discretion of the architectural historian. Only historic resources that fall within the APE will be documented. However, extension of the APE for the purpose of including historic resources on a parcel with historic resources being recorded within the APE will be determined by the architectural historian.

## **Methodology**

Historic resources, defined as any buildings, structures, objects, and potential historic districts constructed in 1972 or earlier, will be documented and evaluated for NRHP eligibility by historians that meet the Secretary of the Interior's professional qualification standards. The evaluation of historic resources will be based on the National Park Service (NPS) standards for identification and evaluation of historic properties, as presented in 36 CFR § 60.4 [a—d].

### *Field Survey*

Prior to the field survey, historic aerial photographs and historic maps will be reviewed and compared to modern aerial photographs. The purpose of this review will be to identify the locations of potential historic resources within the APE. In addition, the information obtained from this review will be used to gain an understanding of the built environment and patterns of development along the draft alignment alternatives.

During the field survey, each historic resource within the APE will be documented from the public ROW with digital photography that meets the NPS standards for digital photography. The photographs taken will be sufficient in number and perspective to capture the character defining features of a resource, except under circumstances beyond the technical expert's control, such as resources obscured by leafy vegetation. Under these circumstances the technical expert will provide written description of any visual architectural elements not captured in photographs.

Historic resources will be documented on individual field survey forms that are formatted to capture specific information relevant to the location, style, form, details, materials, and construction methods of the historic resource. Each historic resource will be provided a unique identification number that will include the first two letters of the county in which the resource was recorded, followed by a number (i.e. DA-001 [DA=Dallas County]). Ancillary historic resources will be recorded as subsets of the primary historic resource and labeled accordingly (i.e. DA-001a and DA-001b [a=primary resource; b=ancillary resource]). Field survey forms will at a minimum include:

- a. Unique resource identification number
- b. Location (i.e. address)
- c. List of photographs taken and direction of each photograph
- d. Architectural style and/or form
- e. Construction date or if not known, estimated construction date
- f. Construction materials
- g. Architectural details including roof, cladding, windows, doors, entrance, etc.
- h. Investigation limitations

A phased approach for compliance with Section 106, as provided for in 36 CFR § 800.4(b)(2), may be necessary for the historic resources survey effort due to the length of the draft alignment alternatives. Completion of the identification of historic resources, determination of effects for NRHP-listed or NRHP-eligible properties, and consultation concerning measures to avoid, minimize, or mitigate, if needed, will be completed prior to notice to proceed for construction, as detailed in the agreement document, anticipated to be a Programmatic Agreement. In situations where identification of historic resources

cannot be completed during preparation of the EIS due to access denials, the Programmatic Agreement will provide for the development and implementation of a post-review identification and evaluation effort as applicable.

### *Research*

Research efforts will focus on primary sources (i.e., historic maps, historic aerials, and available historic newspapers) and secondary literary sources including, but not limited to, county histories and city histories. The information gathered and on-site observation obtained through the field survey will provide data for the development of historic contexts and information for evaluating the NRHP eligibility of the historic resources within the Project APE.

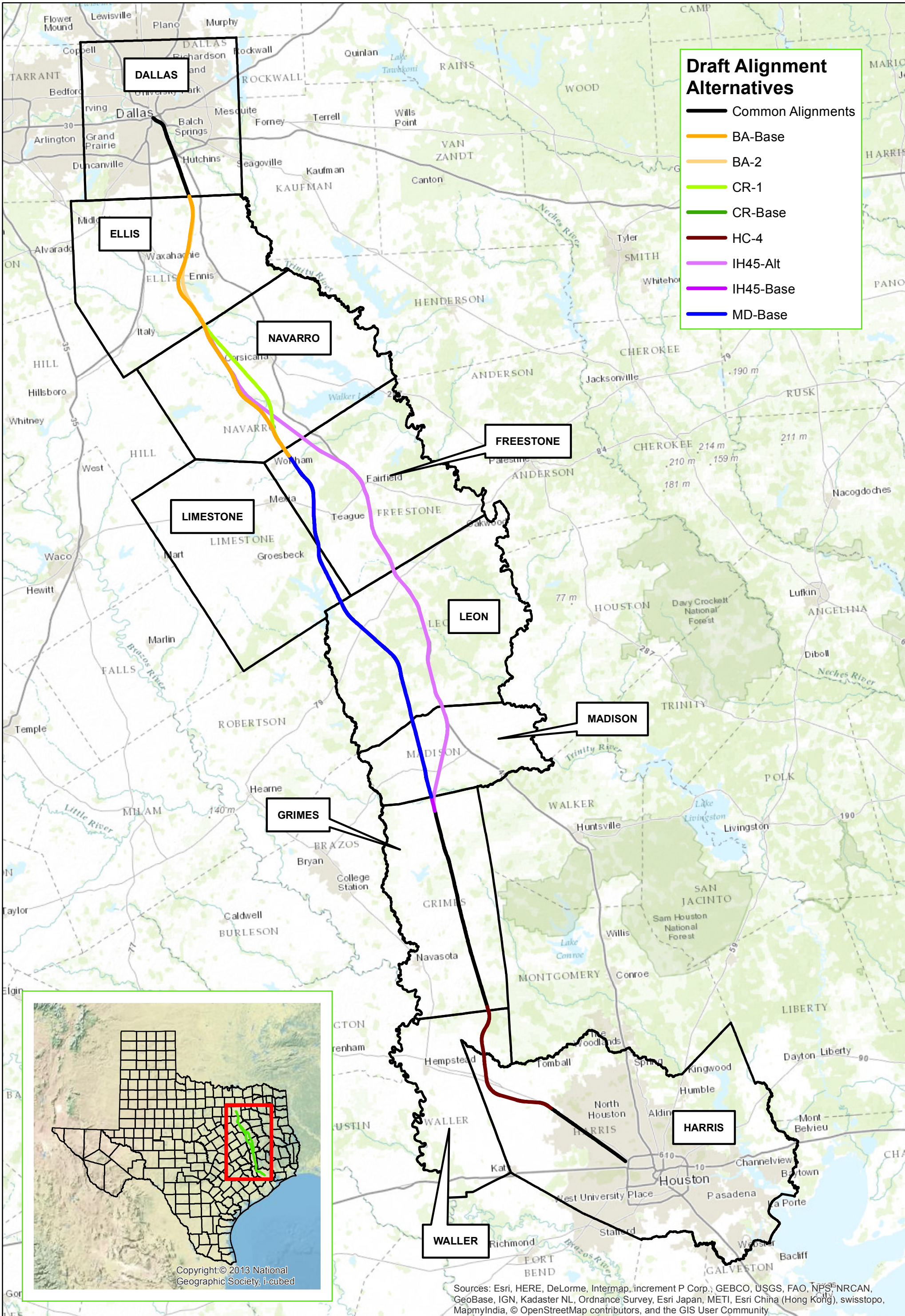
### *Report*

Subsequent to the completion of the historic resources field survey and research efforts, AECOM will prepare a draft technical report that summarizes the findings of the historic resources survey and shall contain sufficient evidence to either support NRHP eligibility recommendations for all historic resources encountered in the APE or make a case for conducting additional work. The NRHP eligibility recommendations will be based on the NPS Bulletin *How to Apply the National Register Criteria for Evaluation*. An effects assessment for each historic resource listed in the NRHP or recommended eligible for listing in the NRHP will also be included in the draft technical report.

Due to the length of the draft alignment alternatives and potential for a phased survey approach, the submittal of interim draft technical reports may be necessary. Interim technical draft reports will be organized by county. Each historic resource presented in the interim technical draft reports will be documented on a THC Historic Resources Survey Form that will include photographs of the resource. The historic resources will also be documented in tabular format and mapped on current aerial photographs. Final identification numbers will be provided to each historic resource, formatted to include the first two letters of the county in which the resource was recorded followed by a number assigned sequentially from north to south and west to east.

One printed copy of the interim draft technical reports will be submitted to THC for review. Once all historic resources within the APE have been recorded and all interim draft reports have been reviewed, one complete draft technical report will be compiled and submitted to THC for review. After addressing THC comments to the compiled draft technical report and completion of necessary Section 106 consultation, AECOM will furnish one hardcopy of the final technical report and one CD or DVD containing a PDF of the final technical report to THC.





**Figure 1:**  
Draft Alignment  
Alternatives

0 10 20 40 Miles



**MAPS REDACTED DUE TO CULTURALLY SENSITIVE INFORMATION**

## McDougall, Tanya

---

**From:** melissa.hatcher@dot.gov  
**Sent:** Monday, November 23, 2015 12:01 PM  
**To:** Linda.Henderson@thc.state.tx.us  
**Cc:** Elizabeth.Brummett@thc.state.tx.us; McDougall, Tanya; Inman, Megan  
**Subject:** RE: Texas SHPO comment and question on Dallas to Houston rail project  
**Attachments:** Section\_106\_Consulting\_Parties\_Invite\_List.xlsx

Hi Linda,

Thanks for your comments on concurrence with the research design for non-archeological resources. As you suggested, I will add Boren Reagor Springs Historical Society to the list of potential consulting parties. Formal written invitations to consulting parties based on the attached list were sent out in late February 2015. Those highlighted in green accepted the formal invitations. Harris County was the only one to formally decline. Please let me know if there are other parties that should be considered. We plan to contact all of these parties during the survey effort to request information on historic resources now that we have identified the alignments that are being evaluated.

The public outreach plan is broad and covers all agency and public involvement for the EIS, including Section 106. I will gladly share the most recent version with you if requested. However, it may not be the most appropriate or succinct document to attach to the research design. For Section 106, the outreach plan is relatively generic talking about the general time periods in which consultation will be sought. On behalf of the EIS team at FRA and AECOM (URS), we will continue to work with you and the THC team on consultation and coordination pursuant to Section 106.

Best regards,  
Melissa

Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

-----Original Message-----

From: Linda Henderson [mailto:Linda.Henderson@thc.state.tx.us]  
Sent: Wednesday, November 18, 2015 1:35 PM  
To: Hatcher, Melissa (FRA)  
Cc: Elizabeth Brummett  
Subject: Texas SHPO comment and question on Dallas to Houston rail project

Melissa,

Hello! We received this query through our website, and I am sharing my response with you so you are aware of it. Would you please make sure that the Boren Reagor Springs Historical Society is listed as a potential consulting party for Ellis County/Boren Cemetery?

That's the one thing I am going to comment on in my response on the non-archeological survey methodology-- consulting parties. I know we talked about them generally but I do not recall making specific recommendations relative to this research design submittal. Do you think it's appropriate to include them in the survey methodology? Their input can be important to knowing more about properties as we evaluate them. Do you have a public outreach plan you can

share that I can attach to what we're currently reviewing? Other than that question, I am in concurrence with what is outlined in the methodology, and once I've heard from you, I'll get our response out.

Thanks,

Linda

Linda Henderson  
Historian, Federal Programs  
History Programs Division  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711-2276  
phone: 512/463-5851  
www.thc.state.tx.us

-----Original Message-----

From: Linda Henderson  
Sent: Wednesday, November 18, 2015 12:28 PM  
To: 'kacod@sbcglobal.net'  
Subject: FW: Form submission from: Need Help? Ask Us.

Mr. Cooke,

Bob Brinkman forwarded me your question. I am one of our agency's reviewers for the Dallas-to-Houston high-speed train project. I apologize in advance for what is going to seem like a very bureaucratic answer, but I wanted to give you as much information as possible.

We are currently reviewing the research design for the rail project's consultants, and they have already flagged the Boren Cemetery as a property to be studied. We will be evaluating the property as part of our review of the proposed rail project under the federal Section 106 regulations.

Even with state recognition, like the Historic Texas Cemetery designation, cemeteries are most often not considered "historic properties" under Section 106, which uses that phrase to mean "eligible for or listed in the National Register of Historic Places." Under the National Register criteria, a cemetery must have special qualities that distinguish it from other cemeteries. The state marker and HTC designation is focused more on identifying cemeteries--to get them noted on maps and in deed records, so they do not have those same criteria.

As part of the survey work that will be done for the proposed rail project, consultant historians and archeologists will be reviewing all historic-age properties--including Boren Cemetery--to see if they are eligible for National Register listing, and we will have an opportunity once that work is done to agree or disagree with their findings.

They should also be holding public meetings and reaching out to local historical commissions and groups, so I will be sure to give them your contact information! We value your feedback and will ensure that your comments are included in their analysis.

The Federal Rail Administration is the agency coordinating with our office, and you can find project information on their website: <https://www.fra.dot.gov/Page/P0700>. There is a place there for the public to send in comments, and you and

your group should definitely get on their radar! Be sure to identify yourself and that you are concerned about a historic cemetery.

Please let me know if you have any other questions.

Best,

Linda

Linda Henderson  
Historian, Federal Programs  
History Programs Division  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711-2276  
phone: 512/463-5851  
[www.thc.state.tx.us](http://www.thc.state.tx.us)

-----Original Message-----

From: Bob Brinkman  
Sent: Wednesday, November 18, 2015 10:27 AM  
To: Linda Henderson  
Subject: FW: Form submission from: Need Help? Ask Us.

Bob Brinkman  
Coordinator, Historical Markers Program  
History Programs Division  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711-2276  
512.463.8769  
512.475.3122 fax  
[www.thc.state.tx.us](http://www.thc.state.tx.us)

-----Original Message-----

From: [admin@thc.state.tx.us](mailto:admin@thc.state.tx.us) [mailto:[admin@thc.state.tx.us](mailto:admin@thc.state.tx.us)]  
Sent: Tuesday, November 17, 2015 11:05 AM  
To: Bob Brinkman  
Subject: Form submission from: Need Help? Ask Us.

Submitted on Tuesday, November 17, 2015 - 11:04am Submitted by anonymous user: [66.196.202.14] Submitted values are:

Category: Historical Markers

Ask a Question: I am on the Board for the Boren Reagor Springs Historical

Society. We oversee the preservation of the Boren Cemetery. It has a historical marker and is a Historic Texas Cemetery. Neighbors have contacted us that they have been contacted by land surveyors regarding the Bullet Train project. We have not yet been contacted. Is our cemetery, with its designation and marker, protected from such a project? Thanks. --kyle cooke Email (for a response): kacod@sbcglobal.net

--Historical Markers--

Historical Markers Email: bob.brinkman@thc.state.tx.us

The results of this submission may be viewed at:

<http://www.thc.state.tx.us/node/1715/submission/4131>



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

**OCT 29 2015**

Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
108 W. 16<sup>th</sup> Street  
Austin, Texas 78701

**Subject: Archeological Resources Coordination Pursuant to Section 106 of the National Historic Preservation Act for the Dallas to Houston High-Speed Rail Project**

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) is conducting an environmental review for the Dallas to Houston High-Speed Rail Project (Project) proposed by Texas Central High-Speed Railway, LLC (TCR) and its affiliates (Project Proponent). FRA is authorized to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal undertaking and requires review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Furthermore, portions of the Project fall within non-federal public land, or land under the ownership or control of a political subdivision of the State of Texas, and these areas require review by the Texas Historical Commission (THC) under the Antiquities Code of Texas.

To assist in meeting compliance requirements under Section 106 and the Antiquities Code of Texas, and in support of the Environmental Impact Statement (EIS) FRA is preparing as required by NEPA, attached to this letter is the Archeology Antiquities Permit Application and research design (Attachment A) for the proposed archeological survey to be conducted for the Project. For your review, the research design contains the results of a background review and a summary of the recommended survey methodology. In addition, maps are attached, presented on CD that illustrate the Project area and previously recorded archeological sites within a 1,000-meter study area. Per THC guidance, the non-archeological historic resources survey effort for the Project will be coordinated separately.

FRA is consulting with you in accordance with 36 CFR Part 800 implementing Section 106 for this undertaking. At the present time, FRA is seeking your concurrence on the adequacy of the Area of Potential Effects (APE) for archeological resources.

FRA also respectfully requests the concurrence of the THC for the recommendations presented in the attached archeology research design for the Project, including the survey methodology.

Should you have any questions regarding this request, please feel free to contact Melissa Hatcher at (202) 493-6075 or [Melissa.Hatcher@dot.gov](mailto:Melissa.Hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division of Environmental and Corridor Planning

Enclosures



# ANTIQUITIES PERMIT APPLICATION FORM ARCHEOLOGY

## GENERAL INFORMATION

### I. PROPERTY TYPE AND LOCATION

Project Name (and/or Site Trinomial) Dallas to Houston High-Speed Rail Project  
 County (ies) Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris  
 USGS Quadrangle Name and Number See Attachment A: Research Design  
 UTM Coordinates Zone E N  
 Location See Attachment A  
 Federal Involvement  Yes  No  
 Name of Federal Agency Federal Railroad Administration  
 Agency Representative Melissa Hatcher

### II. OWNER (OR CONTROLLING AGENCY)

Owner \_\_\_\_\_  
 Representative \_\_\_\_\_  
 Address \_\_\_\_\_  
 City/State/Zip \_\_\_\_\_  
 Telephone (include area code) \_\_\_\_\_ Email Address \_\_\_\_\_

### III. PROJECT SPONSOR (IF DIFFERENT FROM OWNER)

Sponsor Texas Central High-Speed Railway, LLC  
 Representative Melvin E. Richmond  
 Address 4343 Thanksgiving Tower, 1601 Elm St  
 City/State/Zip Dallas, Texas 75201  
 Telephone (include area code) 214-785-6015 Email Address mrichmond@texascentral.com

## PROJECT INFORMATION

### I. PRINCIPAL INVESTIGATOR (ARCHEOLOGIST)

Name Steve Ahr, RPA  
 Affiliation AECOM  
 Address 1950 North Stemmons Freeway, Suite 6000  
 City/State/Zip Dallas, TX 75207  
 Telephone (include area code) 210-321-4992 Email Address steve.ahr@aecom.com

(OVER)

ANTIQUITIES PERMIT APPLICATION FORM (CONTINUED)

II. PROJECT DESCRIPTION

Proposed Starting Date of Fieldwork November 2015
Requested Permit Duration 5 X Years 0 Months (1 year minimum)
Scope of Work (Provided an Outline of Proposed Work) See Attachment A: Research Design

III. CURATION & REPORT

Temporary Curatorial or Laboratory Facility AECOM- Dallas, Texas
Permanent Curatorial Facility Texas Archeological Research Laboratory

IV. LAND OWNER'S CERTIFICATION

I, \_\_\_\_\_, as legal representative of the Land Owner, do certify that I have reviewed the plans and research design, and that no investigations will be preformed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Owner, Sponsor, and Principal Investigator are responsible for completing the terms of the permit.
Signature \_\_\_\_\_ Date \_\_\_\_\_

V. SPONSOR'S CERTIFICATION

I, Melvin E. Richmond, Jr, as legal representative of the Sponsor, Texas Central High-Speed Railway, LLC, do certify that I have review the plans and research design, and that no investigations will be performed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Sponsor, Owner, and Principal Investigator are responsible for completing the terms of this permit.
Signature [Handwritten Signature] Date 20 Oct 2015

VI. INVESTIGATOR'S CERTIFICATION

I, Steve Ahr, as Principal Investigator employed by AECOM (Investigative Firm), do certify that I will execute this project according to the submitted plans and research design, and will not conduct any work prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Principal Investigator (and the Investigative Firm), as well as the Owner and Sponsor, are responsible for completing the terms of this permit.
Signature [Handwritten Signature] Date 10-28-15

Principal Investigator must attach a research design, a copy of the USGS quadrangle showing project boundaries, and any additional pertinent information. Curriculum vita must be on file with the Archeology Division.

FOR OFFICIAL USE ONLY

Reviewer \_\_\_\_\_ Date Permit Issues \_\_\_\_\_
Permit Number \_\_\_\_\_ Permit Expiration Date \_\_\_\_\_
Type of Permit \_\_\_\_\_ Date Received for Data Entry \_\_\_\_\_

Texas Historical Commission
Archeology Division
P.O. Box 12276, Austin, TX 78711-2276
Phone 512/463-6096
www.thc.state.tx.us
3/3/09



# **Attachment A**

## **RESEARCH DESIGN**

### **ARCHEOLOGICAL SURVEY FOR THE DALLAS TO HOUSTON HIGH-SPEED RAIL PROJECT**

(Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes,  
Waller, and Harris Counties)

*Prepared for*

Federal Railroad Administration (FRA)

*Prepared by*

AECOM  
1950 North Stemmons Freeway  
Dallas, Texas 75207

December 2015

## INTRODUCTION

The Federal Railroad Administration (FRA) has initiated a National Environmental Policy Act (NEPA) evaluation of Texas Central High-Speed Railway, LLC's (TCR) and its affiliates (Project Proponent) proposal to construct and operate a high-speed passenger railroad (Project) between Dallas and Houston, Texas (**Figure 1**). As required by NEPA, FRA is preparing an Environmental Impact Statement (EIS) to accomplish this evaluation. AECOM, under contract with FRA, proposes to conduct the archeological resources survey for the Project in support of the EIS, as well as to assist in meeting applicable requirements under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Antiquities Code of Texas.

As a federal agency, FRA has the authority to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal action and triggers an environmental review under NEPA and Section 106. In accordance with Advisory Council on Historic Preservation (ACHP) regulations pertaining to the protection of historic properties (36 CFR 800), federal agencies are required to assess the effects of their undertaking on historic properties prior to issuing permits or funding. Historic properties are defined as those properties that are included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Therefore, the Project is subject to review by the Texas State Historic Preservation Office (SHPO), formally known in Texas as the Texas Historical Commission (THC).

A total of six end-to-end draft alignment alternatives have been developed for the Project, which cross portions of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris Counties (see **Figure 1**). The non-overlapping portions of these draft alignment alternatives represent a combined total of approximately 442 linear miles of potential impacts. Construction of the high-speed rail line will consist of entirely new track. Due to the length of the Project, however, it is anticipated that access to properties will be restricted during the EIS process, and as allowed by 36 CFR 800.4(b)(2), a phased approach for the identification and evaluation of historic properties will be necessary.

While a majority of the Project is located on private property, various portions of the Project fall within non-federal public land, or land that is under the ownership or control of a political subdivision of the State of Texas. As a result, these areas are within the purview of the Antiquities Code of Texas, which requires the THC to review actions that have the potential to disturb prehistoric or historic sites within the public domain. Regulations pertaining to the code can be found within Title 13, Part 2, Chapter 26 of the Texas Administrative Code (TAC). THC issues Antiquities Permits that stipulate the conditions under which survey, discovery, excavation, demolition, restoration, or scientific investigations can occur. Therefore, AECOM is submitting this research design in support of an Antiquities Permit application for conducting an intensive archeological survey (13 TAC 26.13 and 26.15).

## PROJECT DESCRIPTION

TCR is a Texas-based company formed in 2009 to bring high-speed passenger rail to Texas. TCR has taken a private-sector approach for the deployment of high-speed rail in Texas. Working closely with Central Japan Railway Company (JRC), TCR is promoting the deployment of a high-speed rail system

based on JRC's N700-I Bullet System (known as Shinkansen) that will have a maximum operating speed of 205 miles per hour (mph) and a travel time of less than 90-minutes between the two cities.

The Project will extend approximately 240 miles long, with an estimated right-of-way (ROW) width of approximately 100 feet (ft), and varying depths of impact. Additional acreage is expected to be utilized for ancillary facilities consisting of passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses. To date, design efforts have focused on the rail alignment, the principal component of the Project. Once the rail alignment is fixed, siting and conceptual design of the ancillary facilities will begin.

To minimize the impacts of the Project's construction and operation on the land and communities through which it travels, the Project will consist of entirely new track that will be completely grade-separated, meaning that all crossings would be under or over the rail line and not at the same elevation as the high-speed tracks, and reserved for the exclusive use of the N700-I Bullet System.

The Project will involve construction of two general rail design concepts: the first is at-grade construction where the rail is located on an embankment structure and separated from other transportation modes; and the second is an elevated concept (pier and beam) where the rail is located on an elevated viaduct structure. The alignment will consist of a mixture of these two general types of construction and will also include an assortment of culverts, short span bridges, and long span crossings as required to address site-specific requirements and to mitigate impacts. Based on preliminary construction schematics/plans, the Project maximum height at-grade will be approximately 50 ft and for elevated structures the maximum height will be approximately 70 ft.

### ***At-Grade Rail Design***

The high-speed rail technology and operating philosophy requires that no other vehicle (car, truck, or train) be allowed to access or cross the rails, leading to a design of a completely grade-separated railroad system. Various types of crossing methods are available, and the type used would be based on the unique characteristics at each crossing. The available crossing methods are:

- Rail over road; and
- Road over rail;

The initial alignment studies, and subsequent studies of the alignment alternatives, included between 250 and 350 crossings, of which approximately 75 percent are grade crossings. All at-grade crossings will be replaced with grade-separated crossings. To incorporate these treatments, solutions may include changing the location of frontage or side roads, or cloverleaf bridges in tight sections where the road is closer to the track.

At-grade track may be used where the ground is relatively flat, and in rural areas where there is limited potential to interfere with local roadways. The at-grade track would be built on compacted soil and ballast material (a thick bed of angular rock) to prevent subsidence or changes in the track surface from soil movement. To avoid potential disruption of service from floodwater, the rail would be constructed above the 100-year floodplain. The height of the at-grade profile may vary to accommodate slight changes in topography, provide clearance for storm water culverts and structures in order to allow water flow, and sometimes wildlife movement.

Roadway overcrossings would be utilized when a typical roadway would be grade-separated over an at-grade high-speed rail track alignment. Roadway under crossings may be required for grade-separation below an at-grade high-speed rail track alignment. Elevated high-speed rail road crossings may be built in downtown urban areas where the use of an elevated rail may be the only means to access downtown areas.

### ***Elevated Rail Design (Viaduct)***

Elevated structure will be used to maintain the design grade for the track and to potentially avoid sensitive environmental features. Larger floodplains and select infrastructure would be crossed with elevated structures when a ground level design is not suitable. The initial alignment studies identified approximately 175 locations where a bridge may be required; conceptual engineering is ongoing to determine optimal use of elevated structures versus at-grade. Piers may be spaced at 120 feet (36.6 m) and the beams may have an air gap of 18 feet (5.5 m). Depths of impacts will depend on geotechnical site conditions, but could be as deep as 70 feet below ground surface.

### **AREA OF POTENTIAL EFFECT**

As defined in 36 CFR 800.16(d), an Area of Potential Effect (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic resources, if any such resources exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The archeological APE is defined on the basis of the current Project understanding at the time of this permit application. The archeological APE will be comprised of the construction footprint of the six draft alignment alternatives (approximately 100 feet [30.48 m] in width), any permanent and temporary easements, access roads, drainage swales, all locations of ancillary facilities (e.g., passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses), and any other Project-specific locations designated by the Proponent. The APE is focused on any potential direct effects resulting from ground-disturbing activities associated with construction of the railway. Ground disturbing activities may include excavation, grading, cut-and-fill, easements, staging areas, utility relocation, or drilling. Location specific conditions will dictate the depth of subsurface disturbance.

### **ENVIRONMENTAL SETTING**

The draft alignment alternatives cross a variety of environmental settings, which are introduced here in a very broad regional manner. The Project spans the east-central portion of Texas through ten counties from north to south; Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris.

### ***Hydrology***

The Project traverses through the Trinity River Basin, skirting to the east of the Brazos River Basin, and ending within the San Jacinto River Basin in Houston (BEG 1996a). Numerous named and unnamed intermittent and ephemeral streams are located along the draft alignment alternatives.

## **Physiography**

The Project spans the physiographic region of the Gulf Coastal Plains, with the low rolling topography of the south and east tilting geologic beds of chalks and marls of the Blackland Prairies in the northern counties of Dallas, Ellis, and Navarro; the parallel ridges and valleys of the Gulf tilting geologic beds of unconsolidated sands and muds of the Interior Coastal Plains in the central counties of Freestone, Limestone, Leon, Madison, and Grimes; and the nearly flat prairie of geologic deltaic sands and muds of the Coastal Prairies in the southern counties of Waller and Harris. The Gulf Coastal Plains range in elevation from 0 to 1,000 feet above mean sea level (amsl) (BEG 1996b).

## **Geology**

The draft alignment alternatives cross 11 geological groups and formations defined by the Bureau of Economic Geology (BEG), ranging in age from the Cretaceous through the Pleistocene (BEG 1968, 1970, 1972, 1974, 1992). The geologic groups and formations, decreasing in age from northwest to southeast, consist of the Austin, Eagle Ford, Woodbine, and Upper Washita Groups; the Navarro and Taylor Groups; the Wilcox and Midway Groups; the Claiborne Group; the Yegua Formation; the Jackson Group; the Catahoula Formation; the Fleming and Oakville Formations; the Willis Formation; the Lissie Formation; and the Beaumont Formation.

Beginning in Dallas County, the Cretaceous-age Austin Chalk formation (Kau) underlies the Project (BEG 1970, 1972). In Ellis and Navarro Counties, the Project is underlain by the Cretaceous-age Navarro and Taylor Groups, which include marls and sandy marls of the Ozan Formation (Ko), the Wolf City Formation (Kwc), and Marlbrook Marl (Knm). Upland soils developed upon these formations within the Blackland Prairies are comprised mainly of clay-rich, expansive Vertisols that formed within calcareous clays and marls. Given the residual nature of these soils, and their high shrink-swell potential, there is little likelihood that any cultural materials would be buried in primary context in these upland settings. However, nearer stream crossings it is possible that cultural materials are present in floodplain deposits and on older soil surfaces beneath younger Holocene overbank veneers.

Southeast from Freestone and Limestone Counties, the Project moves from Cretaceous-age chalk and marls, to traversing a basinward series of down-dipping, fluvial-deltaic formations that are Paleogene through Quaternary in age (BEG 1968, 1970, 1974, 1992). Most of these formations are comprised of weakly-consolidated sedimentary rocks of cross-bedded quartz sand, intercalated with thin beds of clay, sandy clay, and ironstone concretions. The Paleocene Wilcox and Midway Groups make up much of the bedrock geology of Freestone and Limestone Counties, with the Tehuacana Member of Kincaid (Kwc), Hooper (Eh), Simsboro (Esb), and Calvert Bluff Formations (Ecb) from northwest to southeast. The underlying Eocene geology within Leon, Madison, and Grimes Counties is comprised of the Carrizo Sands (Ec), Reklaw (Er), Queen City Sand (Eqc), Sparta Sand (Es), Stone City (Esc), Cook Mountain (Ecm), Yegua (Ey), Wellborn (Ewb), Caddell (Eca), the Manning Formation (Em), and Whitsett (Eow) Formations.

Sandy loam soils are typically found capping the upland surfaces associated with Tertiary formations across the Gulf Coastal Plain. These soils are taxonomically classified as Alfisols, which formed on ancient, stable landscapes that are at least Pleistocene in age, or older. These soils often exhibit strong, coarse-over-fine textural contrasts between the upper and lower parts of the solum. The sandier A through E horizons are referred to by archeologists as the *sandy mantle*, which often contains buried archeological deposits, sometimes in correct stratigraphic order, while cultural materials are absent from the lower clayey subsoil horizons (Bruseh and Martin 2001; Frederick et al. 2002; Heinrich 1986; Mandel 1987; Thoms 1993). The ages of these upland soils, along with artifact burial process and

integrity potential, has been strongly debated (Ahr et al. 2012, 2013; Frederick et al. 2002). It has been suggested that the burial and stratification of cultural materials within the sandier horizons in upland settings occurred contemporaneously with widespread geomorphic activity, such as eolian deposition during more arid phases of the Holocene, and that this resulted in the burial and preservation of some sites and features (Boutler et al., 2007, 2010; Frederick et al., 2002). Recent research, however, suggests that such a geomorphic event did not occur on a regional basis, though small-scale localized erosion and deposition could have resulted under certain geomorphic and pedologic conditions (Ahr et al. 2012). Absent any geomorphic burial agents, artifact movement down profile in upland settings would have resulted from bioturbation and gravity. Thus, while sandy upland areas of the Project likely offer good potential for containing archeological materials, the degree of archeological integrity is not likely to be high due to the potential for soil mixing. Recent (Holocene) alluvial deposits associated with floodplains offer greater preservation potential for buried archeological sites. But, because of poor drainage and frequent saturation, they may have been less desirable for prehistoric habitation.

The Miocene-age Catahoula (Mc) and Fleming (Mf) Formations in southern Grimes County give way to Pleistocene-age clay, silt, and sand deposits of the Willis Formation (Qwl and Qwc), which continue on into Waller and Harris Counties (BEG 1968, 1974, 1992). The Willis Formation consists of fluvial clay, silt, sand, and gravel deposits and is subdivided into two members based on the degree of weathering and age (BEG 1992; Bradley 1985; Duessan 1924; Fisk 1938; Bernard 1950). The less weathered Willis member (Qwl) is comprised of clay, silt, sand and siliceous gravels, deeply weathered and lateritic, and indurated by clay and cemented by iron oxides (BEG 1968, 1992). This member is strongly dissected into upland remnants surrounded by middle-Miocene deposits. The strongly weathered Willis member (Qwc) is preserved as prominent outcrop scarps and contains abundant iron concentrations and ferric concretions (BEG 1968, 1992). Toward the coast, these deposits give way to Pleistocene-age Lissie (Ql) deposits, and the Beaumont (Qb) Formation that extends from the Texas-Louisiana border to southwest of Corpus Christi.

The Beaumont Formation occurs as an offlapped sequence of coastwise, alluvial-deltaic plain sediments that were deposited during the latest interglacial highstand, from the middle to the late Pleistocene (Blum and Aslan 2006; Blum and Price 1994; Winkler 1982). Beaumont surfaces have been mapped and differentiated into numerous cross-cutting meanderbelt facies, with intervening floodplain depositional environments (BEG 1992; DuBar et al. 1991; Blum and Aslan 2006; Blum and Price 1994). The spatial distribution of clay, silt, and fine sand within the Beaumont formation reflect the distribution of these major channel, point bar, levee, and backswamp facies. Sandy clays and sands are present in multi-storied stacks of flood basin mud and splay sands (Blum et al. 1995). Developed on these are thick A and E horizons in the sandier regions, and well-developed Bt and Bk horizons in the more clayey regions. The non-sandy portions of the Beaumont surface are characterized by clay-rich Vertisols, with high shrink-swell capacity, representing floodbasin, backswamp, and abandoned channel-fill muds with low permeability, high water holding capacity, high compressibility, high to very high shrink-swell potential, poor drainage, level to depressed relief, low shear strength, and high plasticity (BEG 1992). The Beaumont Formation has been dated to more than 35,000 to 40,000 years before present (B.P.) by radiocarbon analysis (Birdseye and Aronow 1991), and to between approximately 70,000 to 115,000 years B.P. by thermoluminescence (TL) dating (Blum and Price 1994; Blum et al. 1995; Durbin et al. 1997). Given the age of the Beaumont Formation, which predates human occupation of North America, low geoarchaeological potential exists (Abbott 2001).

Pleistocene terraces and recent Holocene-age valley fills comprise the bulk of Late Quaternary depositional units traversed by the draft alignment alternatives. On the coastal plain, terrace landforms



are informally known as “Deweyville terraces” (Bernard 1950), and are mapped stratigraphically between Holocene floodplain deposits and the Pleistocene-age Beaumont surface (Blum et al. 1995). Large abandoned arcuate meander scars along valley walls are the principal distinguishing geomorphic characteristic of these older terrace deposits and suggest greater discharge regimes than modern stream systems (Barton 1930).

Holocene-age deposits are extensive within the stream valleys traversed by the Project and are of the appropriate age to contain cultural materials. Alluvial stratigraphic studies in Central Texas suggest that many Texas alluvial valleys began to aggrade sometime during the late Pleistocene or early Holocene. Except in valleys that have undergone significant erosion, early Holocene alluvium likely comprises a significant portion of the valley floors within the Project area. The extent to which older Holocene alluvial fills are preserved is not currently known, however, and is largely dependent upon variations in floodplain evolution, such as avulsions and cutting and filling rates, within a valley. As such, deep prospection would be needed to confirm this.

### Soils

Natural Resources Conservation Service (NRCS) county soil surveys were used to identify and characterize the soils within the Project area, which offer insights into the burial and preservation potential of archeological sites. By grouping the soils into general soil associations (**Table 1**), general observations regarding site integrity potential can be made. In general, level, deep soils on floodplains offer greater potential to contain deeply buried and preserved sites, while clayey, residual soils on upland plains or moderately sloping uplands exhibit lower overall burial potential and may contain shallow site deposits that are mixed.

Table 1 Project Area Soils		
Soil Association	County	Description
Houston Black-Heiden	Dallas	Nearly level to strongly sloping, deep, clayey soils; on uplands
Trinity-Frio	Dallas	Nearly level, deep, clayey soils; on flood plains
Austin-Houston Black	Dallas	Nearly level to sloping, moderately deep, clayey soils; on uplands
Houston Black-Houston	Ellis	Gently sloping, very deep, clayey soils; on upland ridges and plains
Burleson-Houston Black-Lewisville	Ellis	Nearly level to sloping, very deep, clayey soils; on terraces and valley slopes
Trinity-Frio	Ellis	Nearly level, deep, clayey soils; on flood plains
Crockett-Wilson	Navarro	Moderately sloping, deep, clayey soils, on uplands and stream terraces
Houston Black-Heiden	Navarro	Deep, Nearly level to strongly sloping, deep, clayey soils; on uplands
Trinity-Kaufman	Navarro	Nearly level, very deep, clayey soils; on flood plains
Crockett	Freestone	Nearly level to moderately sloping, very deep, loamy soils; on uplands
Whitesboro	Freestone	Nearly level, very deep, loamy soils; on flood plains of large creeks
Edge-Tabor	Freestone	Nearly level to strongly sloping, very deep, loamy soils; on uplands and high stream terraces
Padina-Silstid	Freestone	Gently sloping to moderately sloping, very deep, sandy soils; on uplands
Silawa-Gasil-Tabor	Freestone	Nearly level to strongly sloping, loamy soils; on stream terraces and uplands
Silstid-Gasil-Padina	Limestone	Gently sloping to strongly sloping, very deep, sandy soils; on uplands
Edge-Tabor	Limestone	Nearly level to strongly sloping, very deep, loamy soils; on uplands and high stream terraces
Axtell-Rader	Limestone	Nearly level and gently sloping, very deep, loamy soils; on stream terraces
Uhland-Nahatche	Limestone	Nearly level, very deep, loamy soils; on flood plains
Padina-Hilstid-Hearne	Leon	Gently sloping to moderately steep, deep, sandy and loamy soils; on savannahs

<b>Table 1 Project Area Soils</b>		
<b>Soil Association</b>	<b>County</b>	<b>Description</b>
Padina-Arenosa	Leon	Gently sloping to moderately steep, deep, sandy soils; on savannahs
Crockett-Benchly-Wilson	Leon	Nearly level to strongly sloping, deep, loamy soils; on prairies
Axtell-Radar	Leon	Nearly level to strongly sloping, deep, loamy soils; on savannahs
Margie-Jedd-Lexton	Leon	Gently sloping to steep, deep and moderately deep, loamy soils; on savannahs
Crockett-Benchley-Dimebox	Madison	Nearly level to gently sloping, loamy and clayey soils; on uplands
Rader-Gredge-Chazos	Madison	Very gently sloping to moderately sloping, loamy and sandy soils; high terraces and uplands
Rader-Derly	Madison	Nearly level and very gently sloping, loamy soils; on terraces
Gowker-Nahatche	Madison	Nearly level, loamy soils; on flood plains
Zulch-Zock-Boonville	Grimes	Nearly level to gently sloping, loamy soils; on flat ridges and foot slopes
Axtell-Lufkin-Gredge	Grimes	Nearly level to strongly sloping, loamy soils; on ridges and slopes
Singleton-Burlewash-Shiro	Grimes	Nearly level to strongly sloping, sandy and loamy soils; on hilltops and hillsides
Gomery-Shiro-Elmiina	Grimes	Gently sloping or moderately sloping, sandy soils; on broad ridgetops
Falba-Shiro-Greenvine	Grimes	Gently sloping or moderately sloping, sandy, loamy, and clayey soils; on ridgetops and side slopes
Freisburg-Crockett-Brenham	Grimes	Gently sloping or moderately sloping, loamy and clayey soils; on ridges and side slopes
Depcor-Fetzer-Huntsburg	Grimes	Gently sloping or moderately sloping, loamy and clayey soils; on ridgetops and slopes
Depcor-Splendora-Boy	Waller	Nearly level to gently sloping, sandy and loamy soils; on ridgetops and side slopes near streams
Hockley-Wockley-Monaville	Waller	Nearly level to gently sloping, loamy and sandy soils; on hillsides and ridges
Segno-Hockley	Harris	Nearly level to gently sloping, loamy soils; on uplands
Wockley-Gessner	Harris	Nearly level, loamy soils; on prairies
Clodine-Addicks-Gessner	Harris	Nearly level, loamy soils; on prairies
Katy-Aris	Harris	Nearly level, loamy soils; on prairies

Sources: Brooks et al. 1992; Coffee et al. 1980; Greenwade 1996; Greenwade 1984; Griffin 1998; Janak and Griffin 2002; Meade et al. 1974; Neitsch 1994; Neitsch et al. 1989; Wheeler 1976

### ***Ecoregions and Land Use***

The Project traverses three major ecoregions, comprised of similar soils, vegetation, climate, and topography. These ecoregions, from northwest to southeast, consist of the Texas Blackland Prairies, the East Central Texas Plains, and the Western Gulf Coastal Plains. Data regarding Texas ecoregions was obtained primarily from Griffith et al. (2007) who prepared a report on Texas ecoregions for the Texas Commission on Environmental Quality, the U.S. Environmental Protection Agency (EPA), the USDA, and other interested parties. The final report defined 12 Level III ecoregions and 56 Level IV ecoregions compatible with EPA ecoregion framework. The following provides general information on each of the level III and level IV ecoregions which will be crossed by the draft alignment alternatives. Where relevant and/or necessary, additional references and source material are cited in-text.

#### ***Texas Blackland Prairies***

The Blackland Prairie Region is primarily typified by rolling to nearly level plains, and is distinguished from surrounding regions by soils, vegetation, and geology (Griffith et al. 2007:61). Prior to Euroamerican settlement, an array of animal species were present in the region although the variety of species has declined over time and current game species typically include dove, quail, and fox squirrel along bottomlands (Griffith et al. 2007:61). The Blackland Prairie contains a high percentage of cropland and many areas have been converted from native grass communities to use for urban and industrial

purposes (Griffith et al. 2007:61). Native grass communities began to decline with the introduction of ranching and agriculture. The farming of cotton and other crops promoting extensive clearing of land resulted in the loss of much of the native prairie grasses (Griffith et al. 2007:62). Non-native grasses, introduced to the Blackland Prairie during the 19<sup>th</sup> and 20<sup>th</sup> centuries, include Johnson grass, Bermuda grass, and King Ranch Blustem. Frequent historic and prehistoric fires have shaped the ecology of the region by promoting new vegetation growth and preventing the encroachment of woodlands, although some wooded areas do exist (Griffith et al. 2007:61-62). The Blackland Prairie is bisected by the broad floodplains and terraces of the Trinity, Brazos, and Colorado Rivers. These floodplains typically contain the aforementioned areas of forest and can include species of oak, hackberry, elm, ash, cottonwood, and pecan (Griffith et al. 2007:65). As with much of the other areas of the Blackland Prairie, many of these floodplains and terrace settings have been cleared over time for agricultural purposes.

### East Central Texas Plains

The East Central Texas Plains Region is comprised mainly of post oak savannah vegetation (Griffith et al. 2007:66). This region exhibits a varied topography, with level to gently rolling landscapes in the north, and more highly dissected landscapes to the south (Griffith et al. 2007:66). Consequently, agricultural development has been more prominent in the north while urbanization and mineral resources exploration was focused on the south (Griffith et al. 2007:66-68). The local habitat supports white-tailed deer, turkey, quail, and several species of squirrel. Within this post oak savannah setting are grassland ecoregions known as Prairies and Outliers. The Prairies and Outliers are defined largely by an approximately 100 mile stretch of narrow, isolated prairie (e.g., String Prairie) that runs along the Old San Antonio Road (Griffith et al. 2007:69). This prairie provided prime farmland along a major transportation route, which in turn promoted settlement of the area without the need to clear surrounding forests. The Prairies and Outliers also include distinct areas of mixed prairies between the Sulfur and Red Rivers. These mixed prairies contain grasses as well as dispersed woodland and have been utilized for ranching (Griffith et al. 2007:70). Floodplain bottomlands and low terrace areas contain numerous hardwood tree species.

### Western Gulf Coastal Plains

The Western Gulf Coastal Plains region is characterized by flat topography, and vegetation transitioning from the forest and savannahs to the west, to increasing grasslands and marshlands to the east along the coastline (Griffith et al 2007:73). River bottomlands, in particular, may contain woodlands although agriculture and urbanization in the area has resulted in significant impacts to native animal habitats. Bird, fish, and shrimp habitats remain important to native and migratory species. The Gulf Coastal Prairies in the area are very similar to those in the Texas Blackland Prairies with regard to vegetation composition and present species (Griffith et al. 2007:74). As such, the area was ideal grazing territory for bison and other animals prior to the arrival of European Americans. Recognizing the potential for grazing, cattle were brought in and ranching became a popular industry. As in the Texas Blackland Prairie, the grasslands were sustained through time with periodic fires that rejuvenated vegetation and prevented significant impediment of forests. Humans have, upon arrival, also utilized fire for this purpose although regular controlled burns had become the norm. In this region, floodplain bottoms and low terraces are covered by decreased diversity in tree species than in neighboring ecoregions. Much of these native species have been cleared, leaving a ground cover of mixed forest, cropland, and pasture (Griffith et al. 2007:77). Freshwater is readily available in a number of drainages within the floodplains and is split between the needs of aquatic life in bays and estuaries near the coast and human needs and uses of the surface water further inland (Griffith et al. 2007:77).

## RECORDS REVIEW

The Texas Archeological Sites Atlas (TASA) was consulted to identify any previously recorded archeological sites, NRHP-listed properties, State Antiquities Landmarks (SALs), and recorded cemeteries within a study area that extends for 1,000 m on either side of the draft alignment alternatives. TASA review indicates there are 234 archeological sites (**Table 2**) that had been previously recorded within this study area (TASA 2015). Out of the total recorded sites, 115 contain only prehistoric cultural materials, while 94 sites contain only historic materials, and 20 sites contain both historic and prehistoric materials. The cultural and temporal association was unknown for five sites.

Common prehistoric site types in the region include campsites, lithic procurement sites, burned rock and shell middens, and sites within alluvial terrace deposits (Fields et al. 1996). Of the prehistoric sites within the study area, 49 percent are lithic scatters, 47 percent are open campsites, 2 percent are middens, and 2 percent are lithic procurement sites. Historic site types in the region commonly include farmsteads, ranches, cemeteries, stone walls, mills, lime kilns, artifact or trash scatters, and industrial sites. Of the historic sites recorded in the study area, 67 percent are farmstead, homestead, or ranch-related sites (including buildings or other features), 15 percent are historic dumps or trash scatters, 11 percent of the historic sites are bridge or railroad related, and the remaining 7 percent represent historic cemeteries classified as recorded archeological sites. In addition to the cemeteries classified as archeological sites, 40 historic cemeteries are also located within the study area, of which three are described as “unknown graves.” The presence of these previously recorded sites indicates the high potential for previously unrecorded prehistoric and historic sites to be present in the APE.

County	Prehistoric Only	Historic Only	Prehistoric and Historic Components	Unknown Period	Total Sites
Dallas	14	13	1	0	<b>28</b>
Ellis	8	8	1	3	<b>20</b>
Navarro	10	4	3	1	<b>18</b>
Freestone	17	17	1	0	<b>35</b>
Limestone	4	0	0	0	<b>4</b>
Leon	34	39	12	0	<b>85</b>
Madison	6	2	0	0	<b>8</b>
Grimes	18	4	0	1	<b>23</b>
Waller	2	0	2	0	<b>4</b>
Harris	2	7	0	0	<b>9</b>
<b>Total Sites</b>	<b>115</b>	<b>94</b>	<b>20</b>	<b>5</b>	<b>234</b>

Source: THC 2015

A review of the TASA indicates that 130 cultural resources investigations have been performed within the study area. Previous archeological investigations have consisted primarily of linear and areal cultural resources surveys (**Table 3**).

<b>Table 3 Previously Conducted Archeological Surveys Within the Study Area.</b>				
<b>County</b>	<b>Areal Surveys</b>	<b>Linear Surveys</b>	<b>Total Surveys</b>	<b>Survey Area within Current Alignments (miles)</b>
Dallas	12	10	22	6.4
Ellis	6	4	10	0.8
Navarro	14	0	14	0.8
Freestone	9	2	11	5.0
Limestone	4	0	4	0.0
Leon	17	4	21	3.9
Madison	1	2	3	6.9
Grimes	9	3	12	2.8
Waller	1	0	1	0.0
Harris	24	8	32	8.3
<b>Total Surveys</b>	<b>97</b>	<b>33</b>	<b>130</b>	<b>34.9</b>

Source: THC 2015

### **ARCHEOLOGICAL PROBABILITY**

Background research indicates that the APE has a high likelihood for containing archeological sites. Historic sites generally have a greater surface visibility because they are usually either not buried as deeply as prehistoric sites, or are not buried at all. They are also often associated with surface features, such as wells and buildings, and, as a rule, contain a much higher density of artifacts. Historic sites often occur along old roads, and are more common in the uplands than on floodplains. During the survey, high historic probability areas will be identified for investigation by examining historic maps and overlays along specific project routes. When appropriate, intensive pedestrian survey in high historic probability areas will be supplemented with shovel testing to locate potential buried historic sites.

Prehistoric sites typically are found within relatively level, well-drained soils, on terraces and floodplains, interfluvial summits, shoulder- and toe-slopes overlooking valley floors, natural levees, upland-valley wall margins, and at stream confluences. Paleoindian through Middle Archaic sites are common within the lower slope portions of interfluvial areas along small streams (Fields et al. 1996; Prikryl 1993; Thoms et al. 2004), while Late Archaic and later sites are often situated on landforms adjacent to tributary stream floodplains, on sandy knolls, and on high terraces (Story 1990). Of the 140 prehistoric archeological sites that occur within the study area, 98 percent are located within 500 m of a stream.

Based on the likelihood for the presence of archeological sites in the region, the APE was stratified into zones of High, Medium, and Low Archeological Potential. High Archeological Potential (HAP) areas possess the greatest potential for containing prehistoric sites, including deep, well-drained loamy soils in relatively close proximity to natural water sources. Of the previously recorded prehistoric sites in the study area, 86 percent are within 300 m of a stream.

Moderate Archeological Potential (MAP) areas are less likely to contain archeological sites, due to increased distance to water, or other factors such as sloping topography or poor soil drainage. MAP areas include outer margins of wide floodplains, older terrace settings, and upland-valley wall margins. Of the previously recorded prehistoric sites in the study area, 12 percent are found at distances between 300 and 500 m from a stream.

Low Archeological Potential (LAP) areas are those areas in which prehistoric archeological sites are unlikely to be present because of steeply sloping topography (>20%), poor soil drainage, or significant distance to water (>500 m). Of the previously recorded prehistoric sites in the study area, only 2 percent are found at distances greater than 500 m from a stream.

The above stratification relies on assumptions about prehistoric cultural preferences (e.g., behavior) for sites to be located near loamy, well-drained soils, and certain topographic settings (e.g., elevated areas with level ground above water), and proximity to streams. Based on the current level of background research, these assumptions appear to be valid and confirmed by the distribution of extant sites within the study area. While this model favors identifying where sites are likely to be found, it fails to take into account the dynamic nature of the landscape, and thus, the potential for different areas to exhibit *integrity potential*.

Integrity potential refers to the likelihood that an area exhibits natural conditions conducive to the burial and preservation of archeological materials in such a way as to maintain the systemic site context. Integrity potential is considered relevant, because the Section 106 compliance processes require an evaluation of the effects of an undertaking on *historic properties*, which are sites that are listed in, or eligible for listing in the NRHP. In order to be a *historic property*, and therefore worthy of protection, the site must meet the legal criteria spelled out in 36 CFR 60.4, and it must possess integrity. For archeological sites, integrity commonly refers to the degree to which intra- and inter- site components have been preserved within its unique environmental site setting (i.e., systemic context). Similarly, at the state level, under Title 13, Part 2, Chapter 26, Subchapter C, Rule 26.10 of the Texas Administrative Code, an archeological site under the ownership or control of the State of Texas may also merit official designation as a SAL if it has the ability to contribute to a better understanding of history or prehistory, and if it is relatively well-preserved.

In order to account for the integrity aspect for the Project, the APE was further stratified into areas of High, Medium, and Low Integrity Potential. High Integrity Potential (HIP) areas include active depositional environments, such as floodplains, which are ideal for deep site burial and preservation. Other important depositional areas, such as natural levees, eolian deposits, and shoulder- and toe-slopes, are also present in the APE. Because site burial typically proceeds within a low-energy environment, preservation of systemic site context is enhanced, and sites in these settings often have enormous research potential due in part to vertical separation of different cultural components. Deeply-buried sites are also further removed from surface and near-surface impacts, but tend to be less visible due to great burial depth. Because the APE traverses numerous stream crossings and floodplain settings, where Holocene-age deposits often exceed 1 m in thickness, HIP conditions exist in numerous places within the APE.

Moderate Integrity Potential (MIP) areas include upland and older terrace settings that are less likely than HIP areas to exhibit the geologic conditions necessary for the deep burial of cultural materials. MIP areas exist where recent (Holocene) overbank sediments have shallowly buried cultural materials resting on older geologic surfaces, as well as colluvial slopes along valley walls and older terrace-valley wall settings that have undergone small-scale, localized sedimentation (e.g., minor slopewash episodes or the formation of thin overbank veneers). These areas are very slowly aggrading, with very limited potential for deep site burial. Due to the shallow depths of any artifact-bearing sediments, archeological materials may be bioturbated, and archeological integrity potential is lowered.

Low Integrity Potential (LIP) areas exist where there is no potential for the presence of buried archeological sites with reasonable integrity. Such areas include non-aggrading environments, including exposed bedrock, residual soils on uplands, or areas undergoing net soil erosion (e.g., lag setting). LIP areas also include those places that have been destroyed by construction impacts, such as roadways, easements, buried utilities, borrow pits, rutting, etc., or are otherwise physically inaccessible to standard survey methods.

It should be emphasized that assigning integrity potential was based solely upon environmental variables (e.g., geomorphological and depositional setting, soil types, past disturbances, etc.), rather than on the likelihood that sites may be present. Such an integrity-based approach is similar to the TxDOT-Houston District’s Potential Archeological Liabilities Mapping (PALM) (Abbott 2001). Unlike the Houston PALM, however, the model developed for the Project integrates behavioral-based archeological potential with environmental-based integrity potential. As a result of this integration, nine Evaluation Mapping Units (EMUs) were developed for the APE. Each EMU represents a unique set of cultural and environmental conditions requiring varying levels of field survey intensity. **Table 4** summarizes the probability and integrity modeling, which in turn provides a useful framework for efficiently carrying out fieldwork to conform to THC’s Archeological Survey Standards for Texas. Because this model is based solely on remotely sensed environmental data and known site distributions, unexpected field conditions may require field-methodological adjustments during the survey. Thus, a certain degree of flexibility in the survey effort is built into each of the EMUs in order to correspond to such unanticipated conditions. Where deviations are needed in field efforts, adequate justifications will be presented in the field survey report.

<b>Table 4</b>			
<b>Probability Matrix of Archeological and Integrity Potential of the APE</b>			
<b>Evaluation Mapping Unit</b>	<b>Potential</b>	<b>Conditions</b>	<b>Proposed Work</b>
1	HAP-HIP	Areas near water, typically within 300 m of a stream, with level, well-drained loamy soils, mainly in medium to large stream valleys. Includes constructional surfaces such as Holocene-age floodplains and terraces, areas near stream confluences, springs, natural levees, larger valley shoulder- and toe-slopes, and eolian features at upland-valley wall margins. These areas tend to be conducive to rapid sedimentation and deep burial of archeological deposits.	Intensive backhoe trenching recommended due to likelihood for deeply buried deposits with reasonable integrity.
2	HAP-MIP	Areas near water, typically within 300 m of a stream, with level, well-drained loamy soils. This occurs mainly in small, narrow stream valleys that are either non-aggrading, or very slowly aggrading. Such areas are less conducive to rapid sedimentation and deep burial of archeological deposits. Includes narrow floodplains with possible thin overbank alluvial veneers, as well as some shoulder slope settings, side slopes, and upland-valley wall margins.	Intensive shovel testing recommended due to the potential for relatively shallow archeological materials. Backhoe trenching may be needed if Holocene-age sediments are deeper than anticipated, exceeding 1 m in depth.

**Table 4  
Probability Matrix of Archeological and Integrity Potential of the APE**

<b>Evaluation Mapping Unit</b>	<b>Potential</b>	<b>Conditions</b>	<b>Proposed Work</b>
3	HAP-LIP	Areas near water, typically within 300 m of a stream, with level, well-drained loamy soils. Limited to narrow, non-aggrading or erosional stream settings, with no potential for deep burial of archeological materials. In larger valley settings, the area exhibits low integrity potential due mainly to extensive impacts from construction, buried utilities, borrow pits, rutting, standing water, the presence of large-scale infrastructure, or other factors. As a result, these areas are unlikely to contain archeological materials in good context.	Pedestrian walkover survey of exposed, stable, and eroded soil surfaces. No subsurface excavations recommended due to prior disturbances. Document extant disturbances, noting any observed cultural materials. No further work unless field conditions reveal presence of intact soils.
4	MAP-HIP	Areas located between 300 and 500 m from water, including distal margins of wide floodplains, older terrace settings, and upland-valley wall margins within generally narrow stream valleys. Recent (Holocene) floodplain sediments and overbank veneers are likely to have buried cultural materials on older geologic surfaces. Such areas are generally slowly aggrading, but exhibit good potential for archeological deposits in good preservation context.	Intensive shovel testing recommended. Limited backhoe trenching may be warranted if soils are deeper than anticipated (>1 m). If archeological materials are found, intensive trenching may be necessary.
5	MAP-MIP	Areas located between 300 and 500 m from water, including older terrace settings, toe- and shoulder slopes, and upland-valley wall margins in relatively wide stream valleys. These areas have likely been subjected to localized sedimentation, possibly during slopewash episodes or during the formation of overbank veneers on older terrace settings. Such areas are very slowly aggrading and are less likely to exhibit the geologic conditions necessary for the deep burial of cultural materials.	Limited shovel testing recommended. Backhoe trenching may be needed if Holocene-age sediments are found to extend below 1 m.
6	MAP-LIP	Areas located between 300 and 500 m from water, typically within relatively narrow, non-aggrading stream valleys. While cultural materials have moderate potential to be present, there is low probability that these materials would be buried deeply due to stable and/or eroded surfaces.	Pedestrian walkover survey of stable and/or eroded soil surfaces. Documentation only for built areas of APE. No subsurface excavations recommended due to prior disturbances and soil erosion, unless field conditions reveal presence of intact soils.
7	LAP-HIP	Areas with strongly sloping topography (e.g., >20% slopes), very poorly drained soils, or significant distance (>500 m) to water. Includes undisturbed net-depositional areas, such as might exist in backswamp, swale, paleochannel, bog, marsh, or clayey oxbow channel fill settings. While these areas might exhibit high integrity potential, it is assumed that such settings were unattractive as occupation sites.	Pedestrian walkover assessment of field conditions; judgmental shovel testing to determine presence/absence of buried cultural material and soil depth and integrity. If archeological materials are found, backhoe trenching may be needed.



Table 4 Probability Matrix of Archeological and Integrity Potential of the APE			
Evaluation Mapping Unit	Potential	Conditions	Proposed Work
8	LAP-MIP	Areas with strongly sloping topography (e.g., >20% slopes), very poorly drained soils, or significant distance (>500 m) to water. Includes very slowly aggrading settings that may have received minor sediment inputs from thin overbank veneers, eolian deposits, or from colluvium on sideslopes within undulating uplands. These areas may have also been moderately impacted by natural forces or construction activities (e.g., roadways, easements, borrowing, buried utilities, etc.). May include bioturbated upland sand sheet deposits along upland divides and valley margins. Vertical component separation is possible, mainly due to soil mixing.	Pedestrian walkover assessment of field conditions; judgmental shovel testing to determine presence/absence of buried cultural material and soil depth and integrity. If archeological materials are found, additional shovel testing may be needed. Backhoe trenching may also be required if shovel testing reveals artifacts extend to at least 1 m below the surface.
9	LAP-LIP	Areas with strongly sloping topography (e.g., >20% slopes), very poorly drained soils, or significant distance (>500 m) to water. Includes non-aggrading to erosive settings. These areas may have also been heavily impacted by natural forces or construction activities (e.g., roadways, easements, borrowing, buried utilities, etc.), or may be covered by existing infrastructure.	Documentation-only for built areas of APE. No subsurface excavations due to prior disturbances, unless field conditions reveal undisturbed areas with intact soils.

#### FIELD METHODS

The Project will traverse the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. AECOM will conduct an intensive archeological survey of each non-overlapping segment of the six draft alignment alternatives, which totals approximately 442 miles. The survey will conform to THC's Archeological Survey Standards for Texas, and all archeological investigations will be supervised by an archeological professional meeting the *U.S. Secretary of the Interior's Professional Qualification Standards for Archaeology and Historic Preservation*, and professional qualification requirements for Principal Investigator (13 TAC 26.4). Components of the survey may include pedestrian reconnaissance, stream cutbank recording, shovel testing and/or mechanical subsurface testing, artifact inventories, site recording, and impact assessment.

With the exception of extensively disturbed portions of the APE, which will be subjected only to photographic and written documentation of disturbances, the remainder of the study area will typically be surveyed using two parallel transects within the 100-ft ROW corridor, and exposed ground surfaces will be examined for evidence of archeological resources. With consideration to the proposed levels of field efforts outlined in **Table 4**, shovel tests will be excavated in settings that have potential for buried cultural materials, including those areas where a high probability for historic sites is indicated by historic map overlay review. Shovel tests will be dug whenever there is less than 30 percent ground surface visibility, except on slopes greater than 20 percent. In accordance with THC Survey Standards, a shovel test intensity of at least 16 shovel tests per mile will be utilized, except where ground conditions (e.g., disturbances, standing water, steep slope, outcropping bedrock, or safety hazards) obviate the need for subsurface testing. Shovel tests will be 30 centimeters in diameter and excavated to the bottom of

Holocene deposits, if possible. Shovel tests will be dug in 20 centimeter levels and all excavated soil screened through ¼ inch mesh, unless high clay or water content requires that they be troweled through. Location, depth, soil strata, and presence/absence of cultural materials will be recorded for each shovel test. All shovels tests will be backfilled upon completion.

If there is a potential for deeply buried cultural deposits within the depth of impacts, deeper subsurface investigations (such as backhoe trenches) will be required. The need for backhoe trenches in the APE was initially assessed on the basis of the site probability and integrity potential (see **Table 4**). This assessment will be further evaluated and refined during the subsequent pedestrian survey and shovel testing phases of fieldwork.

Backhoe trenches will be excavated approximately 4 m in length, 1 m wide, and from 1 to 3 m deep, depending on the depth of Holocene deposits. In accordance with the Texas Utility Code, at least 48 hours of prior notification would be given to Texas Excavation Safety System (Texas811) damage prevention service before any trench excavations occur. Trench walls will be closely inspected for cultural materials and subjected to detailed soil descriptions. Entry into trenches will be limited to the upper 5 feet, in accordance with OSHA trench safety standards. One wall section (typically 1-m wide) in each trench will be selected for description following NRCS standards for soil profile descriptions (Schoenberger et al. 2002). Trenches will be photographed and then immediately backfilled to the original level.

### ***Site Recording***

If archeological deposits are identified during the survey, site boundaries will be delineated using a minimum of 6 shovel tests within the APE, or if more appropriate due to field conditions with greater than 30 percent ground surface visibility, site boundaries would be delineated by the surficial extent of artifacts or surface features. The field team will investigate the extent and integrity potential of the cultural materials, within the limits of applicable OSHA safety standards. The location of each site will be recorded with a handheld sub-meter GPS unit, and a sketch map will be drawn showing the location of all shovel tests, trenches, features, and other salient features of the site. A temporary field designation will be assigned to each site, and a TexSite form would be completed and submitted to the Texas Archeological Research Laboratory (TARL) for assignment of a permanent trinomial designation.

### ***Site Assessment***

All newly discovered sites will be assessed to determine if they could be eligible for the NRHP (and thus designated as a historic property). The criteria for eligibility are spelled out in 36 CFR 60.4, which states:

“...the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- a) that are associated with events that have made a significant contribution to the broad patters of our history; or
- b) that are associated with the lives of persons significant in our past; or
- c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) that have yielded or may be likely to yield, information important in prehistory or history.”

In order to be considered eligible for the NRHP, a site must satisfy at least one of the four criteria listed above (a through d), and it must retain integrity. For archeological sites, integrity generally means that components of a site must be in their original depositional context, such that the stratigraphic relationships of site components are maintained.

At the state level, an archeological site under the ownership or control of the State of Texas may merit official designation as a SAL, if any of the following criteria are met:

1. the site has the potential to contribute to a better understanding of the prehistory and/or history of Texas by the addition of new and important information;
2. the site's archeological deposits and the artifacts within the site are preserved and intact, thereby supporting the research potential or preservation interests of the site;
3. the site possesses unique or rare attributes concerning Texas prehistory and/or history;
4. the study of the site offers the opportunity to test theories and methods of preservation, thereby contributing to new scientific knowledge;
5. there is a high likelihood that vandalism and relic collecting has occurred or could occur, and official landmark designation is needed to ensure maximum legal protection, or alternatively, further investigations are needed to mitigate the effects of vandalism and relic collecting when the site cannot be protected (13 TAC 26.10).

Both Section 106 and the Antiquities Code recognize that the eligibility of archeological sites should hinge on the ability of a site to contribute an important understanding to prehistory, as well as a demonstration that such sites are preserved well enough to convey this importance.

#### ***Phased Process for Cultural Resources Surveys***

A phased process for compliance with Section 106, as provided for in 36 CFR 800.4(b)(2), is appropriate for the Project due to limited access to the properties within the draft alignment alternatives under consideration. Completion of the identification of historic properties, determination of effects on these historic properties, and consultation concerning measures to avoid, minimize, or mitigate if needed, any adverse effects may be delayed due to no right-of-entry (ROE) and will be carried out prior to any notice to proceed for construction. In situations where identification of historic properties cannot be completed due to access denials, subsequent Memoranda of Agreement (MOA) or Programmatic Agreement (PA) will provide for the development and implementation of a post-review identification and evaluation effort as applicable. Due to the numerous stream crossings along the draft alignment alternatives that may require backhoe trenching, separate ROE requests will be made.

### **REPORT**

After completion of the archeological resources research, surveys, evaluations, assessments, and tribal consultations, technical reports will be prepared to document the findings and identification effort. Technical reports will be submitted by FRA, via transmittal letter, to TCR, SHPO, and Federally-recognized Native American tribes, as appropriate, in both hard copy and electronic format.

Because of the phased nature of investigation proposed for the Project, it may be prudent for numerous interim-based reports to be produced and coordinated as the Project progresses. Such interim reports will be in the form of a summary letter and will present information on the methods of the survey,

descriptions of the cultural resources identified, and recommendations regarding the eligibility and treatment of each site. The information in any interim reports will be specific enough to allow FRA and the THC to make determinations regarding the Project's effects on cultural resources.

Following the completion of all fieldwork, interim reporting, and post-field analyses, AECOM will prepare and submit a draft technical report to FRA for review and transmittal to the THC, which summarizes the findings of the archeological resources survey and recommendations for further work or no further work, with appropriate justifications. The draft report will fully incorporate the information contained in any and all interim reports previously coordinated with the THC. The draft survey report will include all documentation for the identification and NRHP evaluation of archeological resources. This includes all resources identified within the APE. The report will conform to Council of Texas Archeologists' guidelines for cultural resources management reports. One printed copy of the draft survey report will be submitted to the THC for review. After addressing comments to the draft report, AECOM will furnish THC with one printed copy of the final report that contains at least one map with the plotted locations of any and all sites recorded, and two copies of a tagged PDF format of the report on an archival quality CD or DVD. One of the tagged PDF CD or DVD will include the plotted locations of any and all sites recorded and the other will not include the site location data.

### **CURATION**

Pursuant to 13 TAC 26.17, any collected artifacts will be prepared for curation according to relevant specifications and would be submitted to TARL, or other regional Texas facility that meets federal standards 36 CFR 79, for permanent curation after acceptance of the final report by the THC. These artifacts would be washed, catalogued, and analyzed according to TARL curation standards. Artifacts collected from publically-owned land would be kept separate from those on privately-owned land. All records and final report produced from this undertaking will be prepared in accordance with the *Stipulations and Procedures for the Preparation of Archeological Records and Photographs* and permanently curated at TARL in Austin, Texas.

## REFERENCES

- Ahr, S.W., Nordt, L.C., and S.G. Driese  
2012 Assessing Lithologic Discontinuities and Parent Material Uniformity within the Texas Sandy Mantle and Implications for Archaeological Burial and Preservation Potential in Upland Settings. *Quaternary Research* 78, 60-71.
- Ahr, S.W., Nordt, L.C., and S.L. Forman  
2013 Soil Genesis, Optical Dating and Geoarchaeological Evaluation of Two Upland Alfisol Pedons within the Tertiary Gulf Coastal Plain. *Geoderma* 192, 211-226.
- Abbott, J.T.  
2001 *Houston Area Geoarcheology: A Framework for Archeological Investigation, Interpretation, and Cultural Resource Management in the Houston Highway District*. Report No. 27. Texas Department of Transportation, Environmental Affairs Division- Archeological Studies Program, Austin.
- Barton, D.C.  
1930 Surface Geology of Coastal Southeast Texas. *AAPG Bulletin* 14, 1301-1320.
- Bernard, H.A.  
1950 *Quaternary Geology of Southeast Texas*. Ph.D. Dissertation, Louisiana State University, Baton Rouge.
- Birdseye, H.A., and S. Aronow  
1991 New Evidence for a Young Late Wisconsin Age for the Prairie Formation, Texas, USA. *Geological Society of America, Abstracts with Programs*, v. 23, no. 5, p. A223.
- Blair, W.F.  
1950 The Biotic Provinces of Texas. *The Texas Journal of Science* 2(1):93-116.
- Blum, M.D., and A. Aslan  
2006 Signatures of Climate vs. Sea-level Change within Incised Valley Fill Successions: Quaternary Examples from the Texas Gulf Coast. *Sedimentary Geology* 190, 177-211.
- Blum, M.D., R.A. Morton, and J.M. Durbin  
1995 *Deweyville Terrace and Deposits of the Texas Gulf Coastal Plain*. Transactions of the Gulf Coast Association of Geological Societies, v. XLV, p. 53-60.
- Blum, M.D., and D.M. Price  
1994 *Glacio-eustatic and Climatic Controls on Quaternary Alluvial Plain Deposition, Texas Coastal Plain*. Gulf Coast Association of Geological Societies, Transactions, v. 44, p. 85-92.
- Boulter, C., Bateman, M.D., and C.D. Frederic  
2007 Developing a Protocol for Selecting and Dating Sandy Sites in East Central Texas: Preliminary Results. *Quaternary Geochronology* 2, 45-50.

- 2010 Understanding Geomorphic Response to Environmental Change: a 19,000-year Case Study from Semi-Arid Central Texas, USA. *Journal of Quaternary Science* 25 (6), 889-902.
- Bradley, R.S.  
1985 *Quaternary Paleoclimatology: Methods of Paleoclimatic Reconstruction*. Allen and Unwin, Boston.
- Bruseeth, J.E., and W.A. Martin  
2001 OSL Dating and Sandy Mantle Sites in East Texas. *Current Archeology in Texas* 3, 12-17.
- Bureau of Economic Geology (BEG)
- 1968 *Houston Sheet*. Geologic Atlas of Texas, Bureau of Economic Geology, the University of Texas at Austin.
- 1970 *Waco Sheet*. Geologic Atlas of Texas, Bureau of Economic Geology, the University of Texas at Austin.
- 1972 *Dallas Sheet*. Geologic Atlas of Texas, Bureau of Economic Geology, the University of Texas at Austin.
- 1974 *Austin Sheet*. Geologic Atlas of Texas, Bureau of Economic Geology, the University of Texas at Austin.
- 1992 *Beaumont Sheet, revised*. Geologic Atlas of Texas, Bureau of Economic Geology, The University of Texas at Austin.
- 1996a Physiographic Map of Texas.
- 1996b River Basin Map of Texas.
- Brooks, C.A., Rogers, C.A., Mayberry, J.H., McSpadden, J.O., Jr., Mitchell, W.D., and J.W. Huntsinger  
1992 *Soil Survey of Ellis County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Coffee, D.R., Hill, R.H., and D.D. Ressel  
1980 *Soil Survey of Dallas County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Diamond, D.D., Riskind, D.H., and S.L. Orzell  
1987 A Framework for Plant Communities Classification and Conservation in Texas. *Texas Journal of Science* 39(3):203-221.

- DuBar, J.R., Ewing, T.E., Lundelius, E.G., Otvos, E.G., and C.D. Winkler  
 1991 Quaternary Geology of the Gulf of Mexico Coastal Plain. In *The Geology of North America, Volume K2: Quaternary Non Glacial Geomorphology, Conterminous United States*, ed., R.B. Morrison, pp. 583-610. Geological Society of America, Boulder.
- Duessan, A.  
 1924 *Geology of the Texas Coastal Plain West of the Brazos River*. United States Geological Survey Professional Paper 126. U.S. Government Printing Office, Washington D.C.
- Durbin, J.M., Blum, M.D., and D.M. Price  
 1997 *Late Pleistocene Stratigraphy of the Lower Nueces River, Corpus Christi, Texas: Glacio-Eustatic Influences on Valley-Fill Architecture*. Gulf Coast Association of Geological Societies, Transactions, v. 47, p. 119-129.
- Fields, R., Howard, M., Cruse, M., and D. Peter  
 1996 *Draft Standards for Intensive Archeological Survey in Texas*. Council of Texas Archeologists Newsletter 20(2).
- Fisk, H.N.  
 1938 *Geology of Grant and LaSalle Parishes*. Geological Bulletin No. 10. Louisiana Department of Conservation, Baton Rouge.
- Frederick, C., Bateman, M., and R. Rogers  
 2002 Evidence for Eolian Deposition in the Sandy Uplands of East Texas and the Implications for Archaeological Site Integrity. *Geoarchaeology* 17, 191-217.
- Greenwade, J.M.  
 1984 *Soil Survey of Waller and Austin Counties, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.  
 1996 *Soil Survey of Grimes County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Griffin, E.L.  
 1998 *Soil Survey of Limestone County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Griffith, G.E., Bryce, S.B., Omernik, J.M., and A. Rogers  
 2007 *Ecoregions of Texas*. Texas Commission on Environmental Quality. Austin, TX.
- Heinrich, P.V.  
 1986 Geomorphology of Seven Sites at the Jewett Mine Project. In Fields, R.C., Lisk, S.V., Jackson, J.M., Freeman, M.D., Bailey, G.L. (Eds.), *National Register Assessments of Archeological and Historical Resources at the Jewett Mine, Leon County, Texas*. Reports of Investigations, 48. Prewitt and Associates, Inc., Austin, Texas, pp. 191–223.

- Janak, E.F., Jr., and E.L. Griffin  
 2002 *Soil Survey of Freestone County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Mandel, R.  
 1987 Geomorphological Investigations. In Bement, L.C., Mandel, R.D., de la Teja, J.F., Utley, D.K., and Turpin, S.A. (Eds.), *Buried in the Bottoms: The Archaeology of Lake Creek Reservoir, Montgomery County, Texas*. Texas Archeological Survey Research Report, 97. University of Texas at Austin.
- Meade, W., Chervenka, W.G., and J.M. Greenwade  
 1974 *Soil Survey of Navarro County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Neitsch, C.L.  
 1994 *Soil Survey of Madison County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Neitsch, C.L., Castille, J.J., and M.R. Jurena  
 1989 *Soil Survey of Leon County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.
- Prikryl, D.J.  
 1993 Regional Preservation Plan for Archeological Resources, Prairie-Savanna Archeological Region. In *Archeology in the Eastern Planning Region, Texas: A Planning Document*, by N.A. Kenmotsu and T.K. Perttula, 190-204. Cultural Resources Management Report No. 3. Department of Antiquities Protection, Texas Historical Commission.
- Schoenberger, P.J., Wysocki, D.A., Benham, E.C., and W.D. Broderson (Eds)  
 2002 *Field Book for Describing and Sampling Soils. Version 2.0*. Natural Resources Conservation Service, National Soil Survey Center, Lincoln, NE.
- Story, D.A.  
 1990 Cultural History of the Native Americans. Vol. 1, In *The Archeology and Bioarcheology of the Gulf Coastal Plain*, by D.A. Story, et al., 163-366. Arkansas Archeological Survey, Research Series No. 38.
- Texas Historical Commission (THC)  
 2015 Texas Archeological Sites Atlas. Electronic database, <http://nueces.thc.state.tx.us/>, accessed January 2015.  
 2015 Texas Historic Sites Atlas. Electronic database, <http://www.thc.state.tx.us/preserve/texas-historic-sites-atlas>, accessed January 2015.



Thoms, A.V. (Ed.)

1993 *The Brazos Valley Slopes Archaeological Project: Cultural Resources Assessments for the Texas A&M University Animal Science Teaching and Research Complex, Brazos County, Texas*. Archaeological Research Laboratory, Reports of Investigations, 14. Texas A&M University, College Station.

Thoms, A.V., Mason, J.B., Judjahn, S.K., and S.A. Minchak

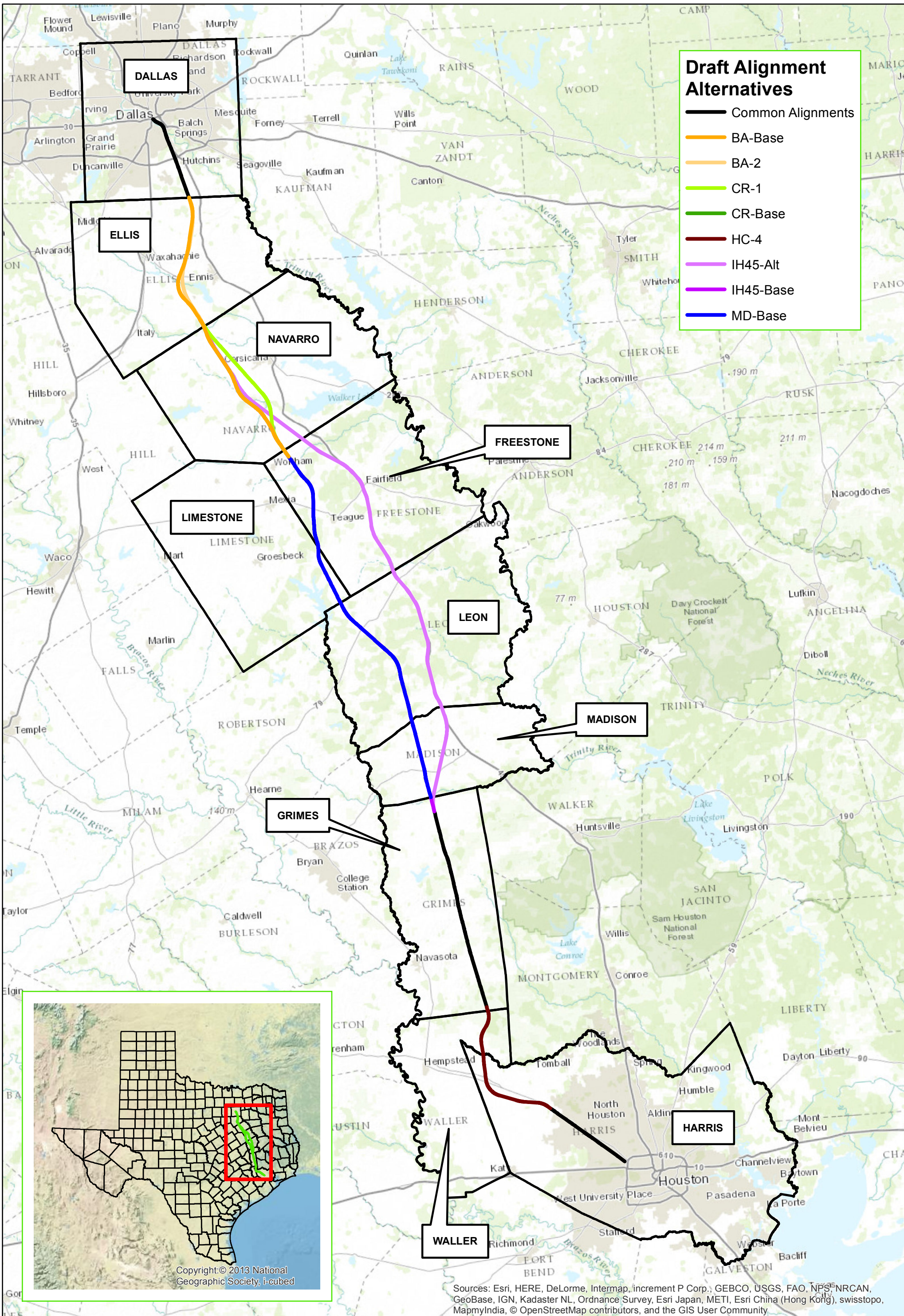
2004 Native American Land Use in the Yegua Creek Basin and Vicinity: Ethnohistoric and Archeological Records. In *Yegua Creek Archaeological Project: Survey Results from Lake Somerville State Parks and Trailway, East-Central Texas*, edited by A.V. Thoms, 35-48. Report of Investigations No. 5, Center for Ecological Archaeology, Texas A&M University.

Wheeler, F.F.

1976 *Soil Survey of Harris County, Texas*. United States Department of Agriculture Soil Conservation Service, in cooperation with Texas Agricultural Experiment Station, College Station.

Winkler, C.D.

1982 Cenozoic Shelf Margins, Northwestern Gulf of Mexico. *Transactions of the Gulf Coast Association of Geological Societies* 32, 427-448.



**Figure 1:**  
Draft Alignment  
Alternatives

0 10 20 40 Miles



US Department  
of Transportation  
**Federal Railroad  
Administration**

**AECOM**

**MAPS REDACTED DUE TO CULTURALLY SENSITIVE INFORMATION**

**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

December 14, 2015

Steve Ahr  
AECOM  
1950 North Stemmons Freeway  
Suite 6000  
Dallas, TX 75207

Re: Project review under the Antiquities Code of Texas  
Dallas to Houston High-Speed Rail, Dallas, Ellis, Navarro, Freestone,  
Limestone, Leon, Madison, Grimes, Waller, Harris Counties, Texas  
Texas Antiquities Permit Application #7497

Dear Colleague:

Thank you for your Antiquities Permit Application for the above referenced project. This letter presents the final copy of the permit from the Executive Director of the Texas Historical Commission (THC), the state agency responsible for administering the Antiquities Code of Texas.

Please keep this copy for your records. The Antiquities Permit investigations requires the production and submittal of one printed copy of the final report, a completed abstract form submitted via our online system, two copies of the tagged PDF final report on CD (one with site location information & one without), and verification that any artifacts recovered and records produced during the investigations are curated at the repository listed in the permit. The abstract form maybe submitted via the THC website ([www.thc.state.tx.us](http://www.thc.state.tx.us)) or use url: <http://xapps.thc.state.tx.us/Abstract/login.aspx> Additionally, you must send the THC shapefiles showing the boundaries of the project area *and* the areas actually surveyed via email to [archeological\\_projects@thc.state.tx.us](mailto:archeological_projects@thc.state.tx.us).

If you have any questions concerning this permit or if we can be of further assistance, please contact Lillie Thompson at 512/463-1858. The reviewer for this project is Rebecca Shelton, 512/463-6096.

Sincerely,



for  
Mark Wolfe  
Executive Director

MW/lft

Enclosures

Cc: Melvin Richmond, Texas Central  
High Speed Railway, LLC



*State of Texas*  
**TEXAS ANTIQUITIES COMMITTEE**

ARCHEOLOGY PERMIT # 7497

---

*This permit is issued by the Texas Historical Commission, hereafter referred to as the Commission, represented herein by and through its duly authorized and empowered representatives. The Commission, under authority of the Texas Natural Resources Code, Title 9, Chapter 191, and subject to the conditions hereinafter set forth, grants this permit for:*

---

***Intensive Survey***

---

*To be performed on a potential or designated landmark or other public land known as:*

---

**Title:** Dallas to Houston High-Speed Rail  
**County:** Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, Ha  
**Location:** Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris Counties

---

*Owned or Controlled by: (hereafter known as the Permittee):*

---

**Texas Central High Speed Railway, LLC**  
**4343 Thanksgiving Tower, 1601 Elm Street**  
**Dallas, TX 75201**

---

*Sponsored by (hereafter known as the Sponsor)*

---

**Texas Central High Speed Railway, LLC**  
**4343 Thanksgiving Tower, 1601 Elm Street**  
**Dallas, TX 75201**

---

*The Principal Investigator/Investigation Firm representing the Owner or Sponsor is:*

---

**Steven Ahr**  
**AECOM**  
**1950 North Stemmons Freeway, Suite 6000**  
**Dallas, TX 75207**

---

*This permit is to be in effect for a period of:*

---

**5 Years and 0 Months**

---

*and Will Expire on:*

---

**12/07/2020**

---

*During the preservation, analysis, and preparation of a final report or until further notice by the Commission, artifacts, field notes, and other data gathered during the investigation will be kept temporarily at:*

---

**AECOM, Dallas, TX**

---

*Upon completion of the final permit report, the same artifacts, field notes, and other data will be placed in a permanent curatorial repository at:*

---

**Texas Archeological Research Lab.**

---

*Scope of Work under this permit shall consist of:*

---


**An intensive pedestrian archaeological survey with shovel testing of high probability areas that meets or exceeds the State Archeological Survey Standards for Texas. This includes, subsurface shovel testing of pedestrian survey transects and mechanical testing in appropriate alluvial areas. For details, see research design submitted with permit application.**

ARCHEOLOGY PERMIT # 7497

***This permit is granted on the following terms and conditions:***

- 1) This project must be carried out in such a manner that the maximum amount of historic, scientific, archeological, and educational information will be recovered and preserved and must include the scientific, techniques for recovery, recording, preservation and analysis commonly used in archeological investigations. All survey level investigations must follow the state survey standards and the THC survey requirements established with the projects sponsor(s).
- 2) The Principal Investigator/Investigation Firm, serving for the Owner/Permittee and/or the Project Sponsor, is responsible for insuring that specimens, samples, artifacts, materials and records that are collected as a result of this permit are appropriately cleaned, and cataloged for curation. These tasks will be accomplished at no charge to the Commission, and all specimens, artifacts, materials, samples, and original field notes, maps, drawings, and photographs resulting from the investigations remain the property of the State of Texas, or its political subdivision, and must be curated at a certified repository. Verification of curation by the repository is also required, and duplicate copies of any requested records shall be furnished to the Commission before any permit will be considered complete.
- 3) The Principal Investigator/Investigation Firm serving for the Owner/Permittee, and/or the Project Sponsor is responsible for the publication of results of the investigations in a thorough technical report containing relevant descriptions, maps, documents, drawings, and photographs. A draft copy of the report must be submitted to the Commission for review and approval. Any changes to the draft report requested by the Commission must be made or addressed in the report, or under separate written response to the Commission. Once a draft has been approved by the Commission, one (1) printed, unbound copy of the final report containing at least one map with the plotted location of any and all sites recorded and two copies of the report in tagged PDF format on an archival quality CD or DVD shall be furnished to the commission. One copy must include the plotted location of any and all sites recorded and the other should not include the site location data. A paper copy and an electronic copy of the completed Abstracts in Texas Contract Archeology Summary Form must also be submitted with the final report to the Commission. (Printed copies of forms are available from the Commission or also online at [www.thc.state.tx.us](http://www.thc.state.tx.us).)
- 4) If the Owner/Permittee, Project Sponsor or Principal Investigator/Investigation Firm fails to comply with any of the Commission's Rules of Practice and Procedure or with any of the specific terms of this permit, or fails to properly conduct or complete this project within the allotted time, the permit will fall into default status. A notification of Default status shall be sent to the Principal Investigator/Investigation Firm, and the Principal Investigator will not be eligible to be issued any new permits until such time that the conditions of this permit are complete or, if applicable, extended.
- 5) The Owner/Permittee, Project Sponsor, and Principal Investigator/Investigation Firm, in the conduct of the activities hereby authorizes, must comply with all laws, ordinances and regulations of the State of Texas and of its political subdivisions including, but not limited to, the Antiquities Code of Texas; they must conduct the investigation in such a manner as to afford protection to the rights of any and all lessees or easement holders or other persons having an interest in the property and they must return the property to its original condition insofar as possible, to leave it in a state which will not create hazard to life nor contribute to the deterioration of the site or adjacent lands by natural forces.
- 6) Any duly authorized and empowered representative of the Commission may, at any time, visit the site to inspect the fieldwork as well as the field records, materials, and specimens being recovered.
- 7) For reasons of site security associated with historical resources, the Project Sponsor (if not the Owner/Permittee), Principal Investigator, Owner, and Investigation Firm shall not issue any press releases, or divulge to the news media, either directly or indirectly, information regarding the specific location of, or other information that might endanger those resources, or their associated artifacts without first consulting with the Commission, and the State agency or political subdivision of the State that owns or controls the land where the resource has been discovered.
- 8) This permit may not be assigned by the Principal Investigator/Investigation Firm, Owner/Permittee, or Project Sponsor in whole, or in part to any other individual, organization, or corporation not specifically mentioned in this permit without the written consent of the Commission.
- 9) Hold Harmless: The Owner/Permittee hereby expressly releases the State and agrees that Owner/Permittee will hold harmless, indemnify, and defend (including reasonable attorney's fees and cost of litigation) the State, its officers, agents, and employees in their official and/or individual capacities from every liability, loss, or claim for damages to persons or property, direct or indirect of whatsoever nature arising out of, or in any way connected with, any of the activities covered under this permit. The provisions of this paragraph are solely for the benefit of the State and the Texas Historical Commission and are not intended to create or grant any rights, contractual or otherwise, to any other person or entity.
- 10) Addendum: The Owner/Permittee, Project Sponsor and Principal Investigator/Investigation Firm must abide by any addenda hereto attached.

Upon a finding that it is in the best interest of the State, this permit is issued on 12/07/2015.

  
Pat Mercado-Allinger, for the  
Texas Historical Commission

**Culturally Sensitive Locations Correspondence**



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Darvin Messer  
U.S. Army Corps of Engineers Ft. Worth District  
PO Box 17300  
Ft. Worth, TX 76102

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Messer:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Felicity Dodson  
U.S. Army Corps of Engineers Galveston District  
2000 Fort Point Road  
Galveston, TX 77550

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Dodson:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Evan Thompson  
Preservation Texas  
P.O. Box 12832  
Austin, TX 78711

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Thompson:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Don Baynham  
County of Dallas THC  
5806 Firecrest Drive  
Garland, TX 75202

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Baynham:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Sylvia Smith  
County of Ellis THC  
PO Box 175  
Waxahachie, TX 75165

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Smith:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Nancy Boren Solohubow  
President  
Boren Reagor Springs Historical Society  
3817 Shoal Creek Drive  
The Colony, TX 75056

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Boren Solohubow:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment  
Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Brad Pullin  
County of Freestone THC  
245 FM 833 West  
Streetman, TX 75840

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Pullin:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Denise Upchurch  
County of Grimes THC  
9927 FM 1696  
Bedias, TX 77830

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms.Upchurch:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Janet Wagner  
County of Harris THC  
710 North Post Oak Road  
Houston, TX 77002

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Wagner:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Charlcie Casey  
County of Leon THC  
PO Box 866  
Buffalo, TX 75833

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Charlcie Casey:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

William Reagan  
County of Limestone THC  
PO Box 860  
Groesback, TX 76642

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr.Reagan:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Bonne Hendrix  
County of Madison THC  
802 S. May Street  
Madisonville, TX 77864

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Hendrix:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Sonny Knight  
County of Madison THC  
PO Box 925  
Madisonville, TX 77864

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr.Knight:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Larry Foerster  
County of Montgomery THC  
414 West Phillips  
Conroe, TX 77301

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Foerster:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Bruce McManus  
County of Navarro THC  
3019 McKnight Lane  
Corsicana, TX 75110

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. McManus:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Truett Bell  
County of Waller THC  
PO Box 9  
Pattison, TX 77445

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Bell:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Becky McCarty  
Ennis Main Street Program Manager  
P.O. Box 220  
Ennis, TX 75120

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. McCarty:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Mark Doty  
City of Dallas  
1500 Marilla Street  
Dallas, TX 75204

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Doty:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Marty Nelson  
City of Ennis  
P.O. Box 220  
Ennis, TX 75120-0220

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Nelson:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Sara Beth Wilson  
City of Corsicana  
200 North 12th Street  
Corsicana, TX 75110

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Wilson:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777

## **Cultural Context**

# TABLE OF CONTENTS

Table of Contents.....	1
LIST OF FIGURES.....	5
LIST OF TABLES.....	8
CULTURAL CONTEXT .....	9
1.0 INTRODUCTION.....	9
2.0 Prehistoric Cultural Context.....	9
2.1 Introduction .....	9
2.2 Eastern Planning Region .....	12
2.2.1 Prairie-Savanna Archeological Study Region .....	12
2.2.1.1 Paleoindian (11,900–8500 BP).....	13
2.2.1.2 Archaic (8500-2100 BP).....	14
2.2.1.3 Woodland (2100-1150 BP).....	15
2.2.1.4 Late Prehistoric (1300–350 BP).....	16
2.2.1.5 Protohistoric / Historic Indian (AD 1600-1800) .....	17
2.2.2 Southeast Texas Archeological Study Region .....	17
2.2.2.1 Paleoindian (9950–7000 BP).....	17
2.2.2.2 Archaic (7000–1900 BP).....	18
2.2.2.3 Late Prehistoric (1900–300 BP).....	19
2.2.2.4 Protohistoric/ Historic Indian (AD 1650-1800) .....	20
3.0 Historic Context .....	21
3.1 Introduction .....	21
3.2 Dallas County .....	22
3.2.1 Development of Dallas County .....	23
3.2.2 Dallas County Communities .....	24
3.2.2.1 City of Dallas.....	24
3.2.2.2 Fruitdale (Smith-Kinnard Cemetery).....	25
3.2.2.3 Joppa (Honey Springs Cemetery).....	26
3.2.2.4 Hutchins .....	28
3.2.2.5 Lancaster .....	28
3.2.2.6 Wilmer.....	29
3.3 Ellis County.....	30
3.3.1 Development of Ellis County.....	31
3.3.2 Ellis County Communities .....	35
3.3.2.1 Ferris .....	35

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

3.3.2.2	Palmer (Geaslin Cemetery)	35
3.3.2.3	Reagor Springs (Boren Cemetery)	37
3.3.2.4	Ennis	38
3.3.2.5	Bardwell	39
3.3.2.6	Rankin (Grady Cemetery)	39
3.4	Navarro County	41
3.4.1	Development of Navarro County	42
3.4.2	Navarro County Communities	44
3.4.2.1	Barry	44
3.4.2.2	Corsicana	44
3.4.2.3	Drane	45
3.4.2.4	Pursley (Ward Cemetery)	46
3.4.2.5	Richland (Anderson Cemetery)	47
3.4.2.6	Currie (Shelton Family Cemetery)	48
3.5	Freestone County	49
3.5.1	Development of Freestone County	50
3.5.2	Freestone County Communities	53
3.5.2.1	Streetman	53
3.5.2.2	Wortham (Red Cemetery)	54
3.5.2.3	Fairfield (Johnson Family Cemetery)	56
3.5.2.4	Cotton Gin (Cotton Gin Cemetery)	59
3.5.2.5	Furney Richardson	60
3.5.2.6	Asia ([Unknown] South of Asia Cemetery)	61
3.5.2.7	Teague	62
3.6	Limestone County	64
3.6.1	Development of Limestone County	65
3.6.2	Limestone County Communities	67
3.6.2.1	Personville (Personville Cemetery)	67
3.6.2.2	New Hope (New Hope Cemetery)	69
3.7	Leon County	71
3.7.1	Development of Leon County	72
3.7.2	Leon County Communities	75
3.7.2.1	Bear Grass (Little Flock Cemetery)	75
3.7.2.2	Buffalo (Fred Graham Cemetery)	76

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

3.7.2.3	Jewett.....	76
3.7.2.4	Centerville (Liberty Cemetery).....	77
3.7.2.5	Leona.....	79
3.7.2.6	Normangee (Unknown Cemetery).....	79
3.8	Madison County.....	81
3.8.1	Development of Madison County.....	82
3.8.2	Madison County Communities.....	83
3.8.1.1	Normangee (Randolph and Ten Mile Cemeteries).....	83
3.8.1.2	North Zulch.....	85
3.8.1.3	Cottonwood.....	85
3.8.1.4	Madisonville (Fellowship and Oxford Cemeteries).....	85
3.9	Grimes County.....	87
3.9.1	Development of Grimes County.....	88
3.9.2	Grimes County Communities.....	91
3.9.1.1	Bedias (Grimes County Bethel Cemetery).....	91
3.9.1.2	Pankey (Pankey-Shiloh Church and Cemetery).....	91
3.9.1.3	Singleton (Singleton and Union Hill Cemeteries).....	92
3.9.1.4	Roans Prairie (Ratliff and Old Oakland Cemeteries).....	93
3.9.1.5	Apolonia (Mason and Pine Grove Baptist Cemeteries).....	95
3.9.1.6	Stoneham (Stonehamville Cemetery).....	96
3.10	Waller County.....	99
3.10.1	Development of Waller County.....	100
3.10.2	Waller County Communities.....	103
3.10.2.1	Fetzer.....	103
3.10.2.2	Hegar.....	103
3.10.2.3	Waller.....	103
3.11	Harris County.....	104
3.11.1	Development of Harris County.....	105
<b>3.11.2</b>	<b>Harris County Communities</b> .....	110
3.11.2.1	Hockley.....	110
3.11.2.2	Cypress.....	110
3.11.2.3	Satsuma.....	112
3.11.2.4	Jersey Village.....	113
3.11.2.5	Fairbanks (Fairbanks Cemetery).....	114

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

3.11.2.6 Spring Branch (Beth Yeshurun-Post Oak Cemetery)..... 114

3.11.2.7 Eureka / Eureka Mills ..... 115

References Cited ..... 116



## LIST OF FIGURES

1. Figure 1. Archeological Planning Regions of Texas (Kenmotsu and Perttula 1993). .....	10
2. Figure 2. Eastern Planning Region of Texas (Kenmotsu and Perttula 1993).....	11
3. Figure 3: 1886 Murphy & Bolanz map of Dallas County (Library of Congress 2016a).....	22
4. Figure 4. 1961 General Highway Map of Dallas County (Texas GLO 2016a). .....	26
5. Figure 5: 1900 Sam Street's Map of Dallas County identifying the location of the community of Joppa. The (c) beside the resident's name indicates "colored" (Library of Congress 2016b); Dallas Trinity Trails 2016).....	27
6. Figure 6: 1993 memorial wall erected on the south entrance of Honey Springs Cemetery in Dallas County (URS 2016). .....	28
7. Figure 7: Location of the city of Lancaster on the 1886 Murphy and Bolanz map of Dallas County (Library of Congress 2016a). .....	29
8. Figure 8: 1879 Texas General Land Office map of Ellis County (Library of Congress 2016c).....	30
9. Figure 9: 1906 Official Guide of the H&TC (Ellis County stops are within outlined area) (Texas Transportation Archive 2016). .....	32
10. Figure 10: The "Railroad Map of Texas, 1926 " depicting rail lines through Ellis County; H&TC (1859) [blue]; Gulf Colorado & Santa Fe (1883) [dark red]; Great Northern (1900) and International- Great Northern (1903) [yellow]; and the Trinity & Brazos Valley Railway (1907) [orange] (Library of Congress 2016d). .....	33
11. Figure 11: Ellis County cotton field ca. 1945 (City of Palmer 2016).....	34
12. Figure 12: Brick manufacturers of Ferris, Texas, ca. 1914 (bricknames.com 2016). .....	35
13. Figure 13: Ellis County land patents, including that of W. K. Geaslin, in 1879 (Library of Congress 2016c). .....	36
14. Figure 14: Ellis County, Texas GLO 1889 depicting the Southerland Mayfield and Boren surveys (Library of Congress 2016e). .....	37
15. Figure 15: The communities of Bardwell (north) and Rankin (south), both associated with the historic Grady Cemetery, depicted on the 1936 Texas Highway Map of Ellis County (Texas GLO 2016b).....	40
16. Figure 16: 1880 Texas General Land Office map of Navarro County (Library of Congress 2016f). .....	41
17. Figure 17: Rand McNally 1900 Railroad Map of Texas, showing H&TC Railroad and St. Louis and Southwestern (later to become Cotton Belt Railroad) lines running east-west and southwest from Corsicana (Library of Congress 2016g).....	43
18. Figure 18: "Tractor in cotton." Near Corsicana, Texas, ca. 1937 (Library of Congress 2016h).....	44
19. Figure 19: 1926 Railroad Map of Texas depicting Corsicana as the central railroad location in Navarro County (blue [H&TC-1871]; violet [St. Louis, Southwestern-1880]; and orange [T&BV-1912]) (Library of Congress 2016d). .....	45

20. Figure 20: 1939 General Highway Map of Navarro County. The community of Drane is depicted as having numerous farm units, homes, businesses, a school, a factory, and a church (Texas GLO 2016c). ..... 46

21. Figure 21: 1961 General Highway Map, Navarro County, Texas. The town of Drane is no longer present (Texas GLO 2016d). ..... 46

22. Figure 22: 1880 land grant map of Navarro County depicting the location of the William R. Bowen land patent, location of the historic Ward Family Cemetery (Library of Congress 2016f). ..... 47

23. Figure 23: 1880 land grant map of Navarro County depicting the location of the Anderson property and family cemetery (Library of Congress 2016f). ..... 48

24. Figure 24: 1918 Texas General Land Office map of Freestone County (Library of Congress 2016i). ..... 49

25. Figure 25: View of Freestone County showing the lack of railroads ca. 1900 (Library of Congress 2016g). ..... 51

26. Figure 26: 1926 Map of Texas Railroads through Freestone County; International and Great Northern (1903) [yellow] and T&BV (1906) [orange] (Library of Congress 2016d). ..... 52

27. Figure 27: 1918 map showing the Longbotham original land grant of 1835, later to be the town of Wortham and the first railroad ROW in Freestone County (Library of Congress 2016i). ..... 54

28. Figure 28: 1940 General Highway Map, Freestone County (Texas GLO 2016d). ..... 55

29. Figure 29: 1961 General Highway Map, Freestone County (Texas GLO 2016f). ..... 56

30. Figure 30: Fairfield, the county seat of Freestone, on the General Land Office map of 1918 (Library of Congress 2016i). ..... 57

31. Figure 31: Johnson House and Cemetery (Freestone County Historical Museum 2016). ..... 58

32. Figure 32: 1961 General Highway Map of Freestone County depicting the locations of Furney-Richardson and Grove Island, west of Teague (Texas GLO 2016f). ..... 61

33. Figure 33: Location of the community of Asia on the 1940 General Highway Map of Freestone County (Texas GLO 2016e). ..... 62

34. Figure 34: 1961 General Highway Map of Freestone County (Texas GLO 2016f). ..... 62

35. Figure 35: T&BV Railway Passenger Depot in Teague, ca 1900 (Texas Escapes 2016). ..... 63

36. Figure 36: 1877 Texas General Land Office map of Limestone County (Library of Congress 2016j). ..... 64

37. Figure 37: 1926 Railroad Map of Texas, showing H&TC Railroad (blue) in Limestone County (Library of Congress 2016d). ..... 66

38. Figure 38: 1979 dedication map of Lake Limestone (Waco Citizen 12 October 1979). ..... 67

39. Figure 39: Personville Cotton Dock along the H&TC Railroad, 1910 (Reagan 2013). ..... 68

40. Figure 40: Image of businesses in Personville, 1910 (Reagan 2013). ..... 68

41. Figure 41: 1936 Limestone County Highway Map, showing Personville (Texas GLO 2016g). ..... 69

42. Figure 42: 1879 Texas General Land Office map of Leon County (Library of Congress 2016k). .... 71

43. Figure 43: 1926 Railroad Map of Texas depicting Jewett as the central railroad location in Leon County yellow [International-Great Northern-1872]; (blue [H&TC-1905]; and orange [Trinity and Brazos-1907]) (Library of Congress 2016d). ..... 73

44. Figure 44: 1961 General Highway Map of Leon County illustrating the Gear Grass Community and Little Flock Cemetery (Texas GLO 2016i). ..... 75

45. Figure 45: 1879 map of Leon County showing the location and early spelling of Centerville, the county seat (Library of Congress 2016k). ..... 78

46. Figure 46: Liberty Cemetery location on the USGS 7.5 minute topographic map of Robbins, Texas (USGS 1965). ..... 79

47. Figure 47: 1879 Texas General Land Office map of Madison County (Library of Congress 2016l). ..... 81

48. Figure 48: 1961 General Highway Map of Madison County indicating Randolph (north of Ten Mile) and Ten Mile cemeteries (Texas GLO 2016j). ..... 84

49. Figure 49: Initial burial at Ten Mile Cemetery, 1890 (Findagrave 2016). ..... 84

50. Figure 50: 1963 USGS 7.5 minute Madisonville, Texas topographic quadrangle illustrating the Fellowship Cemetery, marked as a single grave (USGS 1963). ..... 86

51. Figure 51: 1880 Texas General Land Office map of Grimes County (Library of Congress 2016m). ..... 87

52. Figure 52: Methods for the agriculturally based economy of early Grimes County (Grimes County Historical Commission [GCHC] 1982). ..... 88

53. Figure 53: The 1926 Railroad Map of Texas depicting rail lines through Grimes County; H&TC (1859) [blue]; Gulf Colorado & Santa Fe (1883) [dark red]; Great Northern (1900) and International- Great Northern (1903) [yellow]; and the T&BV Railway (Library of Congress 2016d). ..... 90

54. Figure 54: 1920 Iola quadrangle map illustrating the location of the Pankey church (Perry-Castañeda 2016b). ..... 92

55. Figure 55: 1958 General Highway Map of Grimes County illustrating the Shiloh-Pankey Church and Cemetery (Texas GLO 2016k). ..... 92

56. Figure 56: Singleton's rail freight platform ca. 1920s (GCHC 1982). ..... 93

57. Figure 57: 1880 map of Grimes County. Roans Prairie was originally settled on the Hadley, Harris, and Kennard land grants (Library of Congress 2016m). ..... 94

58. Figure 58: Headstone of the first interment at the Old Oakland Cemetery, Confederate Veteran Sanford Monroe Garvin (Findagrave 2016). ..... 95

59. Figure 59: 1940 General Highway Map of Grimes County depicting the community of Apolonia and the nearby Mason Cemetery (Texas GLO 2016l). ..... 96

60. Figure 60: 1958 General Highway Map of Grimes County illustrating the community of Stoneham with no indication of the Stonehamville Church and Simmons Chapel Cemetery established in 1910 (Texas GLO 2016k). ..... 97

61. Figure 61: 1961 USGS Stoneham, Texas 7.5 minute topographic quadrangle map illustrating the location of the Simmons Chapel Cemetery (Perry Castañeda 2016c). ..... 98

62. Figure 62: 1879 Texas General Land Office map of Waller County (Library of Congress 2016n). 99

63. Figure 63: 1879 Texas General Land Office map of Harris County (Library of Congress 2016o). ..... 104

64. Figure 64: 1926 Railroad Map of Texas showing Houston as a major railroad hub in both Harris County and the State of Texas (Library of Congress 2016d).....	107
65. Figure 65: Oak Forest, the largest single-family development in the U.S. after WWII (Chapman 2007). .....	108
66. Figure 66: 1918 USGS 1:24,000 Cypress topographic map, showing location of the Houston and Hempstead Road (Perry- Castañeda 2016d).....	109
67. Figure 67: 1885 map of the H&TC Railroad, showing communities of Hockley, Cypress Thompson’s (Satsuma), Gum Island (Fairbanks), and Eureka (Rumsey 2016). .....	110
68. Figure 68: Location of Cypress Top along Texas Central Railroad, as noted on an 1867 map of Texas (TxDOT and PBS&J 2011). .....	111
69. Figure 69: Hot Well Spa and Hotel ca. 1910 (Mulholland 2016). .....	111
70. Figure 70: 1983 USGS Satsuma, Texas quadrangle map showing the town of Satsuma and the surrounding area (Perry- Castañeda 2016e).....	113
71. Figure 71: 1939 General Highway Map of Harris County indicating early settlement of Jersey Village (Texas GLO 2016m). .....	114
72. Figure 72: 1939 General Highway Map indicating the community of Eureka on the western edge of Houston (Texas GLO 2016m). .....	115

## LIST OF TABLES

1. Table 1. Chronological Periods for the Prairie-Savanna Archeological Study Region .....	<b>Error!</b>
2. Table 2. Chronological Periods for the Southeast Texas Archeological Study Region .....	<b>Bookmark not defined.</b> <u>2</u>
	<u>177</u>

# CULTURAL CONTEXT

## 1.0 INTRODUCTION

The following is a general background of the prehistoric and historic context of the cultural landscape encompassed by the Build Alternatives of the TCRR High-Speed Rail Project, which takes into account a broader study area from the project Limits of Disturbance (LOD). The contextual information presented is a compilation of the contexts developed for evaluating the significance and National Register of Historic Places (NRHP) eligibility of cultural resources identified within the project Areas of Potential Effects (APE). For clarity, the data has been divided into two sections, the first of which is a broad discussion of the prehistoric and historic archeological records of the region. The second section provides an overview of the 10 Texas counties (Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris) crossed by the project, and includes discussions of relevant communities within each county.

## 2.0 PREHISTORIC CULTURAL CONTEXT

### 2.1 Introduction

The state of Texas is divided into four archeological planning regions: the Plains Planning Region; the Eastern Planning Region; the Central and Southern Planning Region; and the Trans-Pecos Planning Region (**Figure 1**). Guidance for the preservation planning for archeological sites in each of the four regions was developed by the Texas Historical Commission (THC) with the intent to provide “recommendations to federal agencies, to direct the effort to list sites in the NRHP, and to preserve significant sites through other mechanisms” (Kenmotsu and Perttula 1993). Boundaries for each of the regions “were based upon physiography, hydrology, and known cultural variations, and then adjusted to correspond with the nearest county boundaries” (Kenmotsu and Perttula 1993). The Build Alternatives are entirely within the Eastern Planning Region (EPR).

Each of the archeological planning regions is further divided into archeological study regions, or subdivisions, based on geographic variations and cultural divisions from the Late Prehistoric period (ca. 1300 to 200 Before Present [BP]). The Build Alternatives intersect two of the three archeological subdivision within the EPR (**Figure 2**). The Prairie-Savanna Archeological Study Region includes Dallas, Ellis, Navarro, Freestone, Limestone, Leon, and Madison counties. The Southeast Texas Archeological Study Region includes Grimes, Waller, and Harris counties.

The Prairie-Savanna Archeological Study Region is characterized by north to south bands of prairie and oak savanna. The Southeast Texas Archeological Study Region is comprised of a mix of prairies and marshes interspersed with swamps and forests (Blair 1950). Each Archeological Study Region exhibits distinctive cultural-archeological traits. The following sections provide a brief overview of the EPR and each Study Region crossed by the Build Alternatives.

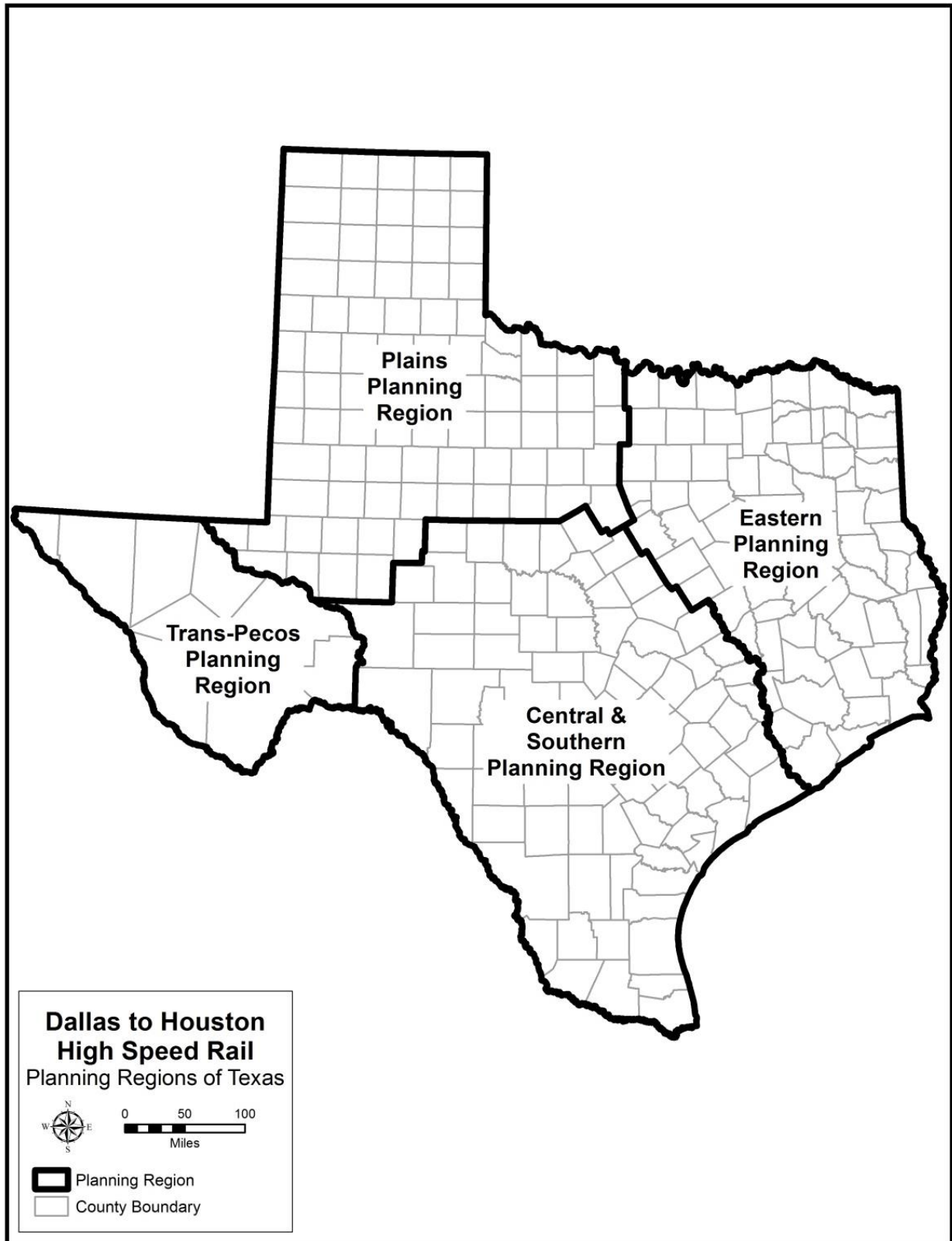


Figure 1. Archeological Planning Regions of Texas (Kenmotsu and Perttula 1993).

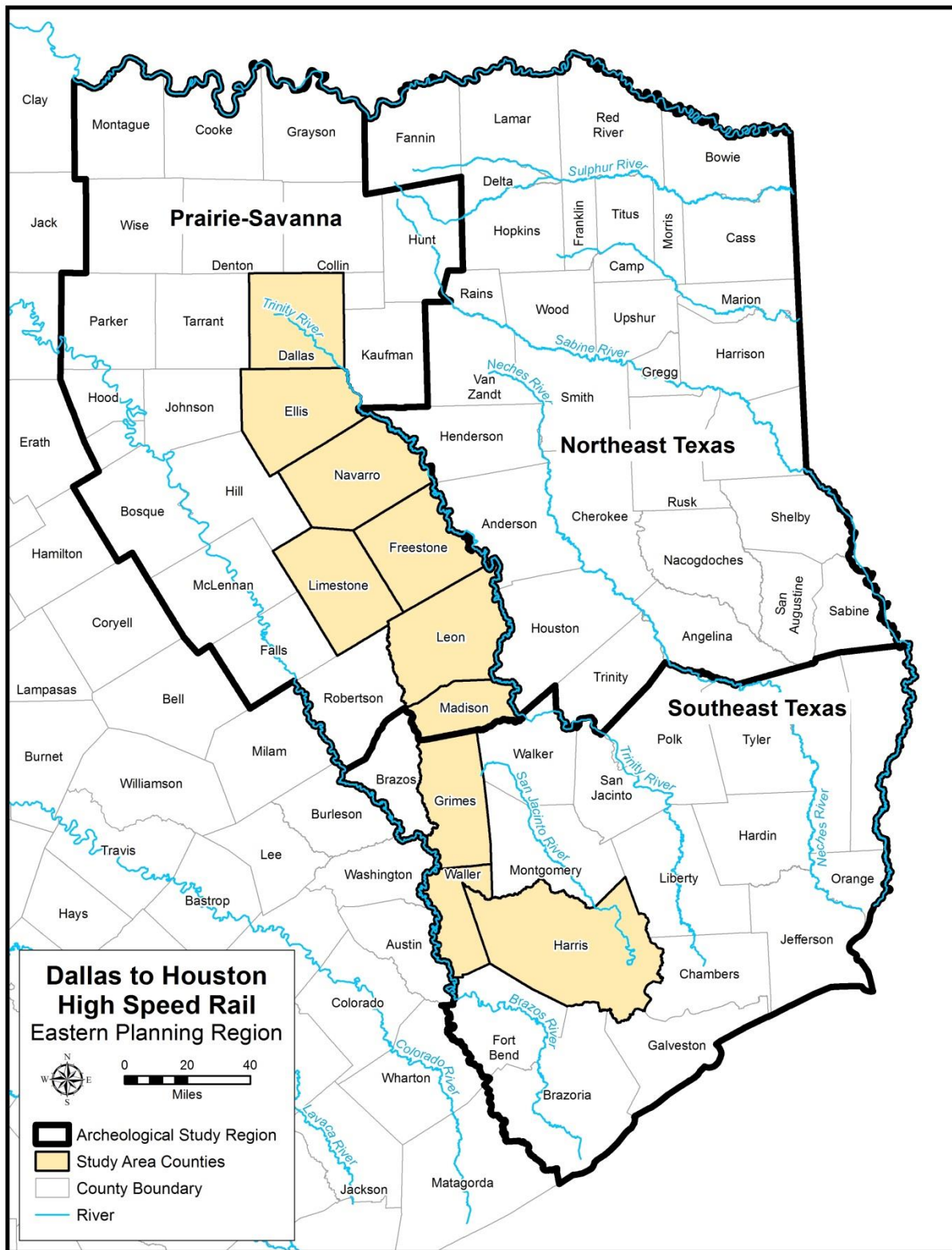


Figure 2. Eastern Planning Region of Texas (Kenmotsu and Perttula 1993).

## 2.2 Eastern Planning Region

Early cultures throughout Texas exhibited a homogeneity of cultural organization, while later cultural groups showed greater diversity represented by subsistence-based economies within the region. The early inhabitants of the EPR were highly mobile hunter-gatherer groups exploiting a large geographical area. Archeological evidence for population mobility is identified by the widespread distribution of projectile point styles, the frequent occurrence of ‘exotic’ lithic materials, and limited evidence for the extended use of habitation sites. Later cultural groups show reduced territory sizes and greater reliance of locally sourced materials. The reduction in seasonal migration may reflect a general population increase, limiting the availability of resources and leading to greater social diversity within the region due to the adaptation of groups to specific environments and resources (Kenmotsu and Perttula 1993). Although this social diversity became pronounced in the Late Prehistoric period, a clear division from the Archaic period onward begins to exhibit regional diversity between the Prairie Savanna and Southeast Texas Archeological Study Regions.

### 2.2.1 *Prairie-Savanna Archeological Study Region* (Dallas, Ellis, Navarro, Freestone, Limestone, Leon, and Madison Counties)

The Prairie-Savanna Archeological Study Region of the EPR consists of 26 counties from the Red River to Madison County, bounded to the east by the Trinity River, while encompassing much of the Brazos and Navasota Rivers to the west. Although archeological evidence from this region has frequently come from investigations related to reservoir construction, lignite mining, and federal and state sponsored roadway projects, site destruction has been the result of many of these investigations limiting the potential for reinvestigation of archeological sites. Therefore the majority of the seven counties’ archeological information comes from the more populated areas due to infrastructure development (Kenmotsu and Perttula 1993). The cultural chronological periods of the Prairie Savanna Archeological Study Region has primarily been developed from these investigations (**Table 1**).

<b>Table 1. Chronological Periods for the Prairie-Savanna Archeological Study Region</b>	
<b>Chronological Period</b>	<b>Dates</b>
<b>Paleoindian</b>	11,900–8500 BP*
<b>Early Archaic</b>	8500–6000 BP
<b>Middle Archaic</b>	6000–3500 BP
<b>Late Archaic</b>	3500–2100 BP
<b>Woodland</b>	2100–1300 BP
<b>Late Prehistoric</b>	1300–350 BP
<b>Protohistoric/Historic Indian</b>	AD 1600-1800

\*Before Present (BP)



2.2.1.1 Paleoindian (11,900–8500 BP)

The Paleoindian period is characterized by assemblages associated with the terminal late Pleistocene and early Holocene epochs (Hofman 1989; Prikryl 1993; Story 1990). Paleoindian occupation of the Prairie-Savanna Archeological Study Region is primarily identified by diagnostic projectile points from surface collections or stratigraphically mixed contexts (Peter et al. 2001). Dates for the Paleoindian period are often based on cross dating projectile point types from neighboring regions. The majority of the recorded Paleoindian sites cluster in the Upper Trinity River drainage basin, where the most intensive archeological investigations have taken place (Ferring 1989). The low density of Paleoindian artifacts and sites suggest a highly mobile population indicated by the frequent use of non-locally sourced lithic material, suggesting a large geographical area being exploited for the procurement of raw materials (Lynott 1981). Megafauna fossil finds within the region suggest that the subsistence practices were linked to the hunting and processing of mammoth and bison (Prikryl 1990, 1993; Story 1990), as well as deer and other small game, such as rabbit, squirrel, fish, and abundant numbers of turtle (Ferring 1989; Ferring and Yates 1997).

Projectile point types associated with the early to late phases of the Paleoindian period in this area include Clovis and Folsom projectile points. In the later phase of the Paleoindian transition to the Early Archaic period, Dalton, San Patrice, Scottsbluff, Hell Gap, and Plainview projectile points became more commonplace (Story 1990). The Field Ranch site (41CO10) along the upper Elm Fork in Cooke County provides an example of a typical Paleoindian site setting in the Prairie-Savanna Archeological Study Region (Jensen 1968). Clovis, Folsom, Plainview, and Hell Gap point types have been collected from the surface of the site. However, excavations at Field Ranch have failed to locate undisturbed artifacts in primary context (Jensen 1968).

The Horn Shelter No.2 Site (41BQ42), a cave site in Bosque County, is comprised of 27 well preserved stratified occupational layers dating from 12,500 BP to historic. Lithic projectile points recovered from the stratified cave deposits included Scottsbluff, San Patrice-like, Plainview, Folsom, and an unfluted Clovis dart point. Faunal remains associated with the unfluted dart point included an extinct species of land turtle. Later occupations of the site showed a change in technology and hunting practices as faunal remains associated with the Folsom projectile point contained bison bones and small animal remains (Story 1990). The diversity of the faunal remains indicates a change in subsistence practices between the Clovis and Folsom phases, requiring different lithic technology to exploit the natural resources.

The Lewisville Lake Site (41DN71) and the Aubrey Site (41DN479) are Denton County sites that produced cultural materials dating to the early part of the Paleoindian period. The Lewisville Lake Site contained 21 hearth features, a sparse lithic scatter in a near-surface context, and one Clovis point (Crook and Harris 1957, 1958; Story 1990). The predominant faunal remains from the site consisted of land turtles. This site has a controversial history, as initial radiocarbon dates suggested the site dated to 37,000 BP (Crook and Harris 1958). Additional analysis of the cultural material to confirm the earliest occupation of the site was restricted as the site was intentionally flooded to form the Lewisville Dam Reservoir. Later testing confirmed that the radiocarbon dates were contaminated by the burning of Cretaceous-

age lignite in the hearth features, producing the earlier and erroneous dates (Stanford 1982). Stanford reported radiocarbon dates to 12,500-10,000 BP.

The Aubrey Site (41DN479), dating to 11,550 BP (Ferring 2001), is a Clovis period site that was initially identified from a projectile point eroding out of a thin lens of lithic debitage approximately 8 meters below the current ground surface within the Elm Fork floodplain. The single component site included multiple hearth features and numerous lithic and faunal artifacts. The artifact assemblage from the site included high quality raw materials (quartzite and chert), lithic blades, and a wide range of faunal remains from prairie and woodland environments, including mammoth and bison bone. The lithic artifacts exhibited significant reuse and reworking, indicating the value of the raw material (Ferring 2001).

#### 2.2.1.2 Archaic (8500-2100 BP)

The Archaic period is marked by the increased use of locally sourced lithic materials, increased population size, and increased complex settlement systems, indicating a less mobile population than the Paleoindian period (Prikryl 1990; Story 1985). The Archaic period is tentatively dated between 8500-2100 BP, with a threefold division of the period consisting of the Early, Middle, and Late Archaic sub-periods (Prikryl 1993). These sub-periods are defined through a limited number of tested and excavated archeological sites. Diagnostic artifacts for the Archaic period in the Prairie-Savanna Region are similar to those of neighboring geographical regions, established by cross-dating projectile point forms. However, the development of a chronological sequence based off of diagnostic tool types is problematic due to early investigations focusing on terrace settings (Peter et al. 2001). Subsequent reanalysis of these previously excavated terrace sites indicated that the artifacts were frequently mixed with more recent artifacts from later occupations (Prikryl 1990). The mixed deposits and extensive erosion of mid-Holocene deposits in active river drainage basins (Ensor et al. 1992) may explain the low number of recorded Early and Middle Archaic sites in the region.

Similar to the Paleoindian period, the Early Archaic period (8500 to 6000 BP) population densities remained low, still consisting of small, mobile bands. Early Archaic sites are typically located on terraces along tributaries, but are also found deeply buried in floodplain alluvium. The locations of these sites provide evidence of a shift in subsistence patterns, showing an increase in aquatic sources (including mussels and fish). Grooved or notched stones are occasionally found on Early Archaic sites and are often interpreted as net sinkers or bola stones, indicating a change in hunting and gathering techniques (Collins 1994). Seasonal plant resources are also likely to have been exploited when available. Diagnostic projectile points from the Early Archaic period often include early split-stemmed varieties and occasionally include Angostura points (Prikryl 1990; Story 1990).

During the Middle Archaic period (6000-3500 BP), the trend toward habitation near the bottomland of major water sources increases, with fewer sites found along minor tributaries, although the Middle Archaic period is less-represented than the Early Archaic, with fewer sites known to contain Middle Archaic components than any other sub-period. Population densities remained relatively low, slowly increasing over time with broad-spectrum hunting and gathering represented at larger sites where food sources were more abundant. Cultural adaptations based on geographic regions begin to appear during

the latter part of the Middle Archaic period. Burned rock middens (for processing plant materials) increase in use in localized areas of the Prairie-Savanna Archeological Study Region, and later became a prominent site feature across the region. Climatic variations resulted in a variety of natural resources being exploited when environmental conditions changed. Middle Archaic points include basal-notched forms such as Andice, Bell, and Calf Creek along with Bulverde, Carrollton, Dawson, and Wells (Prikryl 1990; Story 1990).

The Late Archaic (3500-2100 BP) is characterized by an increase in the number and distributions of sites coupled with a decrease in mobility (Prikryl 1990). These sites were often reused on a seasonal basis as shown by the development of overlaying stratigraphic deposition as groups relied on locally available floral and faunal resources in a reducing geographic region. Late Archaic sites are typically found on sandy terraces along tributaries, as well as on clay rich soils on floodplains. Late Archaic projectile point typologies often include Castroville, Dallas, Edgewood, Elam, Ellis, Gary, Godley, Marshall, Palmillas, Trinity, and Yarbrough points (Prikryl 1990; Story 1990).

Late Archaic hunting continued to focus on deer and smaller mammals as a primary food source but there is increasing evidence for fishing. The documentation of “Wylie pits,” (large man-made depressions) at excavations at Bird Point Island and Adams Ranch also suggest communal processing of vegetal resources took place. The expenditure of energy required for digging large pit features and processing large volumes of plant materials suggest a degree of social organization where groups of people are working together to process large quantities of natural resources (Bruseh and Martin 1987). Preserved plant remains from Late Archaic sites often include pecans, acorns, hickory nuts, prairie turnips, and other plant materials. Additional changes in social organization may also be indicated by the increase in human burials in the archeological record (Prikryl 1993).

#### 2.2.1.3 Woodland (2100-1150 BP)

Fields (1995) suggests that the cultural chronology of the Prairie-Savanna Archeological Study Region should include the Woodland period (2100-1150 BP), traditionally marking the transition between the Late Archaic period and the Late Prehistoric period. Sites located in the southern extent of the Prairie-Savanna exhibit Woodland tradition based on the excavation of a multiple sites at Jewett Mine, paralleling the Early Ceramic period of East Texas as defined by Story (1981). Jewett Mine is a 35,000-acre mine complex located in parts of Leon, Limestone and Freestone counties.

Many of the Woodland period sites are located within alluvial settings of the Navasota River and tributaries of the Trinity River. The artifact assemblages from this period include ceramics with sandy paste and grog tempers. Projectile point typologies include Gary, Dawson, and Kent dart points. The absence of smaller arrow points suggests bow and arrow technology had not yet been introduced in the region. The presence of hearth-associated occupation sites continues from the Late Archaic period with multiple hearth features, baking pits and large quantities of scattered burned rock dating to or associated with the Woodland period. Sites from this period indicate seasonal occupations with foraging and hunting variations, which included aquatic resources being exploited alongside white tailed deer and smaller mammals (Fields 1995; Perttula 2004).

Paleo-botanical information from Woodland period sites indicates the consumption of cultivated squash as well as the use of seeds and tubers. The presence of hoe-shaped tools and chipped stone axes suggests horticultural practices slowly being adopted, although stable isotope analysis of human remains in the region do not indicate maize as being a significant part of the diet (Perttula 2004). Human burials dating to the Woodland period suggest that burial mounds may have been used to mark territorial boundaries (Sutton 2016), which are commonly found in areas of East Texas, Louisiana and Arkansas (Perttula 2004).

#### 2.2.1.4 Late Prehistoric (1300–350 BP)

Societal changes such as group aggregation and large-scale manipulation of subsistence resources become evident at the beginning of, and continue throughout, the Late Prehistoric period. Habitation structures in some areas indicate increased sedentism, coupled with the introduction of cultigens such as corn. The appearance of arrow points and ceramics indicate important technological changes and signal the start of this period. The introduction of the bow and arrow in the region is marked by a number of small, diagnostic arrow points beginning to replace the larger dart points of previous cultural periods (Story 1990).

The Late Prehistoric period has traditionally been divided into early and late phases (Lynott 1977; Prikryl 1990). The early phase, which dates between 1300 and 800 BP, is characterized by sand and grog-tempered ceramics and Scallorn, Steiner, Catahoula, and Alba arrow points (Lynott 1977; Prikryl 1990). Archeological evidence indicates a continuation of hunter gatherer subsistence from the Late Archaic period. However, Lynott (1977) suggests the later phase of the Late Prehistoric period (800-350 BP) reflects an increase in Southern Plains influence, from the emergence of horticulture and the active procurement of bison in the region.

Excavations at the Cobb-Pool Site at Joe Pool Lake by Peter and McGregor (1998) suggest a three phase Late Prehistoric period may be more appropriate. The early phase (1300–950 BP) is characterized by sand and grog tempered ceramics with a continuation of hunter-gather subsistence based economy, with only Scallorn arrow points being considered in the projectile point assemblage. The subsequent intermediate phase (950–650 BP) is characterized by the consumption of maize and the introduction of Alba arrow points, habitation structures, and grog tempered ceramics. Radiocarbon dates from multiple features at the Cobb-Pool Site indicate the site was occupied during this phase (Peter and McGregor 1998). Carbon isotope analysis of human remains from several sites in the Dallas area suggests that subsistence patterns were diversifying with the evidence that consumption of maize was increasing.

The late phase of the Late Prehistoric period (650–350 BP) reflects an increased influence from the Southern Plains. The artifact types include Nocona Plain ceramics of the Henrietta focus and various types of unstemmed triangular projectile points (e.g. Fresno, Harrell, and Washita) and the Perdiz point. The lithic tool assemblage also becomes increasingly specialized. Tools associated with this phase include Harahey knives, thumbnail scrapers, flake drills, and bison scapula hoes. The late phase of the Late Prehistoric period is often characterized by increasing evidence of horticulture and the hunting of bison (Harris and Harris 1970; Morris and Morris 1970).

2.2.1.5 Protohistoric / Historic Indian (AD 1600-1800)

Limited historical documentation and archeological evidence has been recorded for the protohistoric period in the Prairie-Savanna Archeological Study Region (Peter et al. 2001), which is also considered the Historic Indian period with the arrival of Spanish missionaries and French explorers near the beginning of the 1700s. Through European historic records such as journals and correspondence, local Native Americans known to occupy the Prairie-Savanna Archeological Study Region include the Tonkawa, Apache, Comanche, Wichita, Kitsai (Kichai), Yojaune, Caddo, Delaware, and Kickapoo (Prikryl 1993), although the exact locations of sites are almost nonexistent. European trade items, such as metal knives and knife handles, axes, splitting wedges, kettle fragments, awls, chisels, scissors, buttons, flintlock gun parts, bullets and shot, bridle parts, metal ornaments such as bells, finger rings, and bracelets, and numerous trade beads, begin to appear on sites attributed to the Wichita Confederacy, but almost no Protohistoric sites have been thoroughly investigated. What is clear is that the Protohistoric period in the area was a time of population fluctuation, movement, and amalgamation (Newcomb 1993).

**2.2.2 Southeast Texas Archeological Study Region  
(Grimes, Waller, and Harris Counties)**

The Southeast Texas Archeological Study Region contains over 2,000 archeological sites throughout the cultural periods (**Table 2**), and is typically subdivided into two broad geographic areas, the inland and coastal regions (Perttula 1993). Evidence from sites within the Southeast Texas Archeological Study Region frequently comes from excavations of midden deposits near freshwater streams and tributaries, which begin to appear around 9950 BP. The Region suffers from a general lack of archeological data, and, similar to the Prairie-Savanna Archeological Study Region, information tends to cluster around specific areas due to infrastructure development. The cultural chronological periods of the Southeast Texas Archeological Study Region has primarily been developed from these investigations.

<b>Table 2. Chronological Periods for the Southeast Texas Archeological Study Region</b>	
<b>Chronological Period</b>	<b>Dates</b>
<b>Paleoindian</b>	9950–7000 BP
<b>Early Archaic</b>	7000–5000 BP
<b>Middle Archaic</b>	5000–3500 BP
<b>Late Archaic/Early Ceramic</b>	3500–1900 BP
<b>Late Prehistoric</b>	1900–300 BP
<b>Protohistoric/Historic Indian</b>	AD 1650-1800

2.2.2.1 Paleoindian (9950–7000 BP)

Patterson (1995) noted that the Clovis population is the earliest identifiable cultural group, with the projectile points typically discovered in singular contexts (Story 1990). Limited radiocarbon dates or supporting evidence is available in the Southeast Texas Archeological Study Region to confirm that Clovis groups were contemporaneous with those in other regions, but appear to have practiced a similar nomadic hunter-gatherer lifestyle later than populations further north in the Prairie-Savanna Archeological Study Region.

The spatial distribution of Paleoindian artifacts trends towards major streams or within stream drainages. The projectile points from the early to late phases of the Paleoindian period, Clovis, Plainview, Folsom, Scottsbluff, and San Patrice, are often isolated finds, surface finds, or have been recovered from mixed deposits (Ricklis 2004). The types of lithic raw materials used in tool production suggest the population was highly migratory as many of the lithic types are not sourced in the region. This indicates extensive movement of people and/or trade of raw materials in a larger geographical region (Ricklis 2004).

More definitive radiocarbon dates exist surrounding Folsom projectile points. A single diagnostic Folsom projectile point was recovered from excavations at 41WH19 in Wharton County (Patterson et al. 1987), stratigraphically associated with charcoal deposits. The radiocarbon dates produced a date of  $9920 \pm 530$  BP (AA-298). Although isolated Folsom points have been reported from other sites in the region (Story 1990), limited additional evidence has been reported to help understand the subsistence economy of the Paleoindian period. Traditionally, the Folsom culture is associated with bison hunting, however; environmental data indicates that bison were unlikely to be an available resource in the Southeast Texas Archeological Study Region, suggesting a different subsistence tradition was in use.

Following the earlier phases of the Paleoindian period, a variety of projectile points, and presumably associated cultural groups, begin to appear in the region. The later phases of projectile points include Dalton, side-notched San Patrice, and Big Sandy (Patterson 1995). Occasionally, projectile points of the Southern Plains tradition are present, including Plainview, Scottsbluff, Meserve, and Angostura. Similar to the Folsom tradition, the prehistoric cultures associated with these point types were hunter-gatherers, frequently associated with bison hunting as a primary subsistence strategy, although the Southeast Texas Archeological Study Region lacks significant collections of faunal remains to support a subsistence economy based on bison hunting.

#### 2.2.2.2 Archaic (7000–1900 BP)

The context from which Archaic and Paleoindian sites and artifacts have been recovered in the Southeast Texas Archeological Study Region is one of ongoing soil mixing processes and pedoturbation (Ahr et al. 2013). The soil acidity in the region from the commonly occurring alfisols (Abbott 2001) is not conducive to the preservation of organic artifacts such as faunal remains, plant materials and/or charcoal. The overall effects of these conditions have restricted the development of archeological insights regarding changes in subsistence strategies and settlement patterns over time. In addition, no significant primary lithic sources exist in the region that would have made the area more appealing to prehistoric cultural groups, despite the presence of high-quality, river worn cobbles found in secondary contexts (Ensor and White 1998; Patterson 1995).

Without stratigraphic integrity, a general lack of preservation, and an absence of locally available, high-quality lithic sources, researchers have relied on diagnostic projectile point data to develop a chronology for the Archaic period within the Southeast Texas Archeological Study Region. By comparing similarities in projectile point morphology to specimens from surrounding regions found in dated and stratified contexts, a baseline chronology, consisting of three stages (i.e. Early, Middle, and Late-Early Ceramic) has been proposed (Patterson 1995).

Utilizing a similar theoretical framework to that used in the development of a chronology for the Archaic period in the Prairie-Savanna Archeological Study Region, researchers have inferred potential mobility patterns and subsistence strategies. With the exception of a more diverse toolkit indicating greater cultural diversity than the preceding Paleoindian period, it seems that groups in Southeast Texas continued to practice a nomadic hunter-gather lifestyle throughout the Early (7000-5000 BP) and Middle (5000-3500 BP) Archaic periods. Little information is available regarding site location patterns and limited evidence is currently available regarding the temporal timescale of occupation sites (i.e. temporary, semi-permanent, permanent).

The Late Archaic/Early Ceramic period (3500-1900 BP) in the Southeast Texas Archeological Study Region has been defined by the increasing use and appearance of ceramic material in the archeological record. The early ceramics are believed to have been introduced into the area from Louisiana and the Lower Mississippi Valley. During the transitional phases of the Middle to Late Archaic, the use of ceramics does not appear to have led to significant changes in settlement patterns. Early ceramics are frequently found overlaying previous Archaic deposits, indicating a continued occupation within specific geographical areas. Traditionally, the increased use of ceramics is seen as an indication of increased sedentism (longer and increased reuse of camps). Patterson (1995) hypothesized that an increased use of ceramics results from population increase. He also notes that Goose Creek Plain ceramics were used throughout the region during this phase. Story (1990) suggests that Goose Creek Plain ceramics typify the Mossy Grove cultures/traditions in this region, as well as portions of the previously discussed Prairie-Savanna Archeological Study Region.

The Later Archaic/Early Ceramic period shows evidence for landscape stabilization and sites attributed to this period have become more common and visually pronounced in the archeological record. Evidence for human burials in cemetery settings has been reported from the Lower Brazos and Colorado River basins (Story 1990). The Ernest Witte Cemetery in Austin County is the largest prehistoric cemetery in the region. The largest inhumation group at the cemetery is believed to have occurred during the Late Archaic period with 145 interments, approximately 60 percent of all interments at the site. Approximately 48 percent of these burials had grave goods associated with the inhumations. Burials tend to be indicative of social groups with reduced mobility within a smaller territory (Sutton 2016), as well as the evidence of an increased use of poor quality local lithic materials as groups adapt to the natural resources that are unique to their localized geographic region.

### 2.2.2.3 Late Prehistoric (1900–300 BP)

Evidence for the development of horticulture appears in the archeological record in Texas during the Late Prehistoric period as previously discussed (Joe Pool Lake) in the Prairie-Savanna Archeological Study Region; however, the Southeast Texas Archeological Study Region appear to have continued a hunter-gatherer subsistence economy without the inclusion of cultigens in the local population's diet (Pertulla 1993). Inland areas continued with a hunter-gather lifestyle with groups nearest the coastline relying heavily on marine resources. Both inland and coastal subsistence strategies relied on the seasonal availability of food resources, with inland groups relying on the hunting of small mammals and plant materials while the coastal groups relied on fish, shellfish, alligator, and turtle (Patterson 1995).

Artifacts in the Southeast Texas Archeological Study Region reflect the diversity and the seasonal reuse of sites between inland and coastal populations during the Late Prehistoric. Inland assemblages are characterized by modest amounts of ceramics, fired clay balls, significant amounts of lithic material, and bow and arrow technology (Patterson 1995). Coastal sites are typified by a limited quantity of lithic materials, oyster shell tools, and a large volume of ceramics (Patterson 1995). The overall lack of lithic materials and aforementioned shell middens suggest coastal groups were less mobile and had access to more abundant food sources than inland groups. Unlike other regions north and east, it does not appear that the introduction of ceramics was accompanied by crop domestication and horticulture (Perttula 1993).

#### 2.2.2.4 Protohistoric/ Historic Indian (AD 1650-1800)

The Protohistoric and Historic Indian period cultures known to have occupied the Southeast Texas Archeological Study Region include the Karankawa, Tonkawa, Bidai, Akokisa (Orcoquiza), Kickapoo, Couchatta, and Atakapa tribes (Patterson 1995). These local Native American groups interacted with early French explorers and Spanish missionaries and traded locally sourced items, such as furs and skins, for goods manufactured and transported from Europe. Protohistoric and Historic Indian period researchers rely heavily on radiocarbon dates, and/or the presence of items manufactured in Europe due to limited diagnostic artifacts from this period, and historic documentation. Trade goods produced by indigenous groups dating to this period include Rockport-type ceramics and ceramic loop handles, as well as bulbar-stemmed, Guerro, Fresno, and Cuney-type arrow points. European manufactured items include, firearms, gunflints, glass and glass beads, and metal objects such as coins, brass bells, kettles, and iron projectile points.

The first Europeans to reach the Southwest Texas Archeological Region were likely the French explorer René Robert Cavellier, Sieur de La Salle, in 1687, and Spaniard Alonso De León, the governor of Coahuila, in 1690. De León's route, which followed an old Native American trace, became known the La Bahía Road, and operated as an important Spanish thoroughfare in southeastern Texas and southwestern Louisiana. When the Spanish arrived in the vicinity, they noted that the area was already populated by the Bedai Indians. The two groups had little contact with one another, however the Bedai did trade with the French during the late 1700s. The Bedai suffered a massive population decline in the late eighteenth and early nineteenth centuries, primarily due to disease. As Europeans began to settle in the area, members of neighboring tribes such as the Kickapoo and Couchatta merged what remained of their small villages. The Native American and European inhabitants lived rather amicably amongst each other, and there is even some evidence that these local tribes provided some protection against the Comanche and Lipan Apache tribes to the Europeans (Jackson 2016a).

Few members of the Bedai remained in the area by this point, as many assimilated with the Orcoquizas, Couchattas, or Caddo. After this time, surviving members of the Bidai tribes were relocated to reservations by the United States government's general removal program in 1854. By 1860, six members of the Bedia tribe were listed by the United States Census; three in 1870; four in 1880; and none by 1890 (Blair 1930; Jackson 2016a).



## **3.0 HISTORIC CONTEXT**

### **3.1 Introduction**

The National Park Service guidance for determining if a resource qualifies for listing in the NRHP states “Historic Contexts are those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear(National Register Bulletin #15:1997:7).” Therefore, the historic context for evaluating the significance and NRHP eligibility of the historic resources identified within the project APE takes into account the broader area of each of the 10 counties crossed by the Build Alternatives, with a focus on land use, spatial organization, development of the built environment, and the cultural landscape. Although variances between each of the counties are evident, through archival research and survey data, common relevant themes impacting the development patterns and trends within the project area were identified. These themes include early settlement, arrival of the railroad, and community development. The following sections are a brief overview of the historic record of each of the 10 counties crossed by the Build Alternatives.

### 3.2 Dallas County

Early communities in Dallas County were primarily engaged in farming and develop along key trails, roads, and railroads that crossed through the county. The town sites and communities that developed in proximity to the Build Alternatives in Dallas County include the City of Dallas, Fruitdale, Joppa, Hutchins, Lancaster, and Wilmer (**Figure 3**). A brief discussion of the county and the communities is provided below.

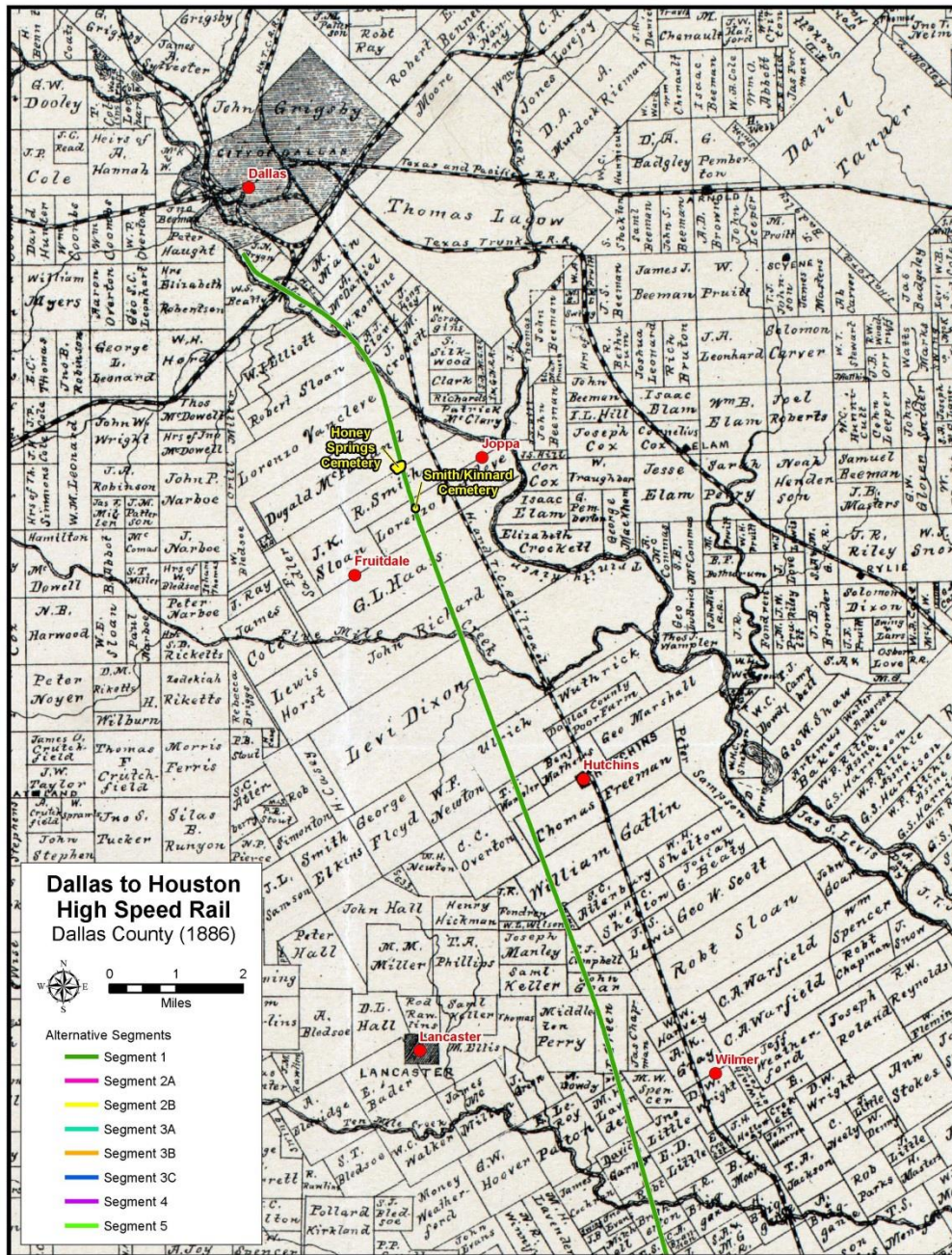


Figure 3: 1886 Murphy & Bolanz map of Dallas County (Library of Congress 2016a).

### **3.2.1 Development of Dallas County**

Dallas County, which encompasses 902 square miles of rich Blackland Prairie, is located in Northcentral Texas. In general the area remained largely unsettled until 1841 when people, primarily from the upper southern states, were drawn by a land grant made to William S. Peters and the Texas Land and Emigration Company of St. Louis in 1841 and 1842. The Texas Land and Emigration Company was an organization of twenty American and English investors who began the systematic settlement of what would become the counties of North Texas, including Dallas County (Wade 2016). The first land grant of August 1841 offered 320 acres to single males and a maximum of 640 acres per family. Insufficient unappropriated land within the area, financial difficulties, and the lack of interest in settling the area resulted in multiple requests for boundary extensions to the original grant (Wade 2016). However, by 1848, the Peter's Colony had introduced more than 2,000 families to North Texas, including Dallas County (Connor 1959).

Dallas County was officially formed in 1846 after Texas was annexed to the United States. Early settlers of Dallas County developed farming and ranching as the county's economic mainstay, and corn was the primary crop grown. In 1850, the city of Dallas was chosen as the temporary county seat, at which time the population in Dallas County was 2,743, including 207 slaves. Although slavery in Dallas County was not as vital to the economy as it was farther east, in 1860, the census showed Dallas County had a total population of 8,655, of whom 1,074 were slaves owned by 228 slaveholders. Slaves accounted for approximately 12 percent of the county's total population, but less than one percent of the total slave population in Texas, which totaled 180,682 people in 1860 (Wade 2016).

The absence of rail slowed Dallas County's growth. From 1843 to 1850 goods were shipped by road to the nearest markets of Houston, Texas, and Shreveport, Louisiana. The county was at the crossroads of two roads: the Military Road from Austin (south) to the Red River (north), which was completed in 1842, and Preston Road. Preston Road was laid out in 1840 by Colonel W.G. Cooke and the First Texas Infantry Regiment Texas soldiers. It served as a military road, beginning in Austin and terminating at the Coffee trading post, adjacent to a fort established by Captain William Preston. The road was part of the Central National Road of the Republic of Texas that had been authorized by the Eighth Congress of the Republic of Texas (Cowling 1936). Between 1850 and 1870, the road was heavily utilized for freight, immigration, and as a trail for driving cattle (Dunn 2000). Preston Road remains a primary transportation route today, although it has been paved and designated as SH 289 (Dunn 2000).

The establishment of railroads in Dallas County by the 1870s resulted in the continued expansion of the county's large-scale crop production and spurred the development of small communities along the rail line. In 1872, the first railroad to be built through Dallas County was the Houston and Texas Central Railroad (HT&C). A year later, the Texas and Pacific (T&P) connected Dallas County to the areas to the west and east, and by 1885, the county had a total of five railroads (Maxwell 2016a). Dallas County remained primarily rural and agricultural through 1920, although manufacturing and industries became more important to the county's economy during this time period. Cotton production was at its peak in

1900; while wheat and oats had their largest crops in 1920. The year 1920 also saw the largest number of farms in the county, 5,379 (Maxwell 2016a).

By the 1950s, farming in Dallas County began to decline and became less significant to the county's economy compared to manufacturing. With an increase in manufacturing and other industries such as retail trade and wholesale trade during the latter part of the 1900s, the population in Dallas County increased rapidly and land use shifted from primarily rural to urban. In 1950, nearly 90 percent of the land in the county was classified as urban and the census bureau listed the entire county as the Dallas Metropolitan Statistical Area (Maxwell 2016a).

### **3.2.2 Dallas County Communities**

#### **3.2.2.1 City of Dallas**

The City of Dallas was founded on the east bank of the Trinity River near a natural ford by John Neely Bryan in 1841. The spot Bryan chose provided a good crossing point of the river for miles and in 1848 he developed a ferry terminus in this spot (McElhaney and Hazel 2016). It was hoped that the Trinity would prove to be a navigable river for the transportation of goods in and out of the city, specifically from Dallas to the Gulf of Mexico. However, all attempts proved to be impractical. Railroads and eventually highways would prove to be an easier way for Dallas to achieve the economic expansion the city desired (McElhaney and Hazel 2016).

In 1844, Bryan laid out the town plat based on the orientation of a bend in the Trinity River, and established 300 square-foot blocks separated by 80-foot wide streets (Holmes and Saxon 1992). Although Bryan's survey was preceded by the 1841 survey of John Grigsby, it was Bryan's survey that established the development pattern of what became the Dallas central business district (Moir et al. 1987). Most of the town lots purchased during the next ten years surrounded the courthouse on Houston Street between Main and Commerce streets.

During the late 1860s, Dallas became a center of the buffalo trade, and continued in that role into the mid-1870s. In 1875, the combined revenue from buffalo hide dealing and railroad activities was estimated at over six million dollars. Although the population steadily increased from the establishment of the city in the 1840s through the next thirty years, the coming of the railroads in the 1870s was one of the most significant factors in shaping the city. The H&TC was the first to arrive, linking Dallas with Houston and Galveston in 1872. The T&P, one of the most important east-west railways in the state, built its line through Dallas in 1873. Although the coming of the T&P brought new business and development to the area, navigation north and south across the tracks at Pacific Avenue was difficult. This caused commercial development to concentrate south of the tracks, expanding east from the river rather than north (Holmes and Saxon 1992).

Following the arrival of the railroad there was a boom in Dallas, resulting in the establishment of many warehouse and commercial buildings; however, most of these were demolished during the ensuing twentieth century boom (Moir et al. 1987; Williams and Hardy 1978). Economic difficulties resulting from the Panic of 1873 actually had a positive effect on development in the central business district in

Dallas. With financial backing for expansion reduced, the T&P halted construction of new tracks, and through 1876, Dallas served as the railroad's terminus and an important shipping point (Moir et al. 1987).

In the early 1880s, the population of the city and its environs, within a circumference of about 15 miles, stood at approximately 60,000. Commercial interests in Dallas were highly focused on wholesale and retail distribution businesses. Between 1880 and 1882, trade through the city was estimated to have nearly doubled (Holmes and Saxon 1992).

In 1908, Dallas was struck by flooding, which was a significant factor in shaping future development in the city during the early twentieth century. Water from the flooding caused approximately five million dollars of damage, which prompted city officials to consider actions that would lessen the impact of flooding and improve transportation-related problems in the city (Furlong et al. 2003). Landscape architect George Kessler was commissioned by the city of Dallas in 1910 to develop a city plan (Kessler 1911). Kessler's recommendations included the consolidation of railroad facilities into a single central depot and the construction of levees adjacent to the Trinity River, but the plan was never fully implemented (Kessler 1911; Moir et al. 1987, Skinner et al. 1996).

In 1919, the Dallas Property Owners Association asked Kessler to update his earlier plan. However, interest in implementing the second plan was not sparked until after the area was again hit by severe flooding in 1921 and 1922 (Jackson 2000). By 1926, designs to improve the Trinity River were well underway. Improvement plans included straightening the river channel, which required several railroads to realign their routes. Initially, the railroads opposed the project, but quickly realized its benefit and withdrew their opposition (*Dallas Morning News* 12 July 1926).

World War II brought growth, prosperity and new industries, especially related to aircraft manufacturing, to Dallas. The city physically grew from 45 square miles in 1945 to 198 square miles in 1955. By 1955 the population hit 795,000. In the post-war years, Dallas continued to grow. Interstate Highway (IH) 35 North opened in 1959 being the first freeway completed under the 1956 Federal Highway Act. By 1960, the population was 679,684 and the city encompassed approximately 282 square miles (Quimby and Singleton 2008). Dallas experienced a building boom in the 1970s and 1980s which impacted the downtown and north Dallas areas. The population during this time had grown to 844,401, which represented the continued expansion and development of the city. By the year 2000, the population had grown to 1,188,580 (McElhaney and Hazel 2016).

#### 3.2.2.2 Fruitdale (Smith-Kinnard Cemetery)

Fruitdale, formally Christian Valley, is bounded by Fordham Road to the north, the Missouri, Kansas, and Texas Railway to the east, Ledbetter Drive to the south, and Sunnyvale Street to the west, located on the original J. K. Sloan and G. L. Haas Surveys immediately west of the LOD of Segment 1 of the Build Alternatives. First settled in the 1850s, Fruitdale remained a farming community even after the Missouri, Kansas, and Texas Railway came through in 1886. By 1937, Fruitdale was incorporated with deed restrictions forbidding businesses within the limits of the city, keeping the population low at 432 residents. By 1950, the population had risen to 876 when the large lots began to be divided and sold

(**Figure 4**). Eventually the wells began to dry and the residents decided to un-incorporate in 1964, when Fruitdale was annexed by the city of Dallas (Maxwell 2016b).

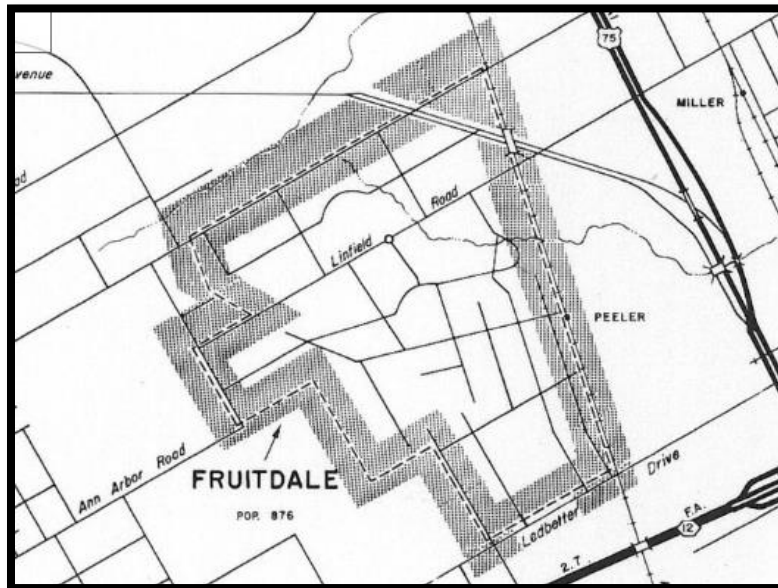


Figure 4. 1961 General Highway Map of Dallas County (Texas GLO 2016a).

Fewer than 300 feet east of the Fruitdale eastern boundary, lays the Smith/Kinnard Family Cemetery. The earliest known interment is that of Thomas Smith (1866), followed by William Kinnard (1867) and Howard Kinnard (1868). There are believed to be a total of 16 burials within the cemetery, although only three headstones remain (THC 2016). The cemetery is located on property previously belonging to the Linfield Elementary School.

### 3.2.2.3 Joppa (Honey Springs Cemetery)

The community of Joppa, founded in 1872 on the R. F. Smith Survey by the freed slave Henry Critz Hines of the William Brown Miller Plantation, is located approximately 0.75 miles east of the LOD of Segment 1 of the Build Alternatives. This community is considered one of the best preserved Freedmen's communities remaining in the southern United States (Dallas Trinity Trails 2016). William Brown Miller was one of the original pioneers to settle the south Dallas area. Arriving in 1847 from Tennessee, Miller purchased 562 acres of the Van Cleave Survey (Dallas Trinity Trails 2016). In 1866, Miller formed the Honey Springs Ferry Company, creating a crucial Trinity River crossing point. Run by Hines, Miller's Ferry connected Dallas, Hutchins, Corsicana, and Galveston prior to the arrival of H&TC in 1872. By 1900, the unincorporated community was surrounded by the H&TC to the west, the Trinity River to the east, and Honey Springs Branch to the south (**Figure 5**). The community remains very much the same, with many residents being the descendants of the original freedmen of the Miller Plantation.

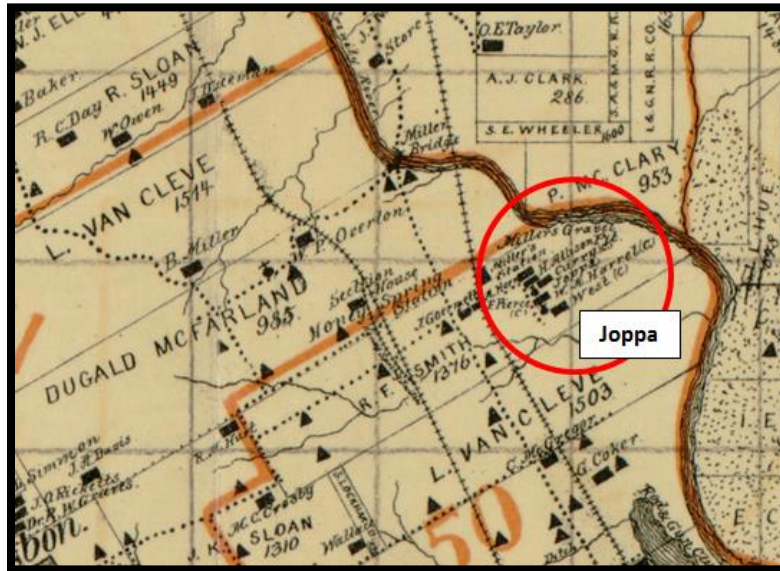


Figure 5: 1900 Sam Street's Map of Dallas County identifying the location of the community of Joppa. The (c) beside the resident's name indicates "colored" (Library of Congress 2016b); Dallas Trinity Trails 2016).

Located south of Overton Road on the old Overton farm within the LOD of Segment 1 of the Build Alternatives is the Honey Springs Cemetery (also known as Bulova Cemetery, Queen's Cemetery, Coming Home Cemetery, and Homecoming Cemetery). The cemetery is near the intersection of Bulova Street and IH-45, approximately 1.5 miles northwest of the community of Joppa. The cemetery was established in 1872 and is associated with the freedmen of the William Brown Miller plantation. After Emancipation, the descendants of the Miller slaves continued to be buried in the cemetery. The most recent interment occurred in 1966. Many of the graves are unmarked, but a memorial wall constructed in ca. 2003 lists the names of those known to be buried at the cemetery (Figure 6). The cemetery appears to retain sufficient integrity to convey its historic significance and association with the early development of south Dallas and is determined eligible for listing in the NRHP at the local level of significance.



Figure 6: 1993 memorial wall erected on the south entrance of Honey Springs Cemetery in Dallas County (URS 2016).

#### 3.2.2.4 Hutchins

The community of Hutchins, located just south of IH-20, bisected by IH-45, and immediately east of Segment 1 of the Build Alternatives, was established around 1860 when it became a trading place for settlers along the west bank of the Trinity River. The H&TC was completed through Hutchins in 1872. By the end of that year, the community had a post office, cotton gins, a gristmill, general stores, a school, and a church. It wasn't until 1945 that the City of Hutchins was incorporated. The population of Hutchins has remained low, with 300 residents recorded in 1890, 500 in 1926, more than 700 by 1952, and close to 3,000 by the time of the 2000 census. A recorded 133 businesses were located within Hutchins, although the majority of the residents work in Dallas (Woestman 2016).

#### 3.2.2.5 Lancaster

The city of Lancaster was first settled in 1847 when Abram Bledsoe purchased a portion of the Rodrick Rawlins survey, north of Ten Mile Creek (**Figure 7**). Bledsoe, naming the town after his birthplace of Lancaster, Kentucky, laid out the town in 1852. The post office was established in 1860, and the city was incorporated in 1887. Prior to incorporation, the population of Lancaster was 550, but nearly doubled by 1900. During this time, Lancaster established a newspaper, two roller mills, three cotton gins, four churches, a Masonic Temple, and the Lancaster Tap Railroad, a connecting line from Lancaster to the H&TC stop in Hutchins five miles to the northeast. The Dallas and Waco Railroad was built through Lancaster in 1888, later become part of the Missouri, Kansas and Texas. The Lancaster Tap was abandoned in 1934. The population of Lancaster remained low, with 1,200 residents in 1925. The population more than quadrupled by 1960, with nearly 7,000 inhabitants. By 1970, the city had a population of 12,500, and rose to 18,718 by 1990 (Nall 2016).



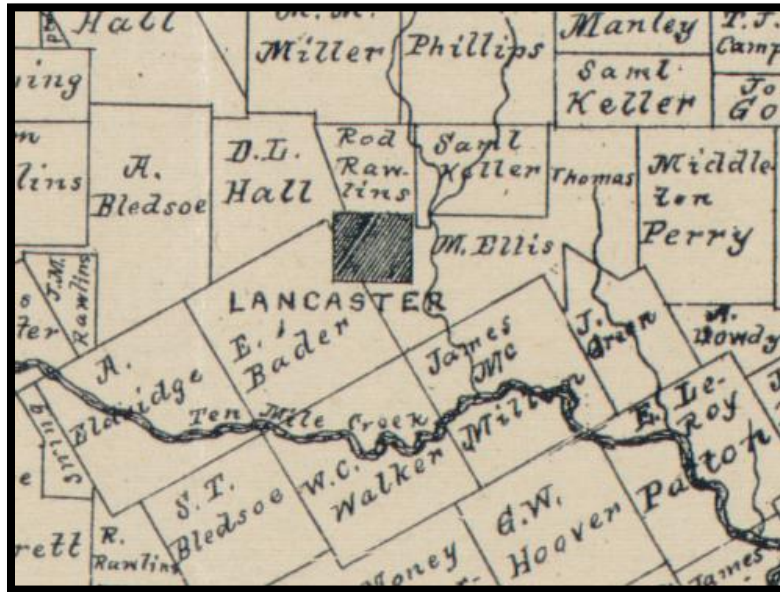


Figure 7: Location of the city of Lancaster on the 1886 Murphy and Bolanz map of Dallas County (Library of Congress 2016a).

### 3.2.2.6 Wilmer

Located approximately 1.3 miles east of the LOD of Segment 1 of the Build Alternatives, the community of Wilmer is at the junction of IH-45 and US 75, bisected by Cottonwood Creek. Although not founded until 1876, the community of “Prairie Valley” was a stop for the H&TC in 1872. When the Post Office was established in 1884, the town was renamed Wilmer, after a conductor for the H&TC, A. J. Wilmer (Maxwell 2016c). By 1890, the population of Wilmer reached over 100 and had two churches, a cotton gin, a steam mill and two stores. A fire devastated the downtown area in 1929 due to the shallow wells not being able to produce enough water. Most of the town was rebuilt to the east and the population reached 250. By 1945, Wilmer was incorporated with the focus of implementing a public water system, although none was in place by the end of the decade. The town of Wilmer combined the school district with nearby Hutchins, and a voluntary fire department was put in place by 1949. The community continued to grow, with 2,479 residents in the 1990s and 3,393 by 2000. An estimated 85 percent of the population of Wilmer commutes to Dallas for work (Maxwell 2016c).

### 3.3 Ellis County

While no communities lie directly within the TCRR Historic Resources APE, the corridor is surrounded by several smaller towns whose growth is indicative of the county's settlement patterns from the mid-nineteenth century, many of which were directly related to the booming agricultural economy and the railroad industry. Ellis County and communities surrounding the Build Alternatives include Ferris, Palmer, Reagor Springs, Ennis, Bardwell, and Rankin are discussed below (Figure 8).

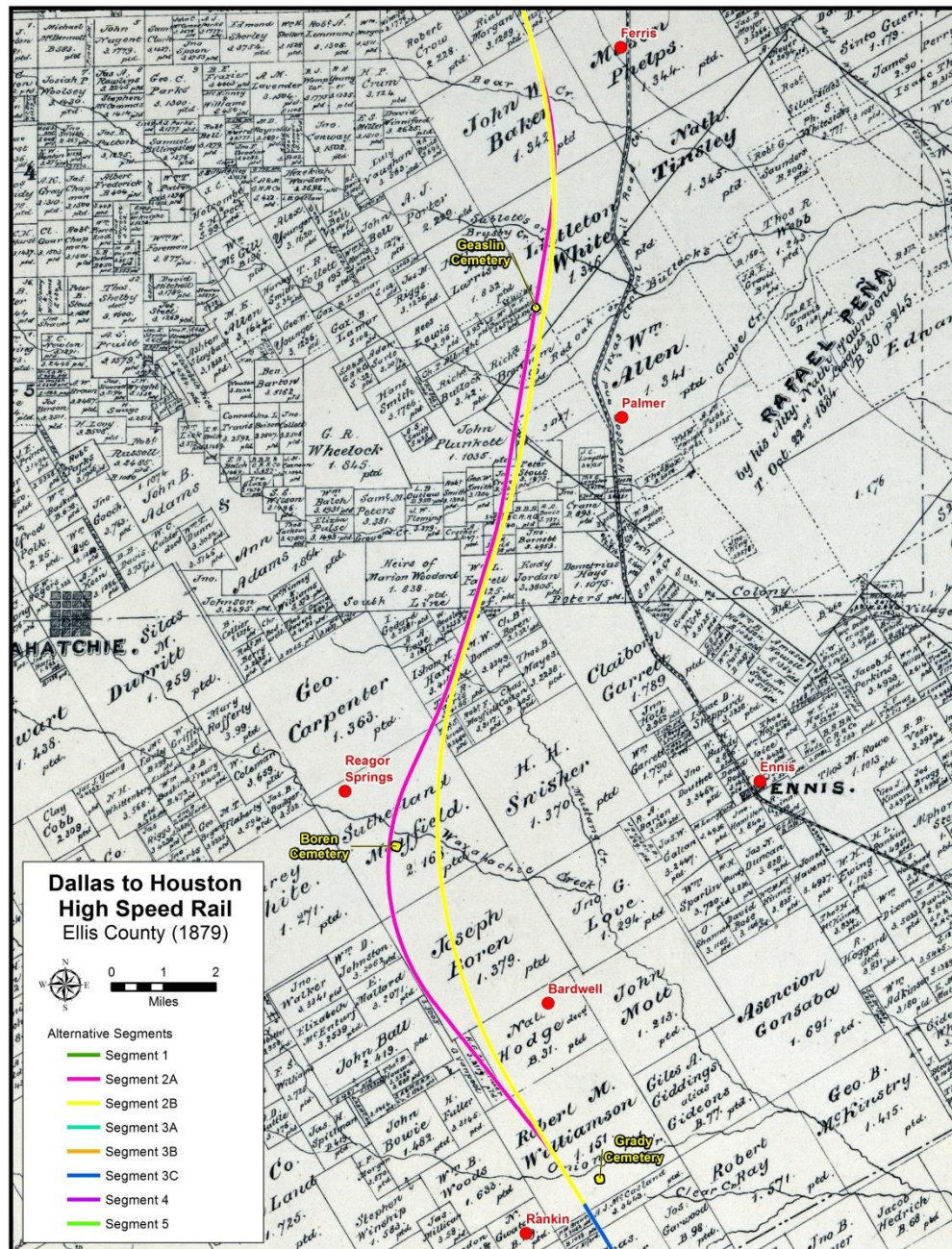


Figure 8: 1879 Texas General Land Office map of Ellis County (Library of Congress 2016c).

### **3.3.1 Development of Ellis County**

Before Texas independence, while under the control of Mexico, several empresario grants were awarded by Mexico in order to populate the territory (Haaser 2016; Hardy nd a). Under both Spanish and Mexican rule, the purpose of the empresario system was to increase the population of Texas and prevent takeover by another country. Immigrants were expected to convert to Catholicism and slavery was illegal (though overlooked) (McComb 1989). Although many grants were awarded overall, only three were within present-day Ellis County. The first was awarded to Thomas Jefferson Chambers for 8 leagues on September 23, 1834, with each league consisting of approximately three linear miles, followed by a second grant to Rafael de la Pena for 11 leagues, and then a third to Alejandro de la Garza for 4 leagues, both on October 22, 1834. On March 2, 1836, Texas declared its independence from Mexico and became the Republic of Texas; although it was not until 1846 that Texas was annexed into the United States. While still a Republic, Texas followed the example set by Mexico as it sought to populate its new country by offering land as an incentive (Haaser 2016; Hardy nd a). In 1841-1842, Texas awarded a land grant, which included the northern section of present-day Ellis County, to William S. Peters, also doing business as (DBA) Texas Emigration and Land (Ericson 2016; Haaser 2016).

In 1843, the Republic of Texas awarded another land grant, which included the southern section of present-day Ellis County, to Charles Fenton Mercer, DBA Texas Association. The Peters and Mercer land grants were to become two of the most significant grants in the development of Texas. The Peters land grant, or Peters Colony, eventually covered 16,000 square miles, including the area around the present-day City of Ennis (Hardy nd a). Peters solicited settlers exclusively from the states of Arkansas, Kentucky, Missouri, and Tennessee. By 1848, over 2,000 families had settled on his land. Early settlers included William R. Howe, who established Forrester in 1843; the Southerland Mayfield family, who established Reagor Springs in 1844; and the Billingsley family, who established Ovilla in 1844 (Haaser 2016). In 1849, Ellis County was excised from Navarro County and named in honor of Richard Ellis, President of the Constitutional Congress during the declaration of Texas' independence (Brooks 1964). Waxahachie, a Native American word for "buffalo creek," was established as the county seat of Ellis County in 1850 on land donated by the pioneer settler Emory W. Rogers (County of Ellis 2016; Felty 2016).

The early settlers of Ellis County included many who emigrated from southern states, bringing cotton with them and, frequently, their slaves (Haaser 2016, Hardy nd a). In 1850, the number of slaves in Ellis County stood at 87, with an average of less than five per family farm. Despite this early influx, the main economy was cattle in the late 1850s, and by 1860 cattle production ranked sixth in the state. However, as the overall population of Ellis County continued to increase, the cotton economy began to develop on a wider scale. Not coincidentally, the number of slaves rapidly increased, reaching 1,104 by 1860. Settlers from cotton-producing states were not the only ones drawn to Ellis County, immigrants from Europe, most notably from Czechoslovakia Slovakia and the Czech Republic, Hungary, and Germany, also arrived.

The Civil War divided the county as it divided the country. Nonetheless, Ellis County residents supported the Confederacy and, as such, voted for succession from the United States (Haaser 2016). In fact, one source stated that every single person of voting age in Ellis County voted for succession (Lewis Publishing 1892). In support of the war effort and their beliefs, a Confederate powder mill was

established in Waxahachie and a Confederate hat factory was established in Italy (Haaser 2016). Several regiments quickly formed within Ellis County with the Twelfth Texas Cavalry Regiment, also known as Parsons' Brigade, quickly becoming recognized as one of the finest cavalries west of the Trans-Mississippi line (Bailey 2016; *Waxahachie Daily Light* 1907).

The loss of the war and the subsequent Reconstruction period proved to be a very difficult time as the county struggled with occupation by Union troops and the change in culture and economics brought about by the freeing of former slaves (Haaser 2016). With the end of slavery, both the landowner and the former slaves were in need of new economic models. As such, the practice of tenant farming emerged and included both African- and European-Americans (Hardy nd b). In addition, Ellis County suffered the loss of 100 square miles to Johnson County in a dispute over boundaries, which was not resolved until a new survey was undertaken in 1939 (Haaser 2016). A bright spot in the midst of all the post-war difficulties was the arrival of the H&TC Railroad into Ellis County in 1871/1872, which bolstered the economy by allowing crops and goods to be shipped more widely, while at the same time providing easier access to supplies for local farmers and merchants (**Figure 9**) (Haaser 2016; Hardy nd b).

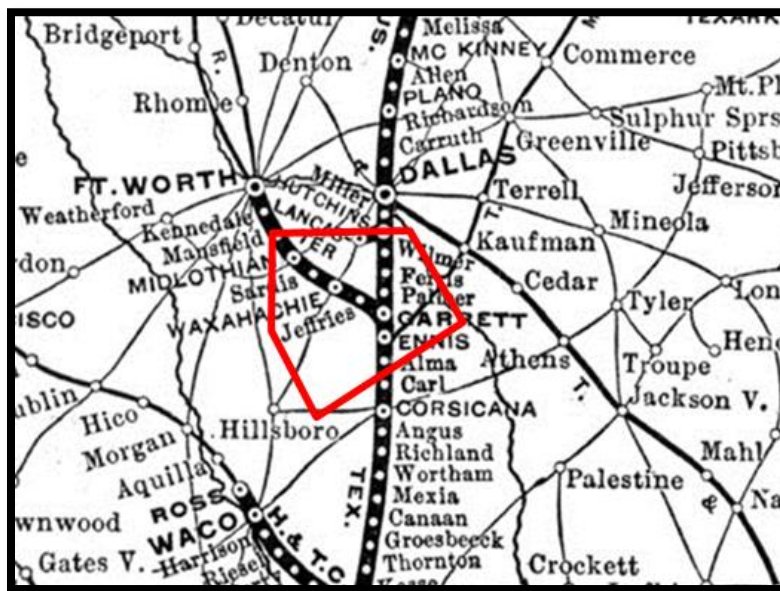
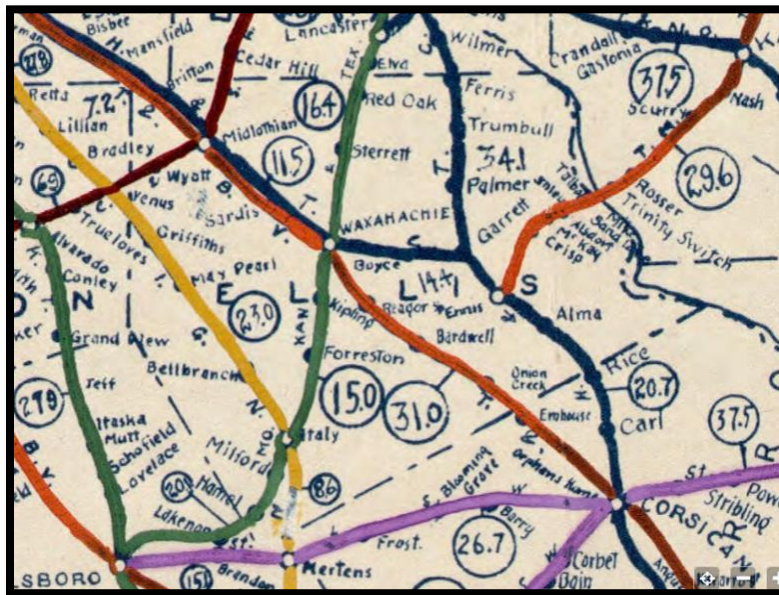


Figure 9: 1906 Official Guide of the H&TC (Ellis County stops are within outlined area) (Texas Transportation Archive 2016).

During the Panic of 1873, one-fourth of the railroads nationwide went bankrupt. Within the next two years, 18,000 businesses failed and unemployment skyrocketed to 14 percent. The massive financial failure led many to migrate west, including many from southern cotton states which served to reinforce the early cotton culture in Ellis County (Haaser 2016). During the 1870s, cotton production increased by 600 percent (to 18,956) and by 1880, aided by new technologies such as mechanical cotton feeders, condensers, compact presses, and unloading devices, Ellis County was producing one-fourth of the world's cotton (Brooks 1964; Haaser 2016; Hardy nd b). By 1880, there were 2,884 farms and the population had tripled from 7,515 in 1879 to 21,294.

With the success of farming, and in particular cotton, farmers needed better roads in order to reach the various market towns and railroads that were operating in the county (Haaser 2016; Hardy nd b). As a result, during the late 19<sup>th</sup> century to early 20<sup>th</sup> century, old roads received improvements, while new roads were built. In addition, Ellis County was becoming important within the railroad industry, with five railroad routes crisscrossing the county (**Figure 10**).

By 1900, the county's population had risen to 50,059. There were 203 industrial businesses and the number of farms had more than doubled to over 6,000—a number which remained consistent until the 1930s (Haaser 2016). Of these 6,000 farms, approximately 80 percent were farmed by tenants. For a brief period in the early 1900s, Ellis County led the state in cotton production (Brooks 1964).



**Figure 10: The “Railroad Map of Texas, 1926 “ depicting rail lines through Ellis County; H&TC (1859) [blue]; Gulf Colorado & Santa Fe (1883) [dark red]; Great Northern (1900) and International- Great Northern (1903) [yellow]; and the Trinity & Brazos Valley Railway (1907) [orange] (Library of Congress 2016d).**

While Ellis County had remained rural and predominately agricultural until this point, the 1930s through the 1940s would prove to be a time of major change. By 1930, the population had grown to 53,936. The black population, the fastest growing segment, accounted for almost one-fourth of the overall population (Brooks 1964; Haaser 2016; Hardy nd a). Cotton production began to decline due to soil erosion, subsequent acreage controls, the introduction of other crops, and a decreased demand caused by the Great Depression. As a result of the decreased demand for cotton and the continued mechanization of farming, the number of tenant farmers decreased sharply to only 1,236 by 1935.

In an effort to combat unemployment, in 1935, the Civilian Conservation Corps (CCC) set up camps in Waxahachie (*Waxahachie Daily Light* 1940). The CCC, a New Deal program, hired local young men, provided them with new skill sets and training, and then used those skills to make improvements within the county. During their tenure in Ellis County, the CCC built 319 miles of new fence, sodded 4,166 acres, stripped 17,007 acres, terraced 3,025 acres, and utilized new cultivation practices on 17,651 acres.

By 1940, the population had decreased slightly to 47,753, unemployment had jumped from 6 to 16 percent, and the county was in the process of transitioning from a largely agricultural economy to an urban one (Haaser 2016). The number of farms declined further, from 3,982 to 2,100, in a trend that was to continue until the 1980s (Brooks 1964). By 1945, the mechanization of farming had become widespread. As less land was needed for the upkeep of horses and mules, it was now appropriated for cattle production. The increased mechanization also made farming faster and easier, leading to fewer but larger farms (**Figure 11**).



**Figure 11: Ellis County cotton field ca. 1945 (City of Palmer 2016).**

By 1950, Ellis County had become over 50 percent urban (Haaser 2016). Cotton had been replaced by maize and small farms had been replaced by ranches. Oil was discovered in 1953, adding to the county's economy. By 1954, electricity was available nearly county wide, reaching over 95 percent of the rural areas. By 1960 the transition from agricultural to urban was almost complete (Brooks 1964; Haaser 2016). The number of farms continued to decrease, although those that did remain increased in size by almost 200 percent, reaching an average of 258 acres. Tenant farming, which accounted for 80 percent of the farming in 1930, now accounted for 32 percent (in the 1960's). Many large industrial plants—including clothing, refrigeration, steel, and packing had been established by this time.

The 1960 and 1970 populations, 43,395 and 46,638 respectively, were far less than the 1930 population. Of these numbers, African-Americans accounted for 18 percent (8,593), slightly less than the 1930 national average. Major transportation routes in Ellis County now included four major U.S. highways and six railroads. From 1970, and at least through the next decade, the primary industries became oil and gas, construction, manufacturing, transportation, public utilities, and wholesale trade.

### 3.3.2 Ellis County Communities

#### 3.3.2.1 Ferris

Ferris, located in northeast Ellis County near the Dallas County line, approximately 0.5 miles east of the LOD, was settled in the 1850s by the McKnight and Andrews families, both of which emigrated from Tennessee. The town was originally known as McKnight-Andrews Corner, but with the arrival of the H&TC Railroad in 1874, the town was replatted and renamed in honor of Judge Justus Wesley Ferris. The same year as the completion of the railroad, the town boasted its own general store and post office. By the mid-1880s there were approximately 300 residents in the town. When Ferris was incorporated in 1892, there were 350 residents and approximately 20 businesses (Hart 2016a).

Ferris continued to grow through the turn of the twentieth century, and by 1910, there were a recorded 1,233 residents, along with numerous brick companies established due to an abundance of local mineral clay found in the area soils. The earliest of these brick companies was the Ferris Pressed Brick Company, by T.J. Hurst of Dallas, and the Atlas Press Brick Works, both established in 1895. By 1914, six brick plants operated in Ferris (Ferris [1895-1923], Atlas [1895-1918], Diamond [1910-1923], Globe [1904-1923], Lone Star [1905-1923], and Texas [1909-1926]) (Figure 12), which was known as was one of the principal brick manufacturing cities in the state. As of 1921, there were eight brick factories operating in Ferris (Hardy nd a; Perry-Castañeda 2016a), as well as several cotton gins. The longest running was the Mutz and Cassidy Gin Company, also known as the Merchants and Planters Gin, which operated from 1880 to 1957 (Ferris Wheel 1899; Hardy nd a; Perry-Castañeda 2016a) Ferris continues to be referred to as “The City that Bricked the World” (City of Ferris 2016).



Figure 12: Brick manufacturers of Ferris, Texas, ca. 1914 (bricknames.com 2016).

#### 3.3.2.2 Palmer (Geaslin Cemetery)

Palmer, originally a part of the Raphael de la Pena land grant, is located just northeast of Waxahachie in central Ellis County and was incorporated in 1890. Settlement in the vicinity of Palmer began during the

late 1840s, prior to the actual establishment of the town which occurred in 1872 with the arrival of the H&TC Railway and its incorporation. Early settlers included Peter Stout in 1846, a local gristmill owner; Hans Smith, a dry good / grocery store owner, during the late 1840s; Alfred Anthony and John Bunker in 1850; and J. W. Stacks in 1855. Palmer was officially established in 1870 with the arrival of the H&TC Railway. Anthony, a local carpenter who also happened to own the original land claim that covers the town of Palmer, sold that portion of his land to the railroad for \$1.00. Despite Anthony's generosity, the town was named for D.S. Palmer, a railroad stockholder and doctor in Houston. By the mid-1880s, Palmer was home to 250 citizens. Like other towns in Ellis County, Palmer also had its own brick factory, the Palmer Press Brick Company, which opened its doors in 1902. The Palmer Press Brick Company purchased another local company in 1929, and merged to form the Barron Brick Company. Barron Brick became one of the principle brick suppliers in the county. The town had approximately 750 citizens in the 1910s, which stayed consistent through the mid-twentieth century until it dropped to approximately 600 residents in the 1970s. Within a decade, by 1988, the population of Palmer had more than doubled to 1,505 residents, and has continued to grow at a slow pace with 1,731 residents as of 2000 (Blocker 2004; Minor 2014, 2016a).

The Geaslin Cemetery consists of a small, family burial plot located approximately 2.5 miles northwest of Palmer on the old D.A. Epps Farm, originally belonging to William King Geaslin (TASA 2016; USGW 2016a) (**Figure 13**). Also known as the Bell and/or Grimes Cemetery, Geaslin Cemetery is located just north of an unnamed tributary of Brushy Creek, partially falling within the LOD of the Build Alternatives. Established in the late nineteenth century, the cemetery contains between 29 and approximately 80 interments and is completely overgrown. The earliest interments are that of John Miller (July 8, 1805-June 29, 1873) and Cirena H. Geaslin (October 27, 1852-September 26, 1873). The most recent interment is that of Lela M. Grimes (1868-1964).

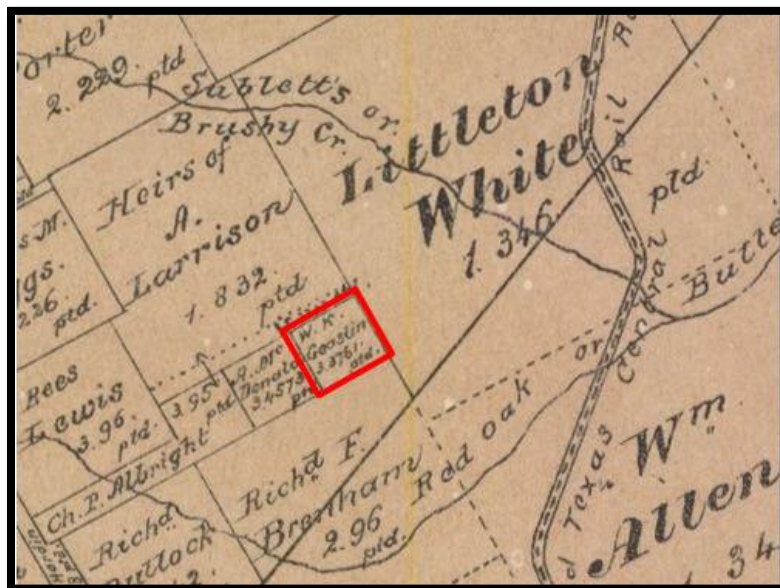
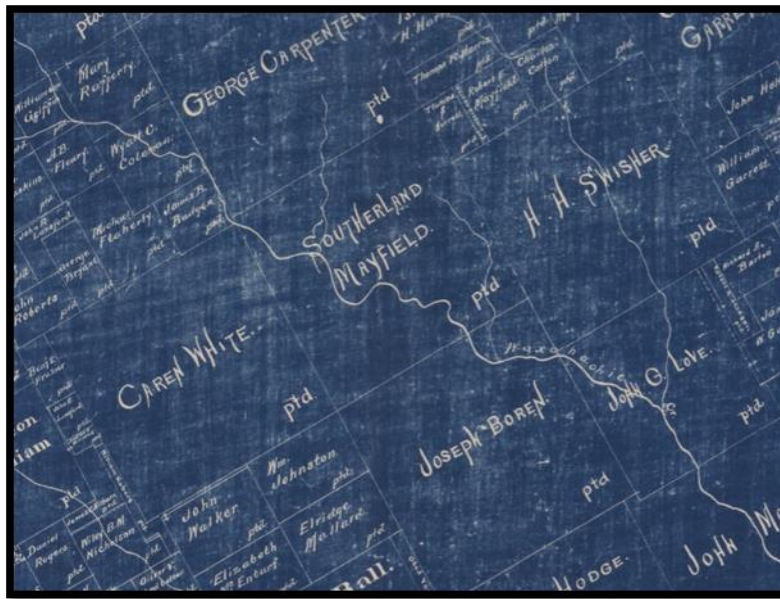


Figure 13: Ellis County land patents, including that of W. K. Geaslin, in 1879 (Library of Congress 2016c).



3.3.2.3 Reagor Springs (Boren Cemetery)

Reagor Springs is a small community no longer extant located along U.S. Highway 287 just north of Waxahachie Creek in central Ellis County. Originally settled by the Southerland Mayfield family in 1844 and the Joseph Boren and Michael Boren families in 1847 (**Figure 14**), the town of “Reagers” was named for Captain John Reagor, a veteran of the War of 1812 who settled in the area in 1849. Reagers received a post office in 1878, lasting only six months, not receiving another one until 1882 as the town of “Ray.” With the arrival of the Trinity & Brazos Valley (T&BV) Railway in 1906, later to become the Fort Worth and Denver City Railway, the name of the town officially became Reagor Springs. The new post office came and went during that same year (Hart 2016b). The population of Reagor Springs remained low with 21 in 1933, 90 in 1964, and maintained 45 residents from 1986 through 2000 (Hart 2016b).



**Figure 14:** Ellis County, Texas GLO 1889 depicting the Southerland Mayfield and Boren surveys (Library of Congress 2016e).

Michael and Mary Ann Boren, along with five of their children, were believed to be the first to settle in the area as slaveholders. After the death of Michael’s mother Nancy Boren in 1851, Michael and his son George Riley Boren donated land to the Antioch Church of Christ for the Boren Cemetery to be used by the communities of Reagor Springs and Bethel (Brookshire 1972). The Boren Cemetery is comprised of a 2.0-acre area approximately 285 ft east of the Build Alternatives LOD 1.3 miles southeast of Reagor Springs. The earliest known burial is that of Nancy Boren (1770-February 1, 1851). The cemetery remained in use for a century and contains anywhere from 180 to 300 burials, with the last interment (Georgia Ann Shofner [born in 1864]) occurring in 1951. Boren Cemetery contains the graves of the earliest settlers of the area, as well as veterans of both the Spanish-American War and the Civil War (Brookshire 1972). The Boren-Reagor Springs Cemetery received an OTHM in 2001 and was designated as a HTC in 2005 (TASA 2016). This cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Ellis County. The marker erected for the Boren Cemetery reads as follows:

“Kentucky native Michael Boren and his second wife, Mary Ann (Ridgeway) moved to this part of Texas with their children and slaves in 1847. Hers is believed to be among the earliest graves in Boren Cemetery, as she died in 1857, but 1868 is the earliest death date recorded on a stone marker. It belongs to Sidney T. Boren, the five-year-old grandson of Michael and his first wife Bettie (Morrow). Boren and his son George donated land for this cemetery for the use of the Reagor Springs and Bethel communities. A reflection of the area’s history, it contains the graves of numerous military veterans and members of Ellis county pioneer families.”--2001

#### 3.3.2.4 Ennis

Ennis, the second largest community in size only behind Waxahachie, was named after Cornelius Ennis, an early railroad official and former Mayor of Houston (Ennis Convention & Visitors Bureau 2016). The town was established in 1872 after the arrival of the H&TC Railroad. The town was built on a large section of land purchased from David Rose and W.H.Bundy, and the town was platted by August of the same year. A post office and church were both built that year. Just two years after Ennis was settled, it was home to 300 residents, and by 1890 that number had increased ten-fold to 3,000 individuals. The new residents of Ennis came not only from other Southern states, but from the area today known as the Czech Republic and Slovakia (Ennis Historical Society 2016; Maxwell 2016d).

The town was designated as the northern division headquarters for the H&TC Railroad in exchange for providing the railroad with water. After the town was established as the headquarters for the railroad, a foundry, machine shop, and rail yard were constructed in town, which brought numerous jobs to the fledgling community. The railroad was the key to the economic prosperity of Ennis at this time, and water was the key to keeping the railroad headquarters there; because of this, three lakes were constructed in 1891, 1895, and 1940, respectively. Prior to the turn of the twentieth century, the Texas Midland Railroad was constructed through Ennis coming from Paris, Texas. Because of these railroads and the economic stability they brought to Ennis, construction and local property values climbed, city-wide (Ennis Historical Society 2016; Maxwell 2016d). By the beginning of World War I, in 1914, the population of Ennis had reached 6,600 residents, doubling its population since 1890. At this time, the city boasted two newspapers, an electric plant, both an ice and mattress factory, and a cottonseed oil mill and cotton press (Maxwell 2016d).

The population grew slowly over the next two decades; in 1930 there were only 400 more residents in Ennis bringing the total population up to 7,069. Four years later, both railroads that crossed through Ennis were purchased by the Texas and New Orleans Railroad. Eight years later, in 1942, a portion of the former Texas Midland Railroad situated north of Ennis was closed due to Trinity River washouts; in 1961, the Texas and New Orleans Railroad was acquired by the Southern Pacific. Ennis continued to grow steadily through the second half of the twentieth century. The 1960s saw the construction of a hospital, airport, and the completion of Lake Bardwell, situated south of the city. The town was home to 11,550 residents by 1970. The city grew slowly over the next two decades, and by 1990 there were almost 14,000 citizens in the city limits. The agricultural focus of the area gradually shifted to the cattle/ranching industry and factories producing items such as furniture, trophies, concrete, and clothing were constructed in Ennis. In fact, factories had become so prevalent in the area that there

were 53 manufacturers operating in Ennis by 1990. Despite the industrial growth, Ennis only increased to 16,045 residents by 2000, and by 2015 had an estimated 19,007 citizens (Maxwell 2016d; U. S. Department of Commerce 2016).

#### 3.3.2.5 Bardwell

Settled in the early 1880s, the community of Bardwell was named for John W. Bardwell, who owned the first cotton gin southwest of town. The community built its first school in 1892, followed by two churches and a post office in 1893. In 1907, the community moved from its original location when it was bypassed by the T&BV Railway. In its new location along the railroad, the community prospered, largely due to the excellent cotton economy. By the early 1900s, Bardwell was home to three gins, ten stores, a gristmill, a lumberyard, and a weekly newspaper. Both a telephone system and electricity were in place by 1914. The town reached its zenith by 1920, with a population of 650 citizens and at least 25 businesses. Its decline began with the Great Depression, but was exacerbated when the main highway was rerouted away from the town. As a result, businesses folded or moved, the population declined, and the school was closed and the students relocated to schools in nearby Ennis. As of 1972, only 277 residents remained, along with a few businesses, two of the gins, and three of the churches. The population increased slightly to 387 residents in 1990, and by 2000 it had increased to 583 (Barker nd; Minor 2016b). As of 2015, an estimated 668 residents lived in Bardwell (Onboard Informatics 2016a).

#### 3.3.2.6 Rankin (Grady Cemetery)

Located southwest of Bardwell, Rankin was originally settled in 1876 by Thomas F. Alston but was named after Frederick Harrison Rankin. Rankin was one of Texas' original Old Three Hundred settlers, who established himself along Chambers Creek in 1851 when he moved to Ellis County. The settlement was initially known as Astonia, a post office was established there in 1879; it wasn't until 1900 that the town's name was officially changed to Rankin. The post office continued to operate for only three more years, until 1905. The first store was opened by F.L. Woodwin and the first cotton gin by Guy Youngblood. A new two-story school, Rankin Chapel School, was built in 1878; by 1906 the school boasted 106 pupils from the area. However, throughout the years the community remained small with a population of just 34 individuals and three businesses in 1933. The population more than doubled in 1945 to 75 residents, but the town's decline began soon afterwards and the school closed in 1952. By 1964, the population was back down to just 40 residents, and by 1990 the population had plummeted to just 12 individuals where it was still at as of 2000 (Ellis County TXGen Web 2004; Hart 2016c).

Associated with both communities of Bardwell and Rankin, the Grady Cemetery is located approximately 1.75 miles northeast of Rankin on a terrace setting above the southern bank of Onion Creek. Grady Cemetery is 800 ft east of the LOD on Hodge Road 3.3 miles from the Navarro County line (**Figure 15**). Of the more than 400 interments, the earliest recorded burial is that of Jimmie R. Wear (August 15 1865-April 12, 1882), although a memorial erected in 1978 indicates that the cemetery was founded in the early 1800's (TASA 2016; USGW 2016b). The cemetery appears to still be in use.

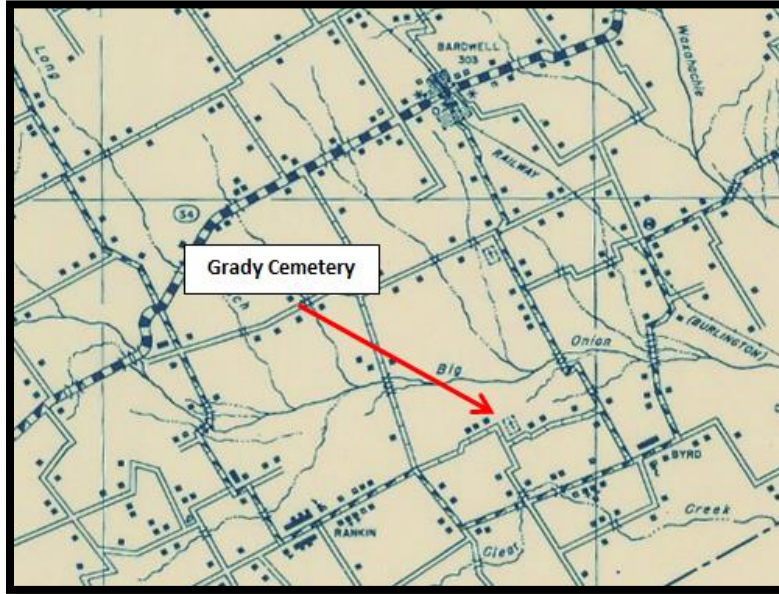


Figure 15: The communities of Bardwell (north) and Rankin (south), both associated with the historic Grady Cemetery, depicted on the 1936 Texas Highway Map of Ellis County (Texas GLO 2016b).



### **3.4.1 Development of Navarro County**

The first Mexican land grants in present day Navarro County were given in 1834 to Thomas Chambers. In 1836, George Washington Hill was sent to the area to be an agent for the Kickapoo Indians. He established a trading post that led to two settlements forming around the trading post (Porter's Bluff and Dresden). Settlers came as part of the Mercer Colony, a contract granted to former U.S. Congressman from Virginia Charles Fenton Merceron January 29, 1844. Under a statute passed by the Texas Congress in 1841, the Texas Republic continued the Mexican policy of granting empresario contracts. The purpose of the Mercer Colony and other colony contracts in Texas were to settle unclaimed land in the nascent Republic. These colonies were often unpopular throughout the state with the existing population, including members of the legislature and the Texas Rangers (Eagleton 1936).

Navarro County was formed in 1846 from a portion of Robertson County (Miller 2016). The county was named after Jose Antonio Navarro, a hero of the Texas Republic. The City of Corsicana was founded in 1848 (named by Navarro after the isle of Corisca, the birthplace of his parents) and established as the county seat. Hampton McKinney built a large building on the county seat site that became the "McKinney Inn," which served as a post office, hotel, and temporary county officials headquarters (Putnam 1975). Navarro County was subsequently divided into nine additional counties over a twenty year period between 1846 and 1866 (Limestone 1846, Ellis 1849, Tarrant 1849, McLennan 1850, Hill 1853, Johnson 1854, Parker 1855, Palo Pinto 1856 and Hood County in 1866).

By 1861, the number of slaves in Navarro County had increased to 1,920 (Miller 2016). When the South seceded, the county largely supported the cause of the Confederacy. The population continued to grow during the Civil War and the population in 1870 was 8,879. After the War and Reconstruction period, it was the construction of the H&TC Railroad in 1871 and the St. Louis South-Western, Pacific (Cotton Belt) Railroad in 1879 that propelled Corsicana into prosperity as a shipping and transportation center (Stringer 2010). The county was largely dependent on crops such as cotton, corn, tobacco, sweet potatoes and pecans, in the nineteenth century, as well as livestock. The first oil west of the Mississippi was discovered in Navarro County in the 1890s. The inadvertent discovery happened when the City of Corsicana was drilling artesian wells in the area to satisfy the city's water requirements. The oil industry became a major economic force in Navarro County after this fortuitous discovery (Murchison 1927). Manufacturing, especially in the vicinity of Corsicana, also grew in the late nineteenth century (Miller 2016). The Rand McNally 1900 map of Texas shows the H&TC and Cotton Belt railroads, as well as the location of Corsicana and smaller communities within the project area, including Barry, Corbet, Pursley, and Richland (**Figure 17**).



Figure 17: Rand McNally 1900 Railroad Map of Texas, showing H&TC Railroad and St. Louis and Southwestern (later to become Cotton Belt Railroad) lines running east-west and southwest from Corsicana (Library of Congress 2016g).

By 1900, the population was 47,070 and by 1930, 60,507. Manufacturing declined after 1920 and the population and agricultural production declined after 1930. A combination of factors, including the invention and raising popularity of the automobile, the creation of the Texas Highway Department in 1917, and the popularity of Corsicana as a commercial center apparently led to the improvement of the county highway system in the early twentieth century. By 1927, the highway maps of Navarro County show IH 75, SH 31, SH 14, and SH 22 passing through Navarro County (Rumsey 2016). During the Depression, Works Progress Administration projects in the county built new roads and improved existing infrastructure, while the primary economy of Navarro County remained to be agriculture (Figure 18). However, even with the oil boom and economic prosperity of the late nineteenth and early twentieth centuries, the population and economy of the county continued to decline until about 1970, after which agricultural production, manufacturing, and the population began to increase (Miller 2016).



Figure 18: "Tractor in cotton." Near Corsicana, Texas, ca. 1937 (Library of Congress 2016h).

### **3.4.2 Navarro County Communities**

#### **3.4.2.1 Barry**

The town of Barry is located on SH 22, west of Corsicana, in northwest Navarro County. The community was named after Bryan T. Barry, the original landowner. The town was located approximately a mile to the south in 1886 and was moved to its current location in 1888 to be closer to the newly constructed railroad line between Corsicana and Hillsboro. The town was a small commercial center in the late nineteenth and early twentieth century, with banks, a hotel, stores, and a newspaper. The population peaked at 400 in 1914. The population continued to decline until the 1970s and gradually increased to 209 in 2000 (Gantt 2016). Barry is located approximately 0.45 miles west of the LOD of Segment 3C of the Build Alternatives.

#### **3.4.2.2 Corsicana**

Corsicana, located at the intersection of IH 45 and SH 31 in central Navarro County is the county seat of Navarro County. Corsicana was established in 1848. The town was named by Jose Antonio Navarro after the island of Corsica, the birthplace of his parents. The town had a courthouse by 1849. The population was 1,200 by 1850, including 300 slaves. The town was strongly in favor of secession and organized five companies to serve in the Confederate Army during the Civil War. After the war, the town was slow to recover until the H&TC Railroad was built through Corsicana in 1871. The St. Louis and Southwestern went through in 1880 and the Trinity and Brazos was built in 1912 (Long 2016a). By the late nineteenth and early twentieth centuries, Corsicana was a major transportation center for the surrounding area (**Figure 19**).



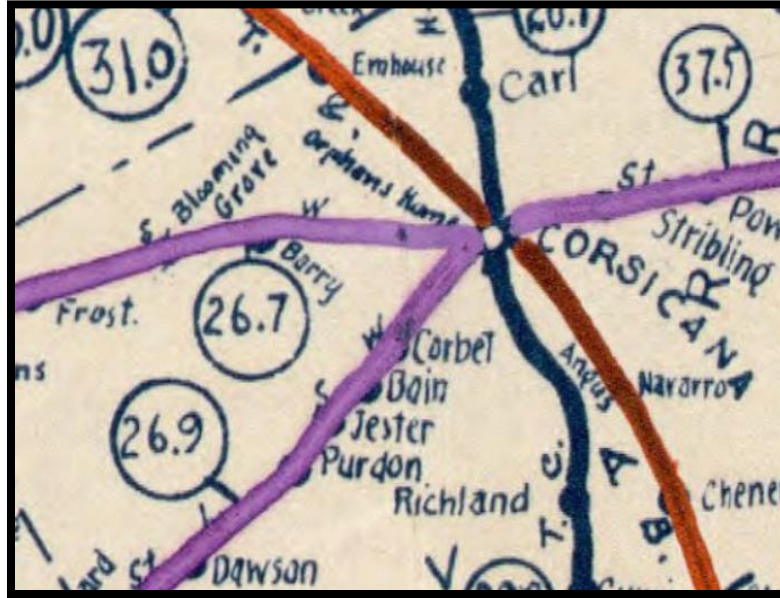


Figure 19: 1926 Railroad Map of Texas depicting Corsicana as the central railroad location in Navarro County (blue [H&TC-1871]; violet [St. Louis, Southwestern-1880]; and orange [T&BV-1912]) (Library of Congress 2016d).

The oil boom, which began in 1894, resulted in the town becoming an important industrial center as well, and by 1900, the population was 9,313. In 1902, the Corsicana Transit Company ran an electric railroad passenger service between Corsicana and Dallas with hourly service. Another oil discovery at the Powell Oilfield led to a second boom in 1923 and the population increased to approximately 28,000. As a result of the end of the oil boom and as the Great Depression began, Corsicana's population dropped, but rebounded in 1940. From the mid-twentieth century to today, the oil industry is still the major force of the economy in Corsicana. The population was 24,485 in 2000 (Long 2016a). Located approximately 0.35 miles from the LOD of Segment 3C of the Build Alternatives is the 65 acre Balcom Cemetery, also known as the Resthaven Memorial Park. Containing over 1,400 interments, Balcom Cemetery was established in 1929 and is still in use.

#### 3.4.2.3 Drane

The rural community of Drane, which is considered a "dispersed" community, is located on FM 744, approximately 45 feet north of Segment 3C of the Build Alternatives. Drane was established in the early 1880s, receiving a post office in 1883. By 1897, the population was 75 and supported three churches, a cotton gin, a flour mill, and several homes. After the closing of the post office in 1906, the town was able to maintain two businesses, a factory, numerous homes, a church, and a school by 1939 (Long 2016b) (Figure 20).

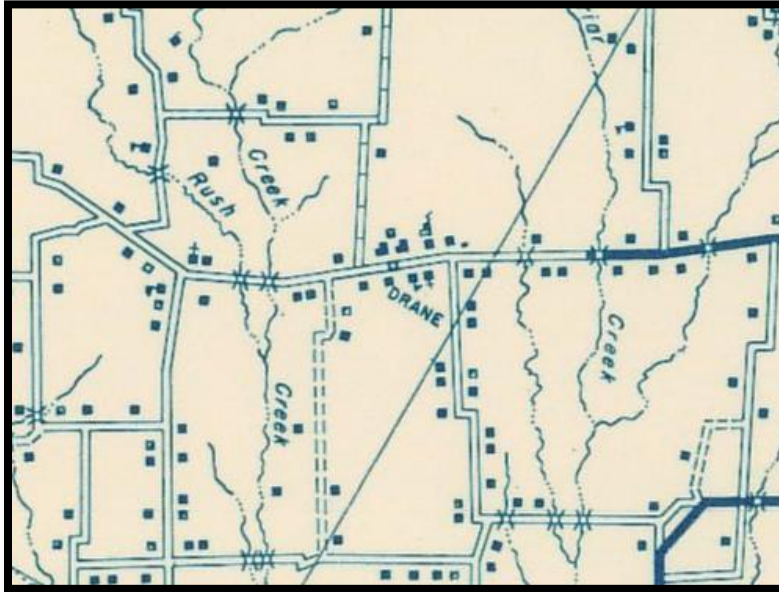


Figure 20: 1939 General Highway Map of Navarro County. The community of Drane is depicted as having numerous farm units, homes, businesses, a school, a factory, and a church (Texas GLO 2016c).

The population of Drane dropped in the late 1940s, losing the businesses, the factory, the church, and the school by the early 1960s (Figure 21). By 1990, the population was 16, which remained steady through the year 2000 (Long 2016b).

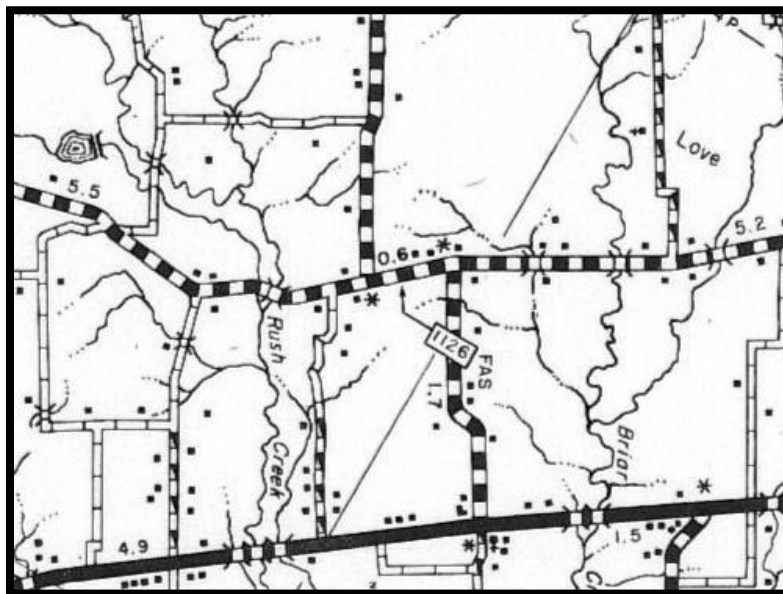


Figure 21: 1961 General Highway Map, Navarro County, Texas. The town of Drane is no longer present (Texas GLO 2016d).

#### 3.4.2.4 Pursley (Ward Cemetery)

Pursley is a small rural community on County Road 642, south of County Road 709, approximately 2.75 miles west of the Build Alternatives LOD of Segment 3A. The population of Pursley has always been small, with a population of 86 in 1945 and a population of 40 in 2000 (Allen 2016). The Ward Cemetery,

785 feet southwest of Segment 3A, is associated with members of the Pursley community and is cared for by the Pursley Cemetery Association. The Ward Cemetery is located on the William R. Bowen Survey, between the Richland and Pin Oak Creeks (**Figure 22**). The cemetery property was deeded to William Ward prior to 1851 (McManus 2003a; Young 2004). Ward Cemetery contains an estimated 200 to 320 burials, the earliest being that of Rachel Eleanor Ward (March 25 1852 - December 19, 1852). The cemetery includes the graves of early settlers and their slaves in Navarro County. Most of the interments date to the late nineteenth to mid-twentieth century, with a few graves from the late twentieth and early twenty-first centuries. The most recent burial is that of Vennie Layton Grace (June 25, 1894 – January 26, 1970) (Findagrave 2016). Although established in the mid-1850s, Ward Cemetery does not appear on the 1939 or 1961 General Highway maps of Navarro County, nor does it appear on the 1964 USGS Purdon 7.5 minute topographic quadrangle map. The cemetery was designated an HTC in 2005.

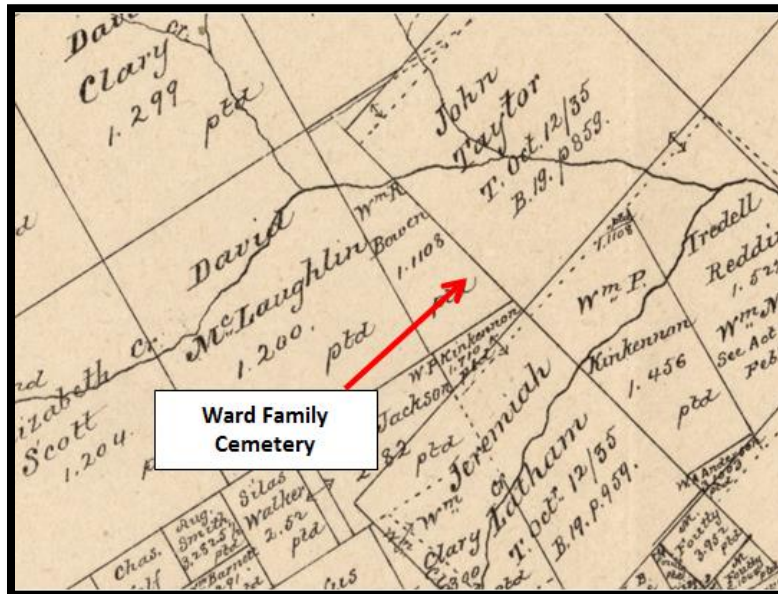


Figure 22: 1880 land grant map of Navarro County depicting the location of the William R. Bowen land patent, location of the historic Ward Family Cemetery (Library of Congress 2016f).

#### 3.4.2.5 Richland (Anderson Cemetery)

Richland is located at the intersection of IH 45 and SH14 south of Corsicana in southern Navarro County approximately 1.15 miles northeast of the LOD of Segment 3C of the Build Alternatives. The community, located on a trail between Franklin and Corsicana, was settled in the 1840s, with a post office named Richland Crossing opening in 1848. The H&TC Railroad was constructed through the area in 1871 with a Richland depot. By the late nineteenth century the town had schools, gristmills, cotton gins, and a commercial center with stores, saloons, and a bank that catered to a population of 150, as well as the population of the surrounding rural communities. The population peaked at 750 in 1929, but the Great Depression led to a steady population decline. Richland never recovered from the population decline and the population was 291 in 2000 (Long 2016c).

Land disputes were common throughout the newly settled area among those with colony certificates and subsequent patents (Ericson 2016). Dr. William Anderson, a subagent of the Mercer Colony, and the first postmaster of Richland, and his brother D.D. Anderson arrived in Navarro County in 1844. An altercation in 1855 occurred between Dr. Anderson and Colonel William Love, a local landowner and “old Texian,” over property boundaries. It is believed that Love shot and killed Anderson, who was then buried on his land south of the confluence of Pin Oak Creek and Richland Creek (**Figure 23**) (McManus 2003b). The Anderson Family Cemetery, located 0.20 miles east of the LOD of Segment 3A of the Build Alternatives. Only three interments are known, Dr. William N. Anderson (February 1, 1807 – February 9, 1855), William N. Anderson (November 4, 1847 – December 12, 1873), and the infant daughter of Dr. A. N. and J. Willie Brown (January 14, 1891 – January 17, 1891). The cemetery was designated an HTC in 2003.

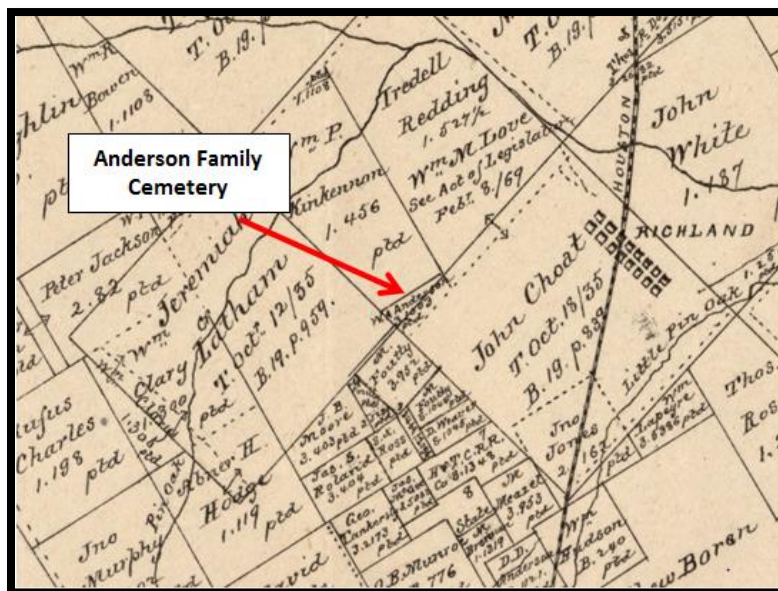


Figure 23: 1880 land grant map of Navarro County depicting the location of the Anderson property and family cemetery (Library of Congress 2016f).

#### 3.4.2.6 Currie (Shelton Family Cemetery)

Currie is located in southern Navarro County along SH 14. The H&TC Railroad was constructed through Currie in 1871. The community was always very small, with a few farms and a short-lived post office from 1901-1907. The discovery of oil in the vicinity during the 1920s resulted in a short-term boom until the middle of the twentieth century, when the population dropped again. By 1970, the population of Currie was 25, and it remained at the same level through 2000 (Bruckner 2016).

William M. Shelton, a farmer originally from Tennessee, settled in Navarro County in 1881 with his wife Sara and ten children. William Shelton died on May 23, 1884 at the age of 64, followed soon after by his son W.C. (no birth date – August 8, 1884). William’s wife Sara died on November 6, 1921 and was buried next to William. These three interments are believed to be the only ones at the Shelton Family Cemetery (McManus 2003c). The cemetery is located approximately 900 feet east of the LOD of Segment 3A of the Build Alternatives. The cemetery was designated an HTC in 2003.

### 3.5 Freestone County

Many small communities that developed in Freestone County in the early nineteenth century were initially the result of the area's agricultural based economy, but later grew and flourished with the emergence of railroads. The reduction of agriculture in the 1920s, the Great Depression, and World War II resulted in the decline or disappearance of many of these communities. The county, as well as the current and former towns of Streetman, Wortham, Fairfield, Cotton Gin, Teague, and Asia are discussed below (Figure 24).

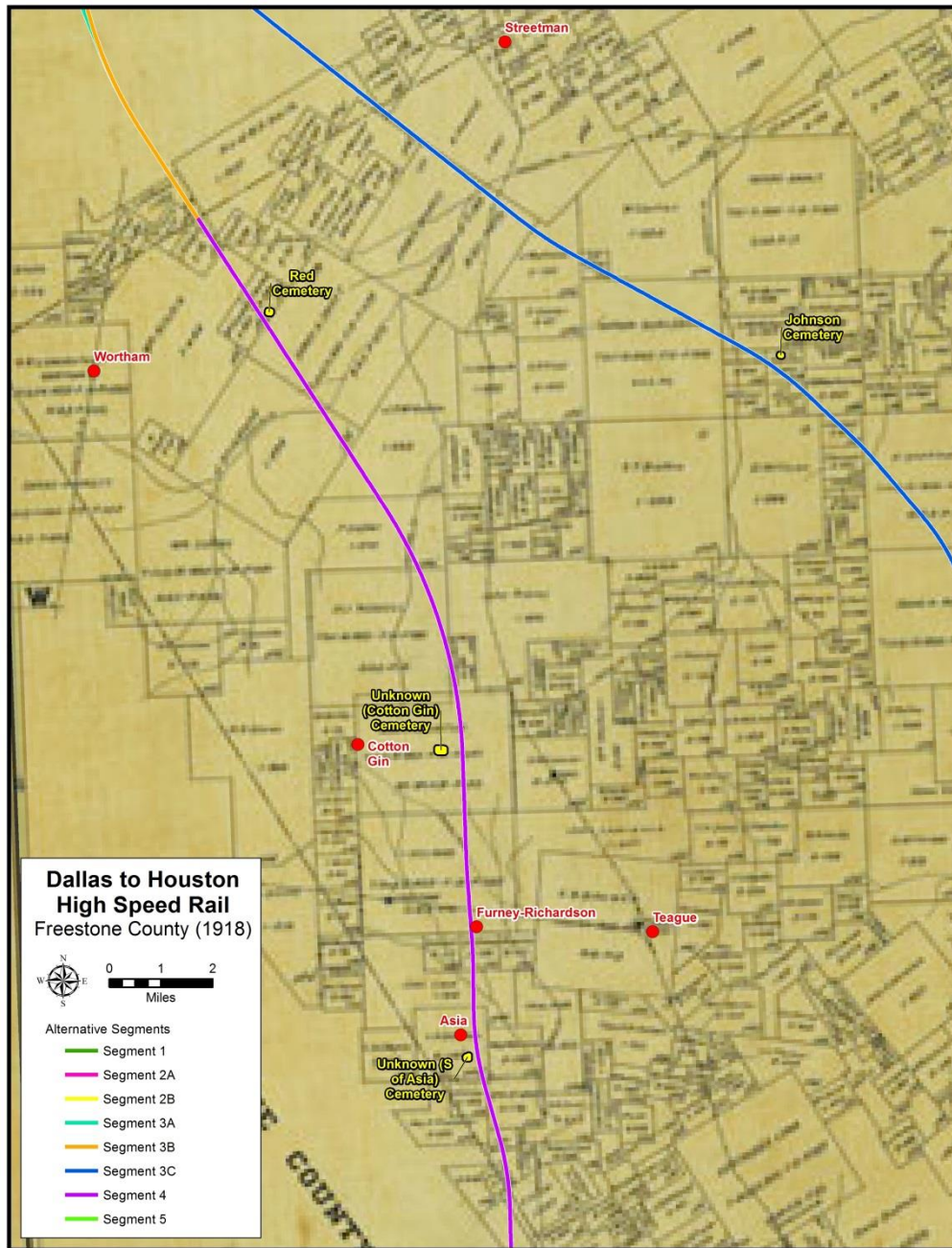


Figure 24: 1918 Texas General Land Office map of Freestone County (Library of Congress 2016i).

### **3.5.1 Development of Freestone County**

The area that is now Freestone County was originally a part of one of the first empresario grants authorized by the Mexican state law of Coahuila and Texas, given to Haden Edwards in the spring of 1825 (Freestone County Historical Commission [FCHC] 1989). Edwards was tasked with settling 800 families within his grant, which encompassed land east of the Navasota River. His tactics with approaching previous settlers in his new grant were harsh and drove a wedge between those who previously lived in the grant and the newcomers. A controversial election for the role of alcalde – the highest ranking official in a Spanish municipality who functioned as a judge and head of the local council – between his son-in-law and one of the previous settlers, and the subsequent Fredonian Rebellion led to Edwards losing his grant (McDonald 2016). After the rebellion, the original grant was split into three, and the new grant encompassing today’s Freestone County went to David G. Burnet (FCHC 1989). In 1829, the grant directed Burnet to settle 300 families in the heart of the present-day Freestone County within six years. By 1835, Burnet had joined the Galveston Bay and Texas Land Company, which helped to promote settlement in the area (Fehrenbach 2000). Unfortunately, after the establishment of the Republic of Texas in 1836, Burnet and his partners lost much of their land as all unassigned land became a part of the public domain (Leffler 2016).

In 1837, the land that would become Freestone County was encompassed by a newly organized county known as Robertson County. Settlement was slow in the region due to the presence of several Indian tribes. The establishment of small military blockhouses, combined with a treaty between the government and local Indian tribes, helped give a sense of security to the region, and settlement began to grow. This growth enabled the establishment of Limestone County, which included all of present day Freestone, and portions of McLennan and Falls Counties (FCHC 1989). Limestone grew so quickly, that by 1850, the Texas legislature felt it necessary to divide Limestone County due to the area’s large population growth. As a result, on November 30, 1850, Freestone County was officially created, covering 871 square miles. Mound Prairie, later renamed Fairfield, was chosen as the county seat (Hawker 1921; Leffler 2016).

The combination of the new county and improved relations between the settlers and Native American tribes paved the way for small settlements that began to emerge in the northeastern section of Freestone County, as well as along the Trinity River at the eastern edge of Freestone (Freestone County Historical Museum 2016; Leffler 2016). Many farmers and planters from southern states who were looking to continue and/or expand their cotton production were drawn to the area by the large parcels of land available at an affordable price. In addition to these early settlers, many others emigrated from northern states. In total, the new settlers represented 24 states, as well as England, Ireland, Scotland, and Germany (Fairfield Chamber of Commerce 1989).

As early as 1847, steamboats traveled along the Trinity River bringing supplies and other goods to the settlers. Many of these early settlers were farmers, with one-fourth of them owning slaves. By 1860, the county had 417 farms and a total population of 6,881. A vast majority of these farms had less than 100 acres, but two were recorded as having more than 1,000 acres each. In regards to the population, half was comprised of slaves who were owned by just 57 individuals. The primary crop was cotton,

although corn, tobacco, wheat, oats, and sweet potatoes were also grown. In addition to farming, ranching was also important to the local economy (Hawker 1921; Leffler 2016). As of the mid-1850s, seven post offices were operating within the boundaries of Freestone County. Stage coach routes were also becoming established at this time, utilized for not only transporting passengers but mail as well. In fact, not only was Fairfield a stage coach stop on the route that ran through the county going east-west, but a carriage factory was constructed there in 1858, by F.M. and T.S. Truitt (FCHC 1989; Ritter and Ritter 2016). On the eve of the Civil War, Freestone County was the third most prosperous county in Texas (Ritter and Ritter 2016).

Representatives of Freestone County at the Secession Convention of 1861 voted to secede from the Union and join the Confederacy; thoroughly supported by the residents of the county who voted for secession, 585 to 3 (Leffler 2016). Like the rest of the South, the county's economy was hampered by the Civil War. After the war, the loss of slave labor and the loss of over 700 men to the war further stymied Freestone's ability to rebuild its economy (Hawker 1921; Leffler 2016). Eventually, agricultural production increased and the county began to recover. This regrowth was slower than other counties as two major railroads in the area, the H&TC Railroad and the International-Great Northern Railroad, did not cross into Freestone County (**Figure 25**). This made it more difficult for farmers to get their goods to a broader market and the loss of slave labor began to hurt the county's economy. However, the county began to recover as agricultural production increased.

By 1860, the number of farms in Freestone County had increased from 417 to 1,029, and the population increased by 1,258 residents to a total of 8,139. These numbers continued to increase closer to the turn of the twentieth century. By 1880, there were 2,111 farms and 14,921 residents. Ten years later, these numbers increased even more, reaching to 2,728 farms and 15,987 residents (Leffler 2016). These numbers are proof that despite the county's lack of easy access to any railroads, progress continued at a steady pace (Leffler 2016).



Figure 25: View of Freestone County showing the lack of railroads ca. 1900 (Library of Congress 2016g).

At the turn of the century, there were 18,910 residents recorded in Freestone County, and 3,518 recorded farms. The agricultural focus began to expand outward from cotton, to include corn as a major crop and animal husbandry such as sheep, cattle, and poultry. The construction of the T&BV Railway through the county in 1906 helped to increase the agricultural economy in Freestone County with more accessible transportation and enabling farmers to ship their products to larger markets (Hawker 1921). The number of farms climbed slowly over the next two decades, with 3,587 recorded farms by 1920; the overall population of the county had grown by approximately 5,000 residents to reach 23,264 citizens (Hawker 1921; Leffler 2016). By this time, the western section of the county was served by the T&BV Railway, while the International-Great Northern Railway passed through the southeastern section of the county. The construction of the two railway lines meant only the northeastern section of the county was devoid of railroads (**Figure 26**) (Hawker 1921). Oil was discovered in the early twentieth century as well, with both natural gas and petroleum production contributing to the local economy (Leffler 2016).

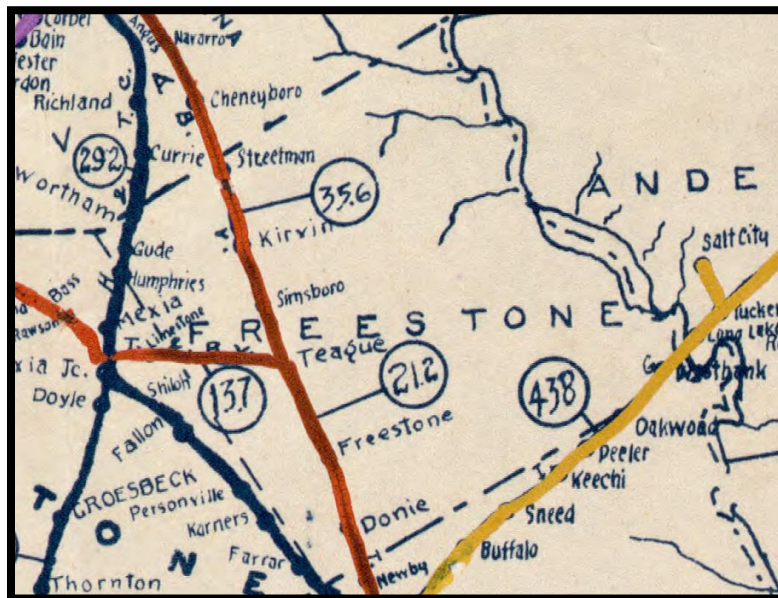


Figure 26: 1926 Map of Texas Railroads through Freestone County; International and Great Northern (1903) [yellow] and T&BV (1906) [orange] (Library of Congress 2016d).

During the 1920s, the predominantly agricultural based economy of Freestone County began to fluctuate, with the number of farms decreasing by almost 800. As the decade progressed, the number of farms increased by over 600, and reached 3,559 by the end of the 1930s. In addition to the number of farms increasing, a change in the agricultural community of Freestone County was the transition from owner-operated farms to tenant-operated farms. In 1920, approximately 1,620 of the recorded farms were tenant-operated, or 46 percent; by 1930 this had risen to 2,313 farms, or 65 percent. While the number of farms increased, this did not necessarily mean that agriculture was on the rise – cotton production was dedicated to 100,000 acres in 1920, whereas in 1929, this number had decreased to 93,400 acres (Leffler 2016).

The agricultural economy of Freestone County continued to decline during the Great Depression, along with the population which decreased slightly to 22,589 residents by 1930. Where before, the acreage



devoted solely to cotton production fell slowly, it now began to dramatically plummet to just 44,000 acres in 1940. This decline can be attributed not only the Great Depression, but also federal crop restrictions that affected not only cotton but all crops. The overall acreage devoted to crops dropped over 20,000 acres during the Great Depression, from 135,700 in 1929 to 112,700 in 1940. This caused a ripple effect through Freestone County, with the population falling to 21,138 residents. With the onset of mechanization, farms began to consolidate into larger units which partially attributed to the number of farms decreasing by 800 to just 2,761 in 1940 (Leffler 2016).

In the 1950s to 1970s, the population of Freestone County continued to substantially decline. In 1950, the total population was 15,696, which was a loss of approximately 5,400 residents. By 1960, an additional 3,000 residents had left, leaving just 12,525 people living in Freestone County. The following decade, it was down 50 percent from 1930, to just 11,116 residents (Leffler 2016). The last quarter of the twentieth century marked a turning point for the residents of Freestone County. The mining, utility, and service/retail industries helped to once again breathe life back into the county. The population was recorded at only 11,116 residents in 1970; these numbers increased to 14,830 in 1980 and 20,946 in 1990. While the economy diversified to include the oil and gas industry, mining, and manufacturing throughout the years, agriculture is still a cornerstone of the Freestone County economy. The number of farms and ranches is just under 1,500, these encompass approximately 430,000 acres; half of that is devoted to pasture while a third is devoted to crops. Where cotton once reigned high in Freestone County, today the primary agricultural focus is ranching with crops such as hay, fruit, vegetables, melons, pecans, and corn. As of 2010, the population of Freestone County had dipped to 19,816 residents (Cravens 2016a; Leffler 2016).

### **3.5.2 Freestone County Communities**

#### **3.5.2.1 Streetman**

The town of Streetman is located approximately 2.5 miles east of the LOD of Segment 3C of the Build Alternatives, straddling the Freestone - Navarro County line on US 75. The town, named after Judge Sam Streetman, a surveyor for the railroad and the town itself, is a railroad town that emerged around a station built on the T&BV Railway in 1905. Shortly afterwards, in 1907 the post office was established, relocating from the community of Cade, and the first schools were constructed. Like other small towns in Freestone County, Streetman acted as a trading hub for farmers in the area (Cravens 2016b).

The town began to expand quickly in the following years, with a newspaper, cotton gins, blacksmith shops, churches, numerous businesses, and a lumber yard. Streetman was formally incorporated in 1914, with a population of approximately 600 residents. The town appeared to have its peak in the 1920s and 1930s, despite the Great Depression. By 1930, the population had declined slightly to just over 500 residents but there were 35 businesses operating in town. The end of World War II had an additional impact on Streetman. The widespread decline of agriculture, particularly cotton, pushed people into urban areas searching for jobs. The town's school system was integrated into that of Fairfield by 1948 due to the lower population. Around 1980, the population had declined to just 239 residents. The schools in Streetman closed and the students began attending Fairfield schools. By 1989, the population had climbed back up to almost 400 residents, but there were only seven businesses in

operation. The population of Streetman continued to decline. By the year 2000, there were just 203 residents, although by 2014 the population had climbed to 247 (Cravens 2016b; Onboard Informatics 2016b).

### 3.5.2.2 Wortham (Red Cemetery)

The town of Wortham is located approximately 3.5 miles west of Segment 4 of the Built Alternatives, situated at the intersection of SH 14 and FR 27 in the northeastern portion of Freestone County. Like many other small towns in the area, Wortham owes its beginnings to the railroad – specifically the H&TC Railroad. The original grant holder of 1835, Robert B. Longbotham, sold land to the HT&C for the planned railroad ROW in 1871. That same year, Longbotham sold the property that the town would be built on as well. The original town name of Tehuacana did not last long; once the post office was established the same year, it was changed to Long Bottom. Just three years later, in 1874, the town was officially renamed Wortham, after Colonel Rice Wortham who helped bring the first railroad to Freestone County (**Figure 27**). The town had a slow start despite its location along the railroad, with just 30 residents in 1885 (Long 2016c).

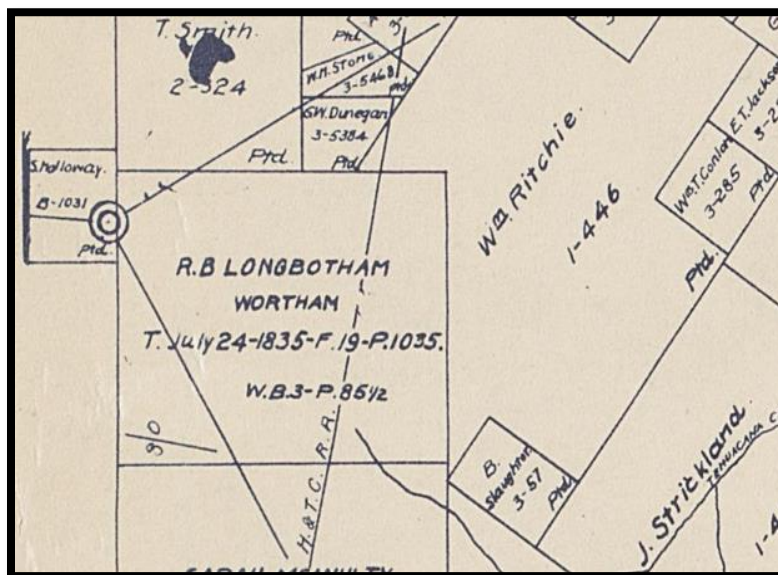
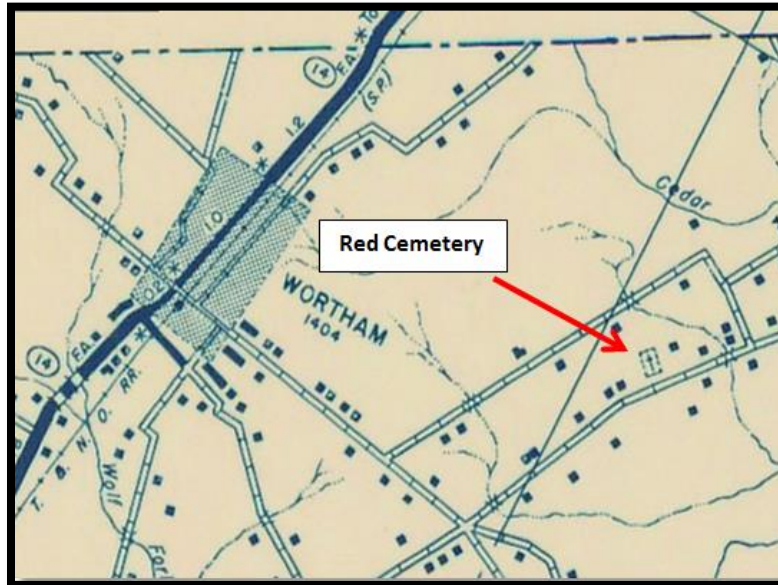


Figure 27: 1918 map showing the Longbotham original land grant of 1835, later to be the town of Wortham and the first railroad ROW in Freestone County (Library of Congress 2016i).

Ten years into the twentieth century, the town was incorporated. Natural gas was discovered in the vicinity in 1912, purely by accident when a water well was being drilled. By 1914, the town was home to 950 residents and boasted a cottonseed-oil mill, cotton gins, banks, and a newspaper. The exploration for oil began slowly in the late 1910s through early 1920s, but that all changed in late 1924 with the discovery of oil near town. The oil industry was in full production for the next several years, and the town profited from this discovery immensely. The small town of roughly 1,000 grew to 30,000 by the following year. This was extremely short lived and by 1929, the population of the town was down to 2,000 individuals. During the Great Depression, the number of businesses declined to just 50 by 1936. The town, its businesses, and population continued to decline, with the population standing at 1,404 in

1940 and 1,067 by 1961 (**Figures 28** and **29**). The town's population dropped to 1,000 in 1975. By the 1980s, only 16 businesses operated in town, and 1,082 residents were recorded in 2000 (Long 2016c). As of 2014, Wortham was home to 1,061 residents (Onboard Informatics 2016c).



**Figure 28: 1940 General Highway Map, Freestone County (Texas GLO 2016d).**

Approximately 690 feet northeast of the LOD of Segment 4 of the Build Alternatives, and 3.5 miles east of the town of Wortham, is the late 19<sup>th</sup> to mid-20<sup>th</sup> century Red Cemetery (see **Figures 28** and **29**). A total of 68 burials are recorded within the cemetery boundary, with the earliest being that of Coral Denton McCollough (February 21, 1876 – August 15, 1877). The most recent interment is that of Will S. Tyner (April 19, 1880 – June 12, 1970) (Findagrave 2016; USGWc 2016). This cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Freestone County.

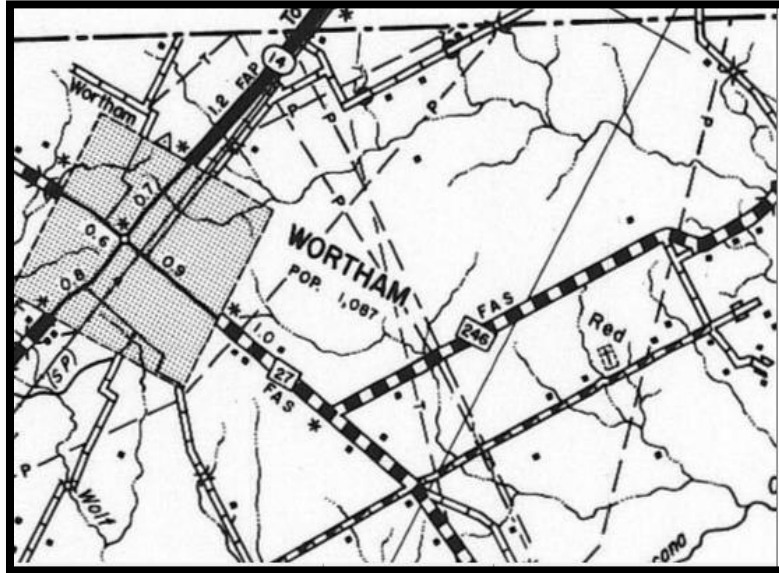


Figure 29: 1961 General Highway Map, Freestone County (Texas GLO 2016f).

### 3.5.2.3 Fairfield (Johnson Family Cemetery)

Fairfield, originally known as Mound Prairie, is situated less than one mile east of the LOD Segment 3C of the Build Alternatives in central Freestone County. The land for the original 100 acres, associated with the Redin Gainer League of 1835 (Figure 30), was donated by David H. Love. Mound Prairie was renamed Fairfield when it became the county seat in 1850, in honor of its many early settlers who emigrated from Fairfield, Alabama. Over the next several years, lots were auctioned off to attract more settlers to the town. The town post office was established in 1851, followed closely by three dry-goods stores, two hotels, a grocery store, a jail, and the first courthouse. Three more courthouses would follow throughout the years – a brick structure was constructed in 1855, a three-story brick and stone structure in 1891, and a four-story brick structure around 1920. Located in the center of the county, Fairfield became a nexus for the county's strong agricultural economy. In 1859, the Fairfield Female College was established, facing the plantation of David H. Love. It was commemorated by a 1936 Centennial Marker (Courtney 2016; Fairfield Chamber of Commerce 2016).

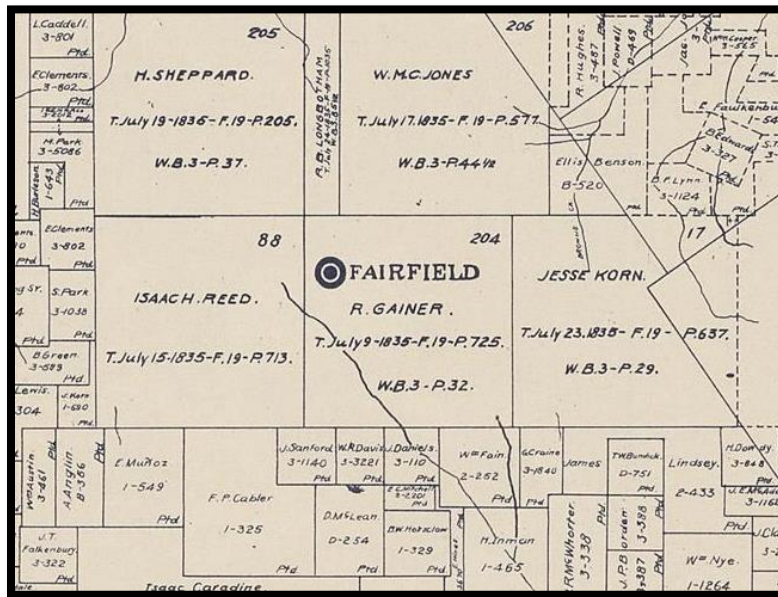


Figure 30: Fairfield, the county seat of Freestone, on the General Land Office map of 1918 (Library of Congress 2016i).

When the Civil War erupted, Fairfield provided 1,000 soldiers, but less than one-third returned. Fairfield saw little in the way of fighting, but a Confederate tannery was located approximately five miles east of the town, which supplied leather for the troops shoes (Ritter 2016). Martial law was instituted by the governor at the time, Governor Edmund J. Davis, after the accusation of voting fraud in Fairfield. It was short-lived and lifted within a month after a revote occurred (Fairfield Chamber of Commerce 2016). Fairfield continued to regain its footing. In 1880, there were 450 recorded residents, which jumped to 500 by 1884. Also in 1880, there were three hotels, two cotton gins, and two steam gristmills in operation in addition to the Fairfield Recorder, which is still in production. Several homes from this period are still extant. Several churches and a bank opened their doors by the early 1890s.

Fairfield had its challenges at the turn of the twentieth century with a meningitis outbreak, a tornado which destroyed a large portion of the town center, the boll weevil epidemic, and a fire which severely damaged the business district. In addition, the town was bypassed by the T&BV Railway when it built through the area in 1906 and 1907 (Fairfield Chamber of Commerce 2016). The town continued to grow, and by 1933 city water and sewer lines had been installed. Between 1904 and 1940, the population went from 629 residents to 1,047. The town library was constructed in 1954 (Courtney 2016).

Natural gas and coal displaced cotton as the most significant economic resource during the 1960s. In 1969 the Texas Utilities Generating Company built Fairfield State Lake in order to open a steam electric station; the lake had the added benefit of developing tourism in the county (Fairfield Chamber of Commerce 2016). By 1970, the town's population had almost doubled since 1940, to 2,074 residents (Courtney 2016). Positive changes continued during the 1970s when IH 75 was constructed, bisecting the county, and Texas Utilities Generating Company built a lignite-fired coal plant known as the Big Brown Steam Electric Station and the Big Brown Mine (Fairfield Chamber of Commerce 2016).

Companies such as Texas Utility Electric, Dow Chemical TXO Production Corporation, and Texas Utilities Mining Company formed the economic backbone of Fairfield in the late twentieth century. Agriculture continues to play a role as well, with peach farms and cattle ranching as the primary agricultural pursuits around the town. In 1990, the population had increased to 3,234, but by 2000 had fallen to 3,094 (Courtney 2016; Fairfield Chamber of Commerce 2016). As of 2014, there were 2,909 residents calling Fairfield home (Onboard Informatics 2016d).

Located approximately 645 feet east of the LOD of Segment 3C of the Build Alternatives, six miles northeast of Fairfield off of CR 1131, is the site of the former home and cemetery of General Joseph Burton Johnson. Johnson and his family relocated to Texas via Georgia and later Florida in 1848. Prior to moving to Texas, he served as an officer in the Mexican War. Johnson initially lived in Tyler County, but moved to Freestone County in 1854 where he established a 10,000+ acre plantation with his 28 slaves. His slaves used rocks from a quarry on the plantation to build his 12-room mansion that featured a fireplace in each room (Ashcraft 2016).

During the Civil War, Johnson initially served as the colonel of the Freestone County First Regiment, and later as the brigadier general of the Nineteenth Brigade. After the war, he served as the Freestone County commissioner (Ashcraft 2016). Johnson, his wife, and one son were originally buried on plantation land in a small family cemetery surrounded by a wrought iron fence (**Figure 31**).



**Figure 31: Johnson House and Cemetery (Freestone County Historical Museum 2016).**

The original 12-room mansion, known locally as “Old Rock House,” was torn down in 1928, and the remains of General Johnson and his family were removed from the cemetery during a ceremony performed by the Sons of the Confederate Veterans in February 2001, which included a 21-gun salute, as they were formally reinterred in in the Fairfield Cemetery in October of that year (Bowman 2002). The site was commemorated by a Texas Historical Marker in 1971 which reads as follows:

*“(April 7, 1816 – January 18, 1874) Planter, soldier, civic leader. Born in Georgia. Commissioned a captain in U. S. Army in Florida in 1837; a major, 1846. Came to Freestone County in 1854. For headquarters on his 10,550-acre plantation, built (1860) at this site a 12-room stone mansion. Served as brigadier general of Texas State Troops in Civil War. A county commissioner; first master of Texas State Grange; a royal Arch Mason. Made gifts to worthy causes and to minorities. He married Patience Ponder; had 5 children. Descendants include lawyers, merchants, doctors, law officers, printers, teachers.” – 1971*

Approximately 1,200 feet northeast of the LOD of Segment 3C of the Build Alternatives, 0.35 miles northwest of the Johnson Family Cemetery, is a 1-acre area designated by General Johnson as a cemetery for his slaves. The oldest interment is that of Bill Frazier (March 1 1832 – April 21, 1871). The cemetery appears to be still in use. Johnson Cemetery was designated as a Historic Texas Cemetery in 2010. This cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Freestone County.

#### 3.5.2.4 Cotton Gin (Cotton Gin Cemetery)

The small community of Cotton Gin is located approximately 0.5 miles west of the LOD of Segment 4 of the Build Alternatives along FM 930, southwest of Fairfield near the Limestone County boundary. The community was settled in the late 1840s by Dr. James S. Wills, his four brothers, his mother, and their slaves. Soon after, the town was named after Wills’ mule-powered cotton gin, and received a post office in 1851, at the same time as nearby Fairfield. As the first postmaster, Wills donated a city block for a courthouse, opened a general store, and donated land for both white and black cemeteries. By 1860, the town was home to 508 residents and boasted a Masonic Lodge, the “Cotton Gin Herald,” a saloon, three churches, and several stores as well as the Cotton Gin Male & Female Academy (Palmer 2016; Rebuck 2016).

The future of Cotton Gin was promising in 1870, with numerous stores, churches, and its own weekly newspaper in circulation. However, when the H&TC Railroad chose to forgo the town in 1872 and build further west, Cotton Gin began a slow decline that would continue through the late twentieth century. In 1904, the population had dipped to just 206 residents, and in 1906 the Trinity and Brazos Valley Railway bypassed Cotton Gin, choosing to intersecting the town of Teague to the east. The post office remained in operation until June 1908. The slow failure of the cotton industry only added to the town’s problems. The population has continued to decline throughout the years. In 1960, there were 75 residents, but by 1968 that number had fallen to 28 individuals (Palmer 2016; Rebuck 2016; USGW 2016c).

Less than 100 feet west of the LOD, immediately east of the town center of Cotton Gin, is the Cotton Gin Cemetery, established by 1854. The cemetery encompasses approximately 5.75 acres and includes over 1,100 marked graves according to an inventory conducted in 2005. At least 62 additional graves no longer have tombstones associated with them. The cemetery is still in use today, although burials do not happen often due to the increasing lack of space (Rebuck nd). The Cotton Gin Cemetery received an OTHM in 2000 and reads as follows:

*“Margarette Wills, her slaves and her son James S. Wills came to this area in 1845. Dr. James S. Wills is credited with the establishment of the Cotton Gin Community in 1848. According to family history, Dr. Wills gave the land for a public cemetery with separate sections for Anglo and African Americans. Though it is likely that there were earlier burials, the oldest legible gravestone in the Anglo section is that of Mary Manning, who died in 1854 at 59. The next identifiable death date is that of an infant daughter of J.W. and A.A. Story, buried in 1858. Among the military veterans interred here is Abraham Roland (ca. 1794-1868), who fought in the War of 1812. There are at least 67 Civil War veterans interred here, as well as veterans of other major conflicts.”--  
2000*

#### 3.5.2.5 Furney Richardson

Located south of Cotton Gin, north of the intersection of FM 1365 and CR 890 is the Furney Richardson Community, encompassing a high school established for black students in 1933, previously located in the nearby community of Grove Island (**Figure 32**). The school was moved to its current location after being in Grove Island since 1893. The school, named after Superintendent Furney Richardson Hill, was constructed on land purchased from the Albert Wright family. The establishment of the school prompted the opening of businesses in the area. Unfortunately, the school attendance declined, and by 1958 the high school students were merged with the local high school in Teague (Cravens 2016b). The Furney Richardson High School, approximately 800 feet east of the LOD of Segment 4 of the Build Alternatives, received an OTHM in 2008 that reads as follows:

*“In 1933, trustees of Busby and Grove Island Schools consolidated as a single district for African American children in western Freestone County. Trustees Wesley Madison, J.H. Clemons and Rufus Carter acquired land from the Albert Wright family, and the new campus, named for the first superintendent, opened here that fall with grades through high school. Several businesses opened near the school building to form a rural community. The school became a leading educational institution for African American students in the area. Attendance waned by 1958, when high school classes transferred to Teague; the entire school merged with Teague ten years later. The schoolhouse continued in use as a community center and reunion site.”—2008*



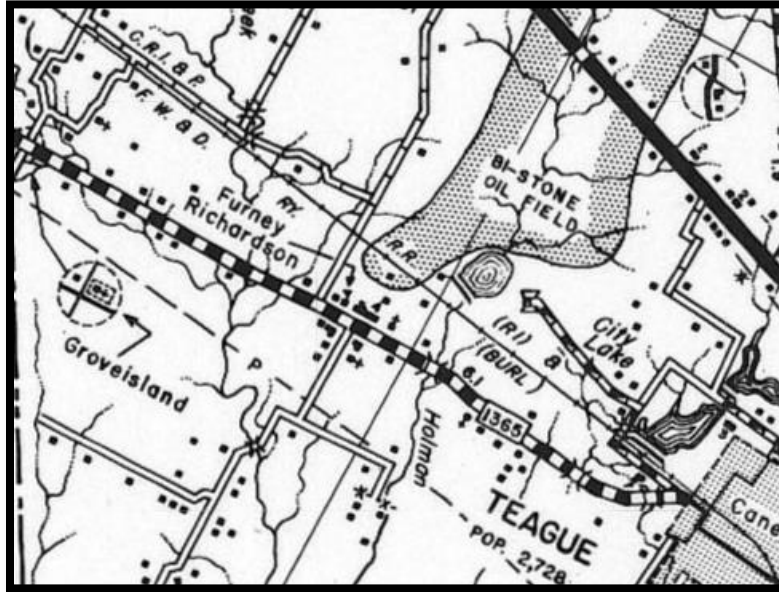


Figure 32: 1961 General Highway Map of Freestone County depicting the locations of Furney-Richardson and Grove Island, west of Teague (Texas GLO 2016f).

#### 3.5.2.6 Asia ([Unknown] South of Asia Cemetery)

The no longer extant community of Asia, located south of Patton Creek approximately 1.25 miles east of the Limestone County boundary, is described as possibly being tied to the community of Furney Richardson to the north. The cemetery, referred to as “unknown, south of Asia,” is believed to be a black cemetery associated with the Antioch Primitive Baptist Church that has since relocated to nearby Teague. The Asia Cemetery has an undetermined number of interments. Although a church is indicated on the Freestone County 1940 General Highway Map (Figure 33), the town and cemetery are only present by the 1961 map (Figure 34). What remains of the town is bisected by Segment 4 at CR 844 and CR 890, and the cemetery, approximately 0.85 miles south on CR 844, is 885 feet west of the LOD.

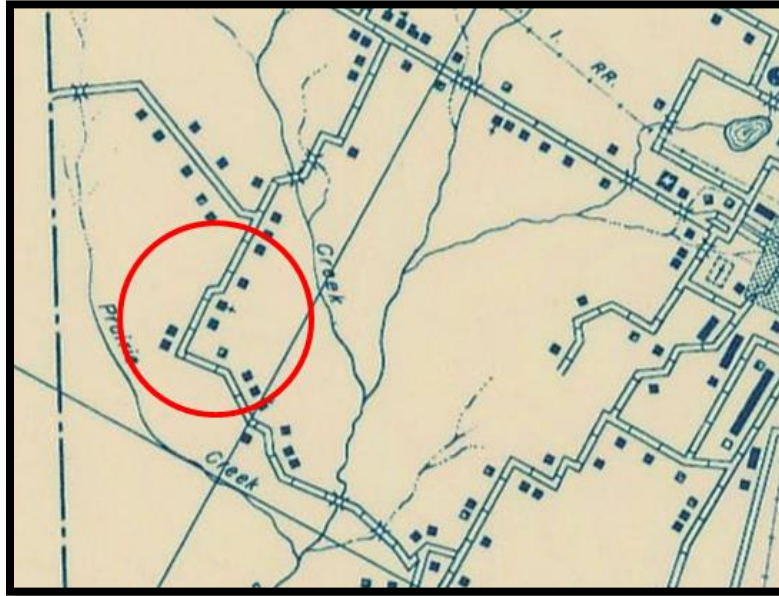


Figure 33: Location of the community of Asia on the 1940 General Highway Map of Freestone County (Texas GLO 2016e).

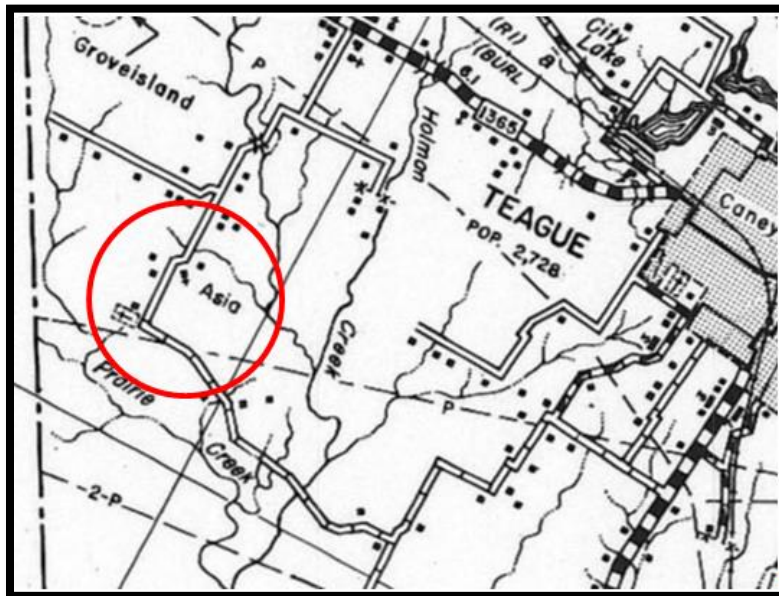


Figure 34: 1961 General Highway Map of Freestone County (Texas GLO 2016f).

### 3.5.2.7 Teague

The city of Teague is located approximately 3.3 miles east of the LOD of Segment 4 of the Build Alternatives, at the confluences of US 84, SH 179, FM 80, and FM 145. Teague was initially known as Brewer, being settled as early as the Civil War. Brewer was yet another small Texas town that benefited by the coming of the railroad, this time the T&BV Railway in 1906. The community was incorporated the same year and renamed Teague after the niece of local railroad executive (Long 2016d). The railroad

transformed Teague into a thriving shipping point, enabling local farmers to ship their goods far and wide, and establishing a large two-story brick depot and office building (**Figure 35**). It was projected that an additional 1,500 residents would come to live in Teague now that it was a railroad stop (Teague Chamber of Commerce 2016). In 1914, the town had at least seven churches, schools, utility companies, an ice plant, banks, cotton gins, a cottonseed oil mill, a cotton compress, and two newspapers. By 1914 the town population had grown to approximately 3,300 residents (Long 2016d).

Teague, like other small communities, declined with the Great Depression and the fall of the cotton industry. The number of businesses fell by 40 between 1931 and 1936, with 100 still in operation. This trend continued, and by the late twentieth century, only 46 businesses still had their doors open. The population declined as well, with approximately 2,800 residents by 1975 (Long 2016d). Additionally, passenger trains ceased to pass through down by 1966, and in 1968 the railroad depot closed its doors (Teague Chamber of Commerce 2016). After 1975, the population began to slowly rise once again. It climbed to 3,268 in 1990 and 4,557 in 2000. As of 2014, Teague had a population of 3,590 residents (Long 2016d; Onboard Informatics 2016e).



Figure 35: T&BV Railway Passenger Depot in Teague, ca 1900 (Texas Escapes 2016).

### 3.6 Limestone County

The communities crossed by the Build Alternatives in Limestone County are the towns of Personville and New Hope (Figure 36). A brief discussion of county and each community is provided below.

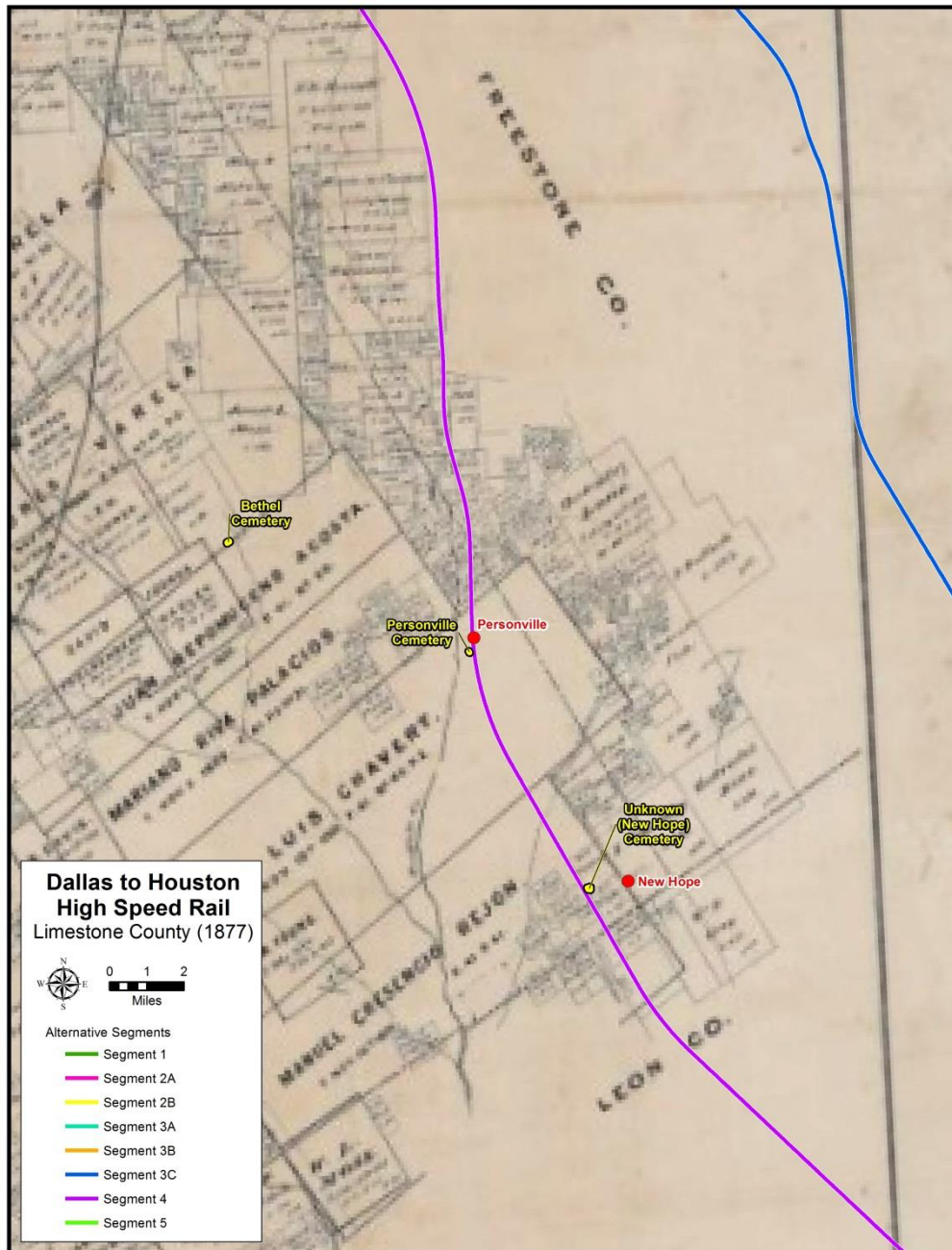


Figure 36: 1877 Texas General Land Office map of Limestone County (Library of Congress 2016j).

### **3.6.1 Development of Limestone County**

The area that is now Limestone County was part of the Haden Edwards and Robert Leftwich empresario grants, authorized by the Mexican state law of Coahuila and Texas in 1825. Several land grants were issued during the 1830s, and settlers including Silas M. Parker, Moses Herrin, Elisha Anglin, Luther T. Plummer, David Faulkenberry, Joshua Hadley, and Samuel Frost settled the area as a group. The group established a permanent settlement in 1833, known as Fort Parker, near the center of what is now Limestone County. In 1836, Fort Parker was attacked by Native Americans, and several of the inhabitants were killed and others were taken prisoner. The brutal event caused fear throughout the region and delayed further settlement in the area until the mid-1840s (Maschino 2016).

In 1846, after Texas statehood, Limestone County was formed from Robertson County and Springfield was chosen as the county seat. By 1866, the county's original boundaries were reduced to its present size to form portions of McLennan, Falls, and Freestone counties. Since early settlement, agriculture was the county's economic mainstay, with most settlers being self-sufficient farmers cultivating corn and wheat, and raising cattle and hogs. By 1850, Limestone County had a population of 2,608 and a total of 279 farms. Steady growth in the county continued over the following years and by 1860, the population had increased to 4,537 and the number of farms had grown to 447. In 1867, the local economy was further advanced when the H&TC Railroad constructed its line through the county. The railroad terminated at Kosse, a town established by the railroad company. Other towns established by the railroad include Thornton, Groesbeck (named for the railroad director), and Mexia. However, when the H&TC was constructed through Limestone County, the rail line bypassed the county seat of Springfield. After the county courthouse in Springfield burned in 1873, county officials decided to relocate the county seat to Groesbeck, where the H&TC had extended its line (Maschino 2016; Panus 2016).

After the arrival of the railroad, the county's population rapidly increased from 8,581 in 1870, to 16,246 in 1880. A second railroad, the T&BV, was built to Limestone County in 1903. The T&BV Railway connected from Cleburne in Johnson County, to Mexia in the northeastern part of Limestone County. In 1906, the H&TC built the Nelleva cutoff from Mexia, southeast to Leon County. The new line passed through the towns of Fallon, Personville, Karners, and Farrar ([**Figure 37**]; Library of Congress 2016k). With improved transportation outlets the county's agricultural and manufacturing industries prospered, and the population increased from 21,678 in 1890 to 34,621 in 1910 (Maschino 2016; TSHA 2016).

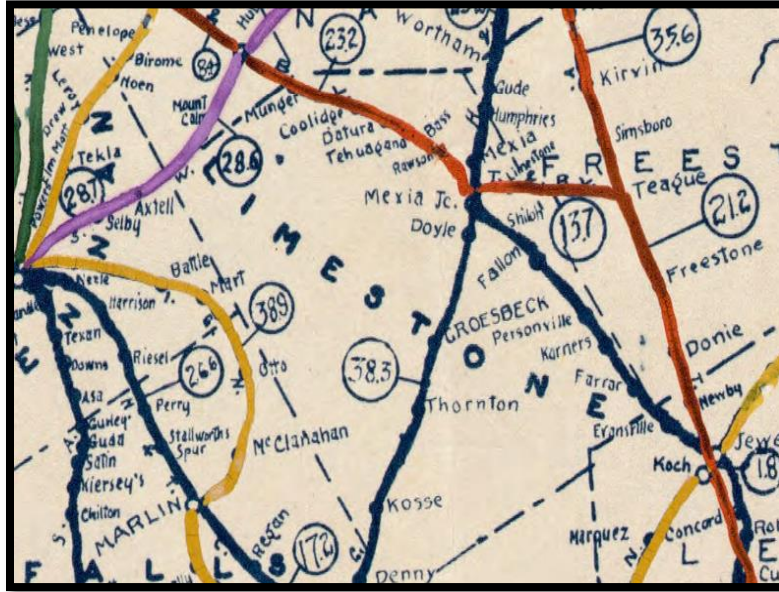


Figure 37: 1926 Railroad Map of Texas, showing H&TC Railroad (blue) in Limestone County (Library of Congress 2016d).

In 1913, gas was discovered near Mexia, and soon after in 1920, oil was also discovered. The discovery of oil triggered interest in the county and the population increased from 33,283 in 1920, to its all-time peak of 39,497 in 1930 (TSHA 2016). However, as with most of the country, the county saw a decline in jobs and population during the Great Depression of the 1930s. By 1940, the population dropped to 33,781 and the number of farms fell from 6,081 in 1930 to 3,427 in 1940 (Maschino 2016). Employment opportunities improved when a prisoner-of-war (POW) camp was opened in Mexia during World War II (Griffin 1997, Reagan 2013). The camp, in operation from 1943 to December 1945, was the largest POW camp in Texas. After the war, the POW camp was converted to the Mexia State School (Johnson 2016; Limestone County Historical Museum nd). The opening of a new army airfield at Prairie Hill, as well as federal programs such as the Works Progress Administration and Civilian Conservation Corps, provided additional employment opportunities (Limestone County Historical Museum nd). Despite these few gains, the county continued its overall decline and the local economy never fully recovered.

Over the following decades the population trend was in a steady decline, reaching a low of 18,100 in 1970 (TSHA 2016). By the mid-1970s, the county economy was somewhat stimulated by the construction of Lake Limestone, starting in 1975. The lake, located in southeast Limestone County, was constructed by the Brazos River Authority and dedicated in 1979 ([Figure 38]; *Waco Citizen* 12 October 1979). It was estimated that the maintenance and operation of the lake would contribute \$4 million in payrolls over a 40-year period (*Mexia Daily News* 16 April 1976).

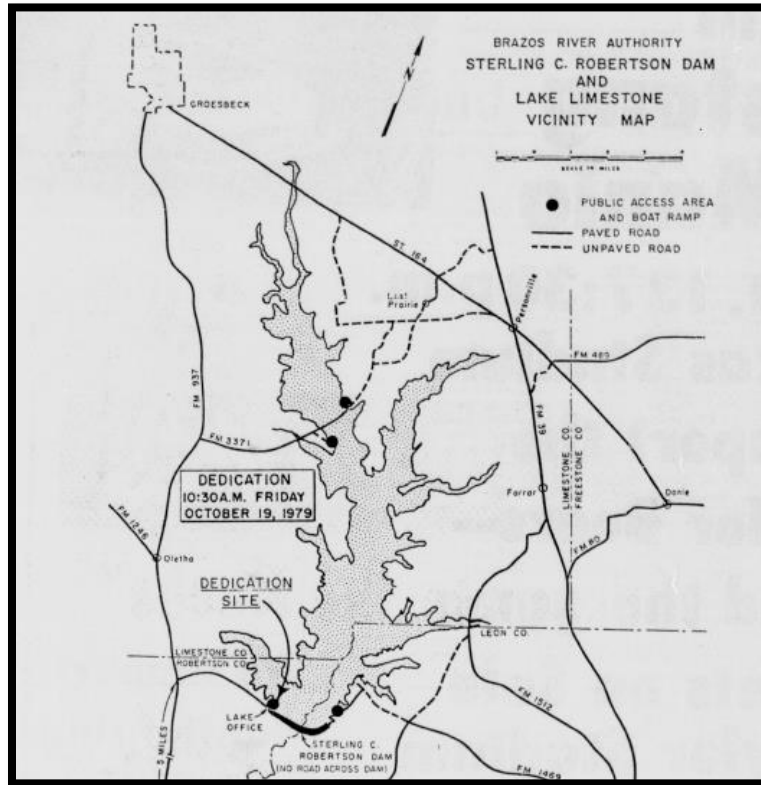


Figure 38: 1979 dedication map of Lake Limestone (Waco Citizen 12 October 1979).

In the 1980s, a renewed interest in energy production brought additional economic prosperity to Limestone County. During this period, the Houston Lighting and Power Company built a power plant in southeast Limestone County. Lignite coal mines were dug throughout the area to power the plant, which created 500 to 800 local jobs (*Waco Citizen* 7 September 1982). In addition to mining operations, natural gas drilling increased, and by 2000 the county population increased to 22,051 (TSHA 2016). Today, most residents in Limestone County are employed in the retail, manufacturing, and service industries, but the county continues to remain primarily rural with much of the land used for ranching and farming (Maschino 2016).

### 3.6.2 Limestone County Communities

#### 3.6.2.1 Personville (Personville Cemetery)

Personville, located at the intersection of present-day SH 164 and SH 39, was founded by B. D. Person, who in the fall of 1853 settled his family on a ridge overlooking Big Creek bottom. Within the first year, the town's population reached 30 and two businesses, a blacksmith shop and a bar, were established. The post office was established in 1858, and William F. Person served as the first postmaster (Limestone County Historical Commission 2016).

By the 1880s, several additional businesses were opened, including the Boyd Drug and General Merchandise Company and the Merrill dry-goods store. In 1906, the H&TC built the Nelleva cutoff from Mexia, and Personville became a stop on the rail line (**Figure 39**). Access to rail service strengthened the

towns economy, and by 1914, the population in Personville was estimated at 200 (**Figure 40**; [Panus 2016]). Two years later, a fire spread through the town and destroyed nearly all of the buildings with the exception of a blacksmith shop. Since the majority of the buildings were constructed of wood, the fire spread through the town quickly. Efforts to rebuild the town started soon after, and included plans to construct brick buildings (*Groesbeck Journal* 26 October 1916).



**Figure 39: Personville Cotton Dock along the H&TC Railroad, 1910 (Reagan 2013).**



**Figure 40: Image of businesses in Personville, 1910 (Reagan 2013).**

By 1929, the town recovered somewhat from the devastating fire and the population had increased to 300 (Panus 2016). Unfortunately, the prosperity did not last. In 1932, the H&TC discontinued service of its rail line through Personville, due to a lack of profitability (Panus 2016). After rail service was discontinued, mail delivery to Personville was slow, but by 1940, a road replaced the old H&TC rail line



and was designated SH 39 (*Groesbeck Journal* 28 December 1934). Review of the 1936 Limestone County Highway Map shows that Personville had a church and school building, multiple businesses, and several homes. The Personville Cemetery, however, is not shown on the map ([**Figure 41**]; Texas GLO 2016g). By 1960, only a few homes and one business appear on the Limestone County Highway Map, and in 1967, the population in Personville had dwindled to 20 residents (Panus 2016; Texas GLO 2016h). In 1990, the Baptist Church, the Personville Cemetery, and a school were still extant, but little else remained of the once prosperous community. According to earlier surveys, there were 10 graves in what is known as the Personville Cemetery, the oldest of which is Benjamin Davis Person, who was born in 1816 and died Jan. 8, 1861 (Findagrave 2016).

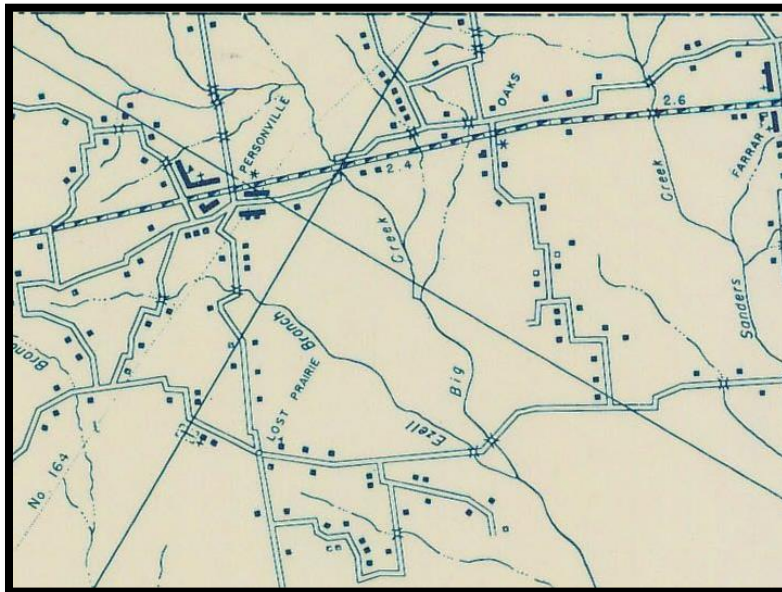


Figure 41: 1936 Limestone County Highway Map, showing Personville (Texas GLO 2016g).

### 3.6.2.2 New Hope (New Hope Cemetery)

New Hope, located in southeastern Limestone County, was established prior to the mid-1880s. The town was relatively prosperous in the mid-1890s, at which time there were 43 students attending the local school (Smyrl 2016). In the early 1900s, New Hope suffered when it was bypassed by the railroads constructed through the county (Maschino 2016; Smyrl 2016). Nonetheless, around 1920, New Hope was noted as a community with an excellent school that employed three teachers and had a student attendance of 92 (Farmers State Bank nd).

By the 1940s, all that remained of New Hope was a church (established in 1910), cemetery (New Hope Cemetery), and a few homes (*Mexia Daily News* 4 May 1947; Texas GLO 2016g). In 1948, the New Hope Cemetery purchased an additional acre of land from O. C. Story, and in that same year the church associated with the cemetery was relocated (*Mexia Daily News* 13 April 1948; *Mexia Daily News* 16 June 1948). The location of the new church is unknown, but the current church building located south of the cemetery was constructed by 1965 (USGS 1965). Over the following decades, the small community continued to decline and now the only community facilities that remain are the church and cemetery.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

The New Hope Cemetery has 862 interments, of which the earliest is dated March 6, 1878, and approximately 35 others are pre-1900 (Walder nd). The remaining interments date through the 1980s.

### 3.7 Leon County

Numerous small communities that developed in Leon County in the nineteenth century were initially the result of the area's agricultural economy, but later grew and flourished with the emergence of railroads. The decline of cotton, the Great Depression, and World War II resulted in the decline or disappearance of many of these communities. The county and towns of Bear Grass, Buffalo, Jewett, Centerville, Leona, and Normangee are discussed below (Figure 42).

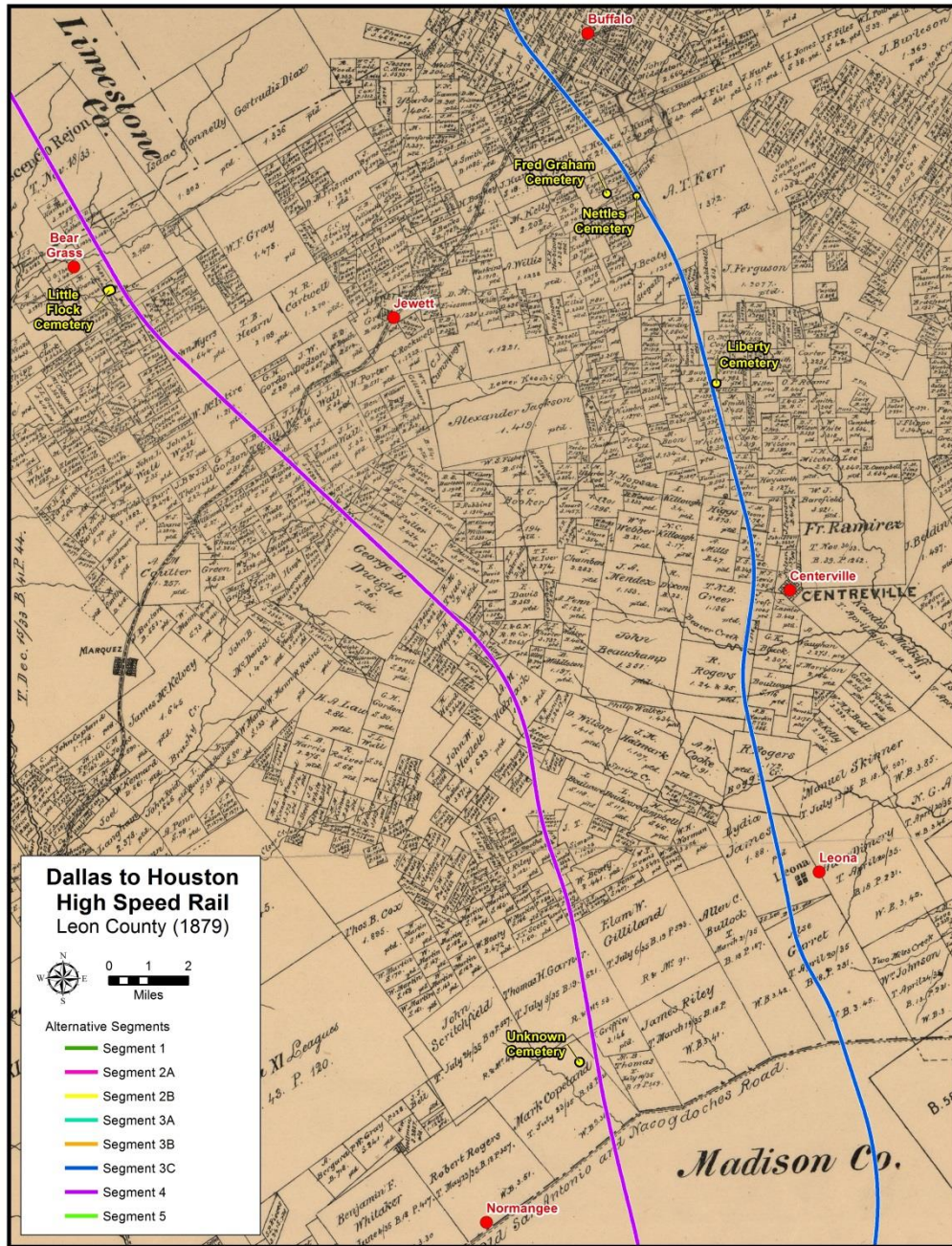


Figure 42: 1879 Texas General Land Office map of Leon County (Library of Congress 2016k).

### **3.7.1 Development of Leon County**

Prior to Texas Independence in 1836, the Mexican government issued several land grants in the area of what is now Leon County. However, due to fear of Native American attacks, such as the one at Fort Parker in Limestone County, in 1833, few settlers actually moved into the area at that time (Hailey and Long 2016). After independence, in 1837, the Republic of Texas ordered the Texas Rangers to construct a two-story log blockhouse known as Fort Boggy between the Navasota and Trinity Rivers, near the present site of Leona (Leatherwood 2016). The area of Leon County today was included in Robertson County when it was formed in 1838 (Leon County Historical Book Survey Committee [LCHBSC] 1986). As a result of the increased security and eventual peace treaties, settlement of the area increased by the late 1840s. Leon County was officially formed in the spring of 1846, the year Texas gained its statehood, with William McKay Ball leading the way on the formation. At the time it was established, it included 1,577 square miles. The following year, in 1847, approximately 1,000 residents called Leon County home. The community of Leona was initially chosen as the first county seat, but some settlers argued that the county seat would be better situated in the central part of the county for easier access. An election followed and Centerville was chosen as the new county seat despite the decision being contested. In 1850, the county seat was relocated to Centerville (Hailey and Long 2016; LCHBSC 1986; Wood 1901).

Many early settlements in Leon County were located along the Trinity River. The relocation of the county seat to Centerville prompted the shifting of the county's population with it, which jumped from 1,946 to 6,781 between 1850 and 1860 (Hailey and Long 2016; TSHA 2016). The decision to name Centerville as the county seat was not well received by other towns in the county; citizens living near Fort Boggy had felt quite strongly that the fort was the best option (LCHBSC 1986). The vast majority of the newcomers in the county hailed from other states in the South, and brought their slaves along with them, which led to an agricultural based economy in the area with the primary crops being cotton and corn. Out of the approximate 1,300 recorded white citizens in the county in 1850, approximately one-third were born in Texas and half were from other southern states. The remaining white citizens were either foreign-born or from northern or mid-west states (LCHBSC 1986). In 1850, the population of Leon County was comprised of 621 slaves, or 32 percent, and by 1860 that number had increased four-fold to 2,620, or 39 percent of the total population; approximately half of the area farmers owned at least one slave (Hailey and Long 2016). In 1860, approximately 61 percent of the population was white; similar to numbers from 1850, approximately one-third of the white population was born in Texas. Almost 900 migrants came from Alabama alone; Mississippi and Tennessee had approximately 400 migrants each, respectively (LCHBSC 1986). While the vast majority of the citizens were farmers, other occupations included teachers, doctors, tailors and seamstresses, bootmakers, carpenters, brick masons, mechanics, blacksmiths, wagon makers, hoteliers, merchants, and lawyers among others (LCHBSC 1986).

Despite the efforts of Governor Sam Houston to discourage his fellow Texas from seceding from the Union, Leon County was overwhelmingly supporting of succession at the onset of the Civil War (LCHBSC 1986). Approximately 800 men from Leon County joined the war effort, many of whom were either wounded or did not return. Centerville, the county seat, became the official voting station for the

county and was closely observed by Federal troops during Reconstruction (Hailey and Long 2016; LCHBSC 1986). Whilst the county was barely touched by the war physically, the overall effects and aftermath devastated the local economy. Land value plummeted; this combined with the loss of the slave workforce spelled disaster for the agricultural economy. As expected, the government was in shambles, with many officials leaving the state and lawlessness taking over as a result. Slowly, land values began to rise, mainly due to the transition to share-cropping, or tenant farming. The number of farms in Leon County increased from 702 in 1870, to 1,718 in 1880. Corn, which had become the primary crop after the war, was gradually replaced once again with cotton (Hailey and Long 2016; LCHBSC 1986).

The construction of the International-Great Northern Railroad in 1872 crossed the county and passed through the towns of Oakwood, Buffalo, Jewett, and Marquez. Development of the railroad contributed greatly to the growing post-war prosperity of Leon County (IMR et al. 1896). The railroad brought a larger population with it; in 1870 there were a recorded 6,523 residents and by 1880 that number had almost doubled to 12,817. This appeared to have been purposefully undertaken by the railroad company that established and executed a plan for drawing in new residents to railroad towns (**Figure 43**) (Hailey and Long 2016; LCHBSC 1986). The availability of the railroad enabled farmers to ship their goods to a broader market much more quickly than the steamboats formerly utilized for this purpose.

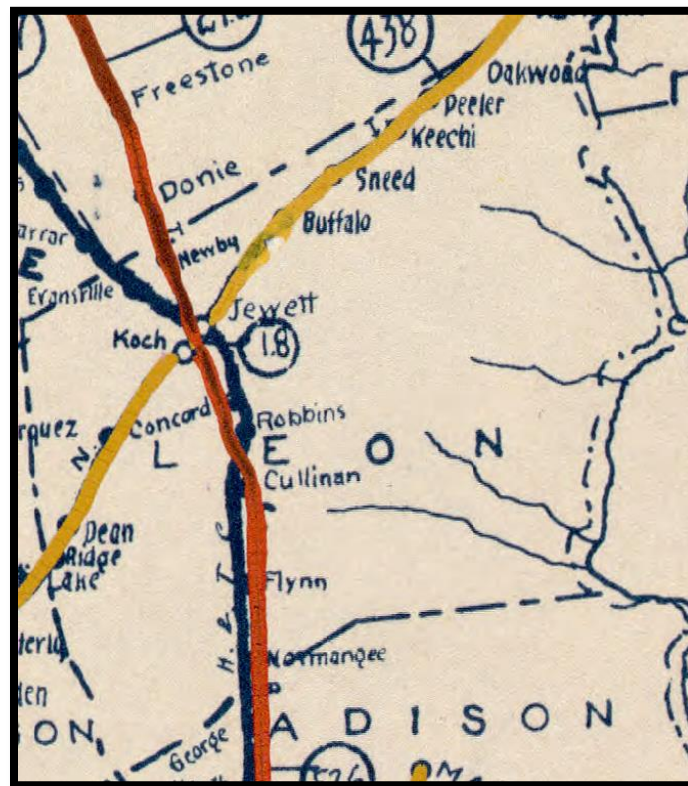


Figure 43: 1926 Railroad Map of Texas depicting Jewett as the central railroad location in Leon County yellow [International-Great Northern-1872]; (blue [H&TC-1905]; and orange [Trinity and Brazos-1907]) (Library of Congress 2016d).

The towns along the railroad flourished, while the former steamboat landing towns decreased in size with the shifting in focus to the railroads. The population continued to grow through the turn of the century, although not with the fervor of the 1870s (Hailey and Long 2016). By the eve of the turn of the century, there were approximately 1800 farms in operation; sixty percent of the total crops on the county were devoted to cotton, while others were corn, oats, sweet potatoes, Irish potatoes, peas, beans, and sorghum. Fruits consisted of peaches, plums, apples, and melons. There were a total of 45 businesses, including a sawmill and a broom factory. The county boasted a total of 90 schools that enrolled just over 3,800 children (IMR et al. 1896). By 1900, there were 18,072 residents recorded as living in Leon County (Hailey and Long 2016).

At the turn of the twentieth century, steps were taken to improve the road system in Leon County that linked the communities with one another. According to a law passed in March 1901, all men living in the county between 16 and 45 had to pay \$3.00 or donate five days of his time to working on county roads. An alternative to not working an entire five days was available for those who owned a team of horses, oxen, or mules. If his team was used, the gentleman only had to work two days. But, if he owned a team and chose not to use them, he had to work their five days in addition to paying \$1.50 per day for not providing/using his team. An option was available for using convict labor, but this proved to be more costly for the county. They had to provide housing, clothing, bedding, food, medicine, medical attention, and guards in addition to paying the prisoners 50 cents each day worked. Using the male population of working age not in prison was far more beneficial to the county as it did not have to provide any of these things for that group of workers (LCHBSC 1986).

The agricultural economy of the county maintained itself through the early twentieth, supported by a reliance on cotton and corn in addition to share-cropping, or tenant farming. In 1880, only 30 percent of farms were operated by tenants; by 1900, this number had grown to 57 percent. By the eve of the Great Depression, this number had climbed even higher to approximately 66 percent of the county's farmers. By 1930, 65 percent of the county's farmland was under cotton cultivation. Although cotton was particularly profitable, it was also the downfall of many farmers when the Great Depression occurred in combination with pests and droughts. Whereas in previous years, tenants operated a bulk of the farms in Leon County, between 1930 and 1940, this number was cut in half, falling from 2,832 to 1,495. Many of these former tenant farmers most likely left the county, as the population also decreased from 19,898 to approximately 17,700 residents. Oil was discovered in the late 1930s, and the economy began to slowly turn around for the residents of Leon County during the 1940s (Hailey and Long 2016).

During the 1950s, lumbering and cattle ranching increased, but the county continued in a steady decline. The population had fallen to 12,024 residents by this point, and continued to go downhill. By 1970, the population had dropped to 8,738. Since this time, the population of Leon County has increased. By the turn of the twenty-first century, the population had risen to 15,335. As of 2010, this number increased again to 16,801 (TSHA 2016). During the mid-twentieth century, cotton was still produced, but on a much smaller scale than earlier in the century. New agricultural avenues became the focus of farmers during this time, particularly watermelon and cattle. Animal husbandry continued its profitability for Leon County into the late twentieth century, with cows and hogs as the main focus. In place of cotton,

farmers focused on hay, grains, watermelon, various vegetables, and Christmas trees. Oil continued to play an important role since its discovery in the 1930s. In 2004, approximately 896,000 barrels of oil was produced in Leon County; since its initial discovery, 133,853,281 barrels have been extracted from the county (Hailey and Long 2016; TSHA 2016).

### 3.7.2 Leon County Communities

#### 3.7.2.1 Bear Grass (Little Flock Cemetery)

Bear Grass, a mining town no longer extant, was located near the intersection of FM 1512 and FM 1146, approximately 0.35 miles west of the LOD of Segment 4 of the Build Alternatives. Originally located in Limestone County in the 1850s, the community post office was in use from 1858 to 1867. After the establishment of the Little Flock Cemetery in 1860, the residents of Bear Grass eventually migrated south to Leon County (Odintz 2016a). The Bear Grass Coal Company began mining the area in 1906, the coal workers families increasing the number of students attending the Little Flock School to thirty-four by 1907. Coal mining in the area stopped in 1930, and the population of the entire community decreased to twenty-five. Located 1.25 miles northwest of the Little Flock Cemetery, Bear Grass was still illustrated on the 1961 General Highway Map of Leon County (Figure 44).

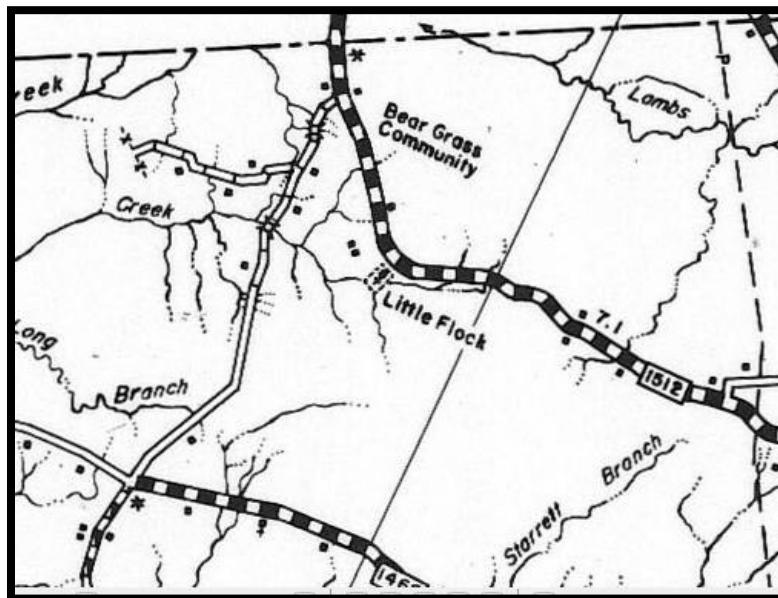


Figure 44: 1961 General Highway Map of Leon County illustrating the Gear Grass Community and Little Flock Cemetery (Texas GLO 2016i).

Established in 1860 with the interment of Meedy Lamb (December 4, 1808-January 27, 1860), Little Flock Cemetery is located approximately 800 feet west of the LOD of Segment 4 of the Build Alternatives. More than 400 burials are within the cemetery, and it is still in use. The THC designated Little Flock Cemetery an HTC in 2003 (Findagrave 2016; TASA 2016). This cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Leon County.

### 3.7.2.2 Buffalo (Fred Graham Cemetery)

The city of Buffalo is situated approximately 0.9 miles east of Segment 3C of the Build Alternatives LOD, at the intersection of US 75 and US 79, approximately 0.9 miles east of Interstate 45. The town was originally planned to encompass 30 square blocks when it was laid out in 1871 and 1872, founded after the International-Great Northern Railroad was constructed through the area in 1872. The railroad shifted the primary method of transportation for crops and cattle away from river boats, physically driving the cattle to market. The post office was established in 1876 and still operates today (LCHBSC 1986).

Prior to it being known as Buffalo, the original community was known as Val Verde until around 1879 (City of Buffalo 2016). By 1890, the community's population was approximately 200 residents; however, this number was increased quickly to 500 residents in 1892 (Kruger 2016; LCHBSC 1986). This number continued to grow quickly, with 750 residents by just 1896 (IMR et al. 1896).

Buffalo increased enough in size to incorporate in 1913; this lasted until 1917, but reincorporated once again later in the century. The town's school district grew with the addition of the Concord Common School District in 1927 (Kruger 2016; LCHBSC 1986). By 1929, the town's population had increased from 500 in 1892 to 650 residents. Despite a population drop in 1931 to 470, it rose to 850 by 1939 and decreased to 737 by 1941 where it stayed through 1950. The school district acquired an additional seven local school districts as of 1970; a new high school was constructed in 1968 to accommodate the growing younger population of Buffalo. While the city ceased to be a stop for the passenger railroad in 1970, this did not stop its growth. By 1990, Buffalo's population had reached 1555 and by 2000 had increased to just over 1,800 (Kruger 2016).

The historic Fred Graham Cemetery is located in a rural area just 3.6 miles south of the town of Buffalo and immediately north of Bliss Creek. The initial burial was that of Hosea Graham (July 20, 1870-May 9, 1872), and consists of an additional 12 interments from 1880 to 1945 (Burks 2005a). The cemetery is approximately 1,050 feet west of Segment 3C of the Build Alternatives LOD. This cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Leon County.

By 1877, Captain Timothy Dargan Nettles, a Confederate officer, and his wife Virginia Caroline Durant settled in the area just south of Buffalo. After the death of their 5<sup>th</sup> of 6 children, they dedicated a portion of their land as a cemetery in 1886. Not until the death of Captain Nettles (February 14, 1838-October 20, 1923) was there a second interment at Nettles cemetery. The remaining 8 burials range from the 1920s to 2008 and include the Nettles family and the Nettles-LeGalley family (Burks 2005b). The eastern boundary of Nettles cemetery is less than 100 feet west of the LOD of Segment 3C of the Build Alternatives. This cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Leon County.

### 3.7.2.3 Jewett

The city of Jewett is situated on US 79, north of Hwy 39, between Segments 3C and 4 of the Build Alternatives. The Missouri Pacific Railroad passes along the south side of the town. Jewett owes its



origins to a railroad, but not the HT&C or T&BV Railroads that other small towns in the area originate from. The town was founded by the International Railroad Company and surveyed for lots in 1871; it was named after Henry J. Jewett, one of the founders of Leon County. A post office was established in December of the same year. Three churches and a school were established in the 1870s and 1880s. By 1884, the town's population had reached approximately 500 residents. There were five general stores, several saloons, three churches, a cotton gin and gristmill, and a weekly newspaper servicing the town. The town was incorporated in 1890. At the turn of the century, the population had fallen slightly to 433 residents, decreasing from 550 in 1896, but was still noted as the largest town in the county (IMR et al. 1896; LCHBSC 1986; Odintz 2016b). With the construction of the H&TC Railroad in 1905 and the T&BV Railway in 1907, the community began to grow again (see **Figure 43**). By 1910, the population had risen to 586 residents (Odintz 2016b).

Jewett was unique in the fact that it serviced three railroads at various points in time. Although the HT&C Railroad ended its services in 1933, the first streamlined passenger train, the "Sam Houston Zephyr", began running through town. The population dropped slightly in the early 1930s, to 515 residents with several population fluctuations through the 1980s, when it had climbed back up to 597 residents. The opening of Nucor Steel plant in 1974 brought a significant economic increase to the area and offered 280 new jobs, which helped to support the existing local population and attracting new residents to the area. In 1990, the town had 32 businesses in operation and 668 residents. By 2000, the number of businesses had more than tripled to 100 supported by a population of 861 citizens (LCHBSC 1986; Odintz 2016b).

#### 3.7.2.4 Centerville (Liberty Cemetery)

The city of Centerville is situated 0.75 miles east of Segment 3C of the Build Alternatives and IH 45, at the junction of SH 7 and SH 75, approximately halfway between Dallas and Houston. The site of Fort Boggy is approximately five miles south of the city (LCHBSC 1986). Centerville was named the county seat in 1850, replacing Leona, as it is situated in the center of the county as called for by the Texas state legislature. Originally the town's name was spelled Centreville, but this was changed to Centerville in 1914 (**Figure 45**). Centerville is located on 200 acres that originated from two landowners – D.C. Carrington and Robert J. Townes. Carrington donated his land, while Townes sold his 100 acres for a total of \$5.00 (LCHBSC 1986). A number of events occurred for the new community that year, including the opening of the new post office, the survey of the town and subdivision of the land for smaller lots, and the first courthouse was built (LCHBSC 1986). Lots were available for purchase by the summer of 1850, and were quickly acquired by the new townspeople who built homes, a hotel, and established a central business district (LCHBSC 1986). Circulation of the *Leon Pioneer*, the first town newspaper, began in 1852 and ran through 1856. A brick courthouse was constructed around 1857 and was destroyed in a fire almost thirty years later, in 1885. The third county courthouse was constructed in 1887 for \$20,000 (LCHBSC 1986; Odintz 2016c).

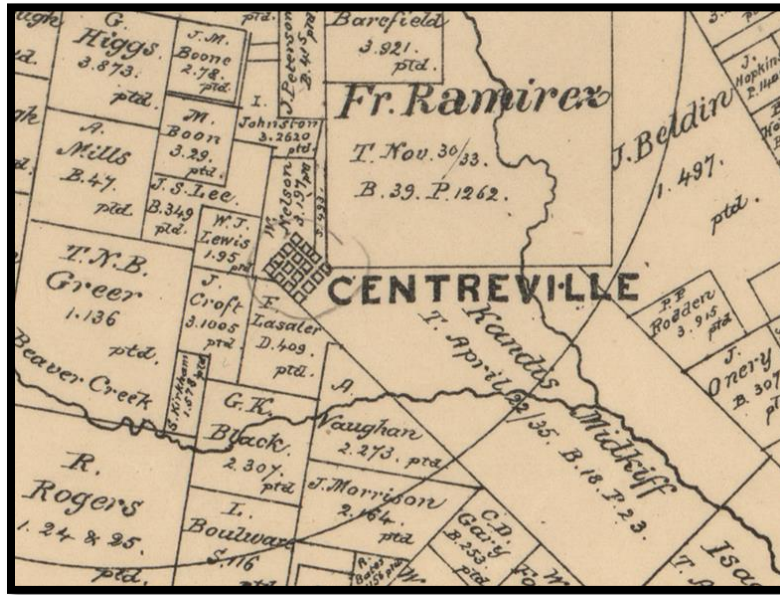


Figure 45: 1879 map of Leon County showing the location and early spelling of Centerville, the county seat (Library of Congress 2016k).

As the county seat, Centerville was the location for Leon County's Freedmen's Bureau office during Reconstruction, but was skirted by the International-Great Northern Railroad when it laid its line through the area in 1872 (Odintz 2016c). By the early 1880s, Centerville was home to 300 residents and had a grist mill, a cotton gin, a school, two hotels, two general stores, and a church (LCHBSC 1986; Odintz 2016c). Ten years later, in 1892, the town's population had grown to 400 but fell by the turn of the twentieth century to 218 residents (LCHBSC 1986; Odintz 2016c). Around the turn of the century, Centerville was highlighted by a magazine ran by the Illinois and Great Northern Railroad to help draw additional settlers to the vicinity (LCHBSC 1986). Centerville's first bank opened its doors in 1910. When the spelling of the town's name changed in 1914, there were approximately 600 residents living in or close to town. By 1930, the beginning of the Great Depression, the town had been officially incorporated, and had its first mayor elected despite the population decreasing to 388 residents. Twenty businesses were in operation at the time (Odintz 2016c).

By the mid-twentieth century there were 961 residents who called Centerville home, and 42 businesses servicing the community. The following decade, by 1960, 836 residents were living in the town. This number continued to decline slowly to 805 citizens in 1980, but climbed to 812 in 1990 and with 35 businesses. By the turn of the twentieth century, the number of businesses had quadrupled to 127; the population grew as well, but much more slowly with 903 residents (Odintz 2016c).

Associated with the community of Centerville, the Liberty Cemetery is located approximately 5.5 miles north of Centerville, west of Long Branch, immediately east of IH 45. Liberty Cemetery is 550 feet east of the LOD of Segment 3C of the Build Alternatives (Figure 46). Of the more than 250 interments, the earliest recorded burial is that of Susan Ann Phillips (February 8, 1848-September 1, 1856) (THSA 2016; Findagrave 2016). The cemetery appears to still be in use.

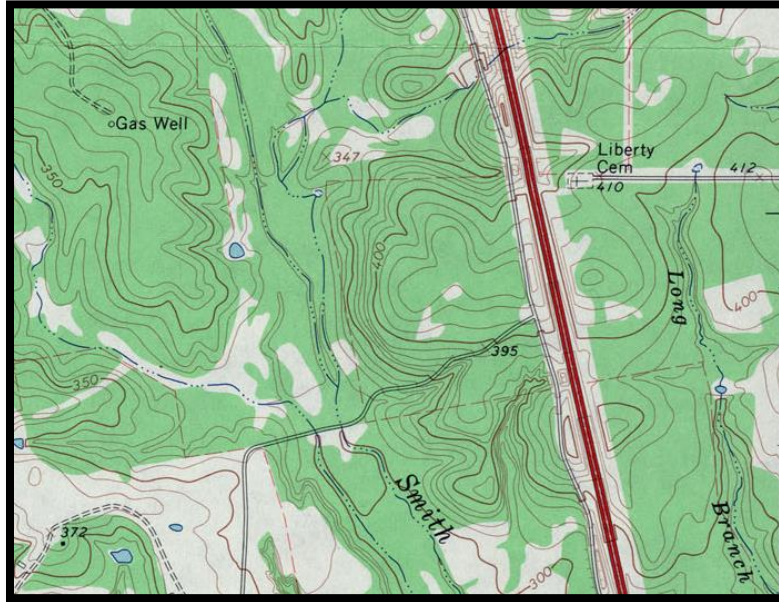


Figure 46: Liberty Cemetery location on the USGS 7.5 minute topographic map of Robbins, Texas (USGS 1965).

#### 3.7.2.5 Leona

The town of Leona is approximately one mile east of Segment 3C of the Build Alternatives and IH 45, at the intersection of FM 977 and SH 75. As early as 1844, Leona was home to approximately 150 residents. It holds the title of being the original county seat of Leon County, established in 1846 after Texas won its independence from Mexico. The first county courthouse and school were built that year, as well as the town post office. Construction was completed on the Leona Baptist Church in February 1848 (LCHBSC 1986). Leona's role as the county seat was short-lived; after a decision passed by the Texas Legislature in early 1850 that was supported by the Supreme Court that the county seat was moved to Centerville (LCHBSC 1986). By 1890, the population had fallen to 100 residents and was down further to just 50 in 1896. By the early 1930s, Leona's population had increased four-fold to approximately 200 residents with 14 businesses servicing the community. By 1980, the population dipped to 91, but almost doubled to 165 residents just two years later. As of 2000, Leona was home to 181 residents (Wood 2016).

#### 3.7.2.6 Normangee (Unknown Cemetery)

The town of Normangee is situated on the Leon County-Madison County Line, west of the Segment 4 of the Build Alternatives. It is located at the intersection of FM 3 and FM 39, as well as the Old San Antonio Road. The Burlington Northern Railroad is on the east side of town, running north-south. Normangee is another Leon County community that was established initially as a station along the H&TC Railroad in 1905, and was named after a local judge, Norman G. Kittrell. The construction of a second railroad, the Texas & Brazos Valley Railway, two years later prompted residents of nearby Rogers Prairie, located approximately 2 miles east, to relocate to the new settlement. Not only did the town residents relocate, but records indicate they went so far as to bring several of their buildings along with them. One of these was the post office, which began servicing Normangee in 1907.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

The town was incorporated in 1913, and the following year it was a bustling community of 1,100 residents with numerous businesses. The town had not one, but two cotton gins and banks, several hotels, schools, telephone service, and a weekly newspaper. The town was unincorporated briefly in 1917, but was reinstated in 1919; it encompasses land not only in Leon but Madison County as well. The population had decreased to 663 residents by 1920, but within a decade expanded again to 869 residents and an impressive 45 businesses. After the H&TC Railroad stopped operations in 1933, the grade was converted into today's FM 39. The population declined to just 535 residents in 1940. Since that time, the population of the town has varied, with the lowest population in 1950 of 656 residents, and the highest in 2000 with 719 residents and 82 businesses (Ordintz 2016d).

Approximately 2.5 miles north of the Madison County line, on CR 408 and Private Road 1270, is an Unknown Cemetery. This cemetery is not located on historic maps, and is most likely a private family cemetery. It is unknown how many interments are located within the cemetery or the dates of the interments. The LOD of Segment 4 of the Build Alternatives is approximately 500 feet east.



### **3.8.1 Development of Madison County**

The first known European settlers to reach the area that is now Madison County were Luis de Moscoso Alvarado in the mid-1500s, and Robert Cavelier, Sieur de La Salle in the late 1600s. Based on documented accounts, it is likely that LaSalle was murdered just south of present-day Madisonville in Madison County. One of the earliest settlements in Spanish Texas was the village of Bucareli, established by the Spanish in 1774. The village was established on the banks of the Trinity River at the crossing of the Old San Antonio and La Bahia roads known as Paso Tomás. These roads mirrored old Native American trails, the former of which now forms a major portion of Madison County's northern boundary. The settlement had few allies in the region. The 1777 census noted 740 armed men, mostly Caddo, who were allies of the settlement but over 7,000 armed men, mostly Comanche, who threatened the settlement. Bucareli suffered through multiple Comanche raids in 1778. By January of 1779, the settlement was largely abandoned for fear of these attacks; flooding of the Trinity River the following month led to complete abandonment (Galán 2016; Hodges 2016a). In 1805, Spanish Bluff was established south of the abandoned Bucareli settlement for the purpose of keeping a Spanish force on United States land. The Magee-Gutierrez expedition tried to take this territory in 1812, but was unsuccessful (Oneth 1994).

Three empresario grants from the Mexican government, belonging to Austin, Vehlein, and Burnet, were located in present-day Madison County. José Miguel Músquiz received the first land grant of over 100,000 acres, in 1831. The identity of the first Anglo-American to settle permanently in the area is a source of debate. Jesse Young may have entered the county in 1821 or 1823, but is officially recorded as receiving land in the area in 1935. Another possibility is Major W.C. Young, who moved to Texas in 1829 and fought in the battle San Jacinto; he is recorded as the first person to say the words "Remember the Alamo". Other early settlers included James Mitchell, who established the first post office in the county; Job Starks Collard, who donated the 200 acres on which the county seat of Madisonville was established; and Dr. Pleasant W. Kitrell, Sam Houston's physician, who drove the organization of the county (Hodges 2016a; Neely 2004).

The early roads of the county are significant due to their role in the expansion of Texas. The Old San Antonio Road, also known as the King's Highway, connected Natchitoches and Nacogdoches to San Antonio and Mexico. La Bahia Road connected the settlements of eastern Texas to the mission at Goliad. Besides facilitating the growth of Texas, both of these roads offered escape to the settlers in the "Runaway Scrape" in February of 1836. These settlers, fleeing from the advancing army of Santa Anna, received word along these roads of the general's defeat at San Jacinto (Neitsch 1994).

Montgomery County was established in 1837, under the jurisdiction of the Republic of Texas (Long 2016e). In 1842, Madison County was formed from part of Montgomery County as a judicial county. The original boundaries included parts of what are now Montgomery, Walker, and San Jacinto Counties (Connor 2016). However, soon after this, judicial counties were abolished due to their lack of legislative representation. It was not until 1854, well after Texas statehood, that Madison County was officially organized from portions of Grimes, Walker, and Leon Counties. Dr. Kitrell chose Madisonville as the

county seat; he named the county after James Madison and became the county's first legislative representative (Hodges 2016a).

Since its early days, the area has been primarily agricultural. Initial staple crops were corn, cotton, and sweet potatoes, but crop production declined sharply in almost every category after 1959. Today, these crops do not contribute significantly to Madison County's income. The peak year for farming in the county was 1930, when 2,355 farms were recorded. In 1987, there were only 756. Ranching has also been important to the county's economy. Historically, wool, poultry, and dairy were important contributors to the agricultural economy but these had all declined by 1969. Raising beef cattle remains the primary source of agricultural income, with hay, forage crops, horses, and swine operating as secondary sources (Hodges 2016a).

Through the latter part of the nineteenth century, the Madison County grew steadily with a population increase of 2,238 in 1860 to 10,432 in 1900. In 1903, the International-Great Northern Railway extended a branch line north from Navasota to Madisonville, bringing the railroad to Madison County for the first time. Three years later, the T&BV Railway was constructed running north-south through the county (Hodges 2016a). The county's population peaked in 1930, with a total of 12,227 residents. The population remained fairly steady through the 1940s with 12,029 residents, but by 1950 the total number of county residents had fallen to 7,996 (Hodges 2016a).

In the early 1960s, IH 45 was constructed through Madison County, improving transportation. The county has benefited from a mushroom-processing plant, a 110-acre industrial park, and the petroleum processing industry since the 1970s. Oil and gas field servicing is still one of the county's most important industries, along with agribusiness and a state prison. In 2002, there were 890 farms and ranches in Madison County. The chief agricultural products were nursery crops, cattle, horses, and poultry. By 2014, the population in the primarily rural county had increased to 13,861 (Hodges 2016a; Jackson 2016a).

### **3.8.2 Madison County Communities**

#### **3.8.1.1 Normangee (Randolph and Ten Mile Cemeteries)**

Normangee, located on the Leon-Madison County line and discussed above, is associated with the historic Randolph and Ten Mile cemeteries (**Figure 48**). The Randolph Cemetery, established in 1851, is located approximately 75 feet east of the LOD of Segment 4 of the Build Alternatives near the intersection of Dawkins Road and Hines Lane 3 miles southeast of Normangee. There are approximately 250 interments, with the earliest being that of Stephen Rogers (1803-1851) and Rebecca Tipton Rogers (1805-1853) (Findagrave 2016). Randolph Cemetery is on a terrace setting immediately south of Caney Creek. The cemetery is still in use.

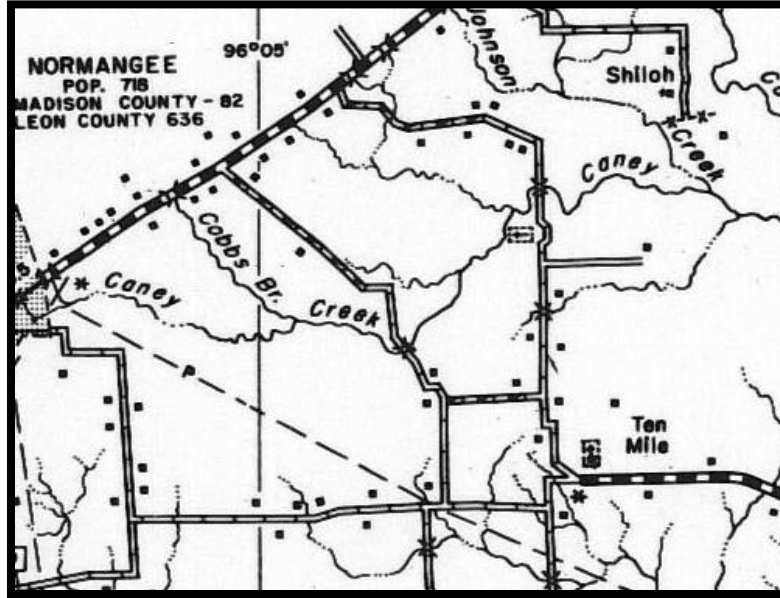


Figure 48: 1961 General Highway Map of Madison County indicating Randolph (north of Ten Mile) and Ten Mile cemeteries (Texas GLO 2016j).

Ten Mile Cemetery, located on CR 2289 and CR 326, approximately 5.0 miles southeast of Normangee, was established in 1890 after the death of Mattie E. Ethridge (February 14, 1890-Maarch 19, 1890) (Figure 49, the first of seven children of James Thomas and Cora Etta Ethridge (Findagrave 2016; THSA 2016). With close to 1,000 interments, the cemetery is still in use. The western boundary of the cemetery is immediately adjacent to the LOD of Segment 4 of the Build Alternatives. The THC designated Ten Mile Cemetery an HTC in October 2016.



Figure 49: Initial burial at Ten Mile Cemetery, 1890 (Findagrave 2016).



### 3.8.1.2 North Zulch

North Zulch, which lies approximately 4.3 miles west of Segment 4 of the Build Alternatives, is located at the intersection of State Highway 21 and US Highway 190. Like Normangee, North Zulch was settled when citizens settled along the newly constructed T&BV Railway in 1907. Many residents came from the nearby town of Zulch, which was bypassed by the railroad. A public school was organized and a post office was established in 1908, and in 1920 the town's first newspaper was published. The population was 1,000 as of 1931, but by the late 1930s it had fallen to 400; as of 1990 the town only had 100 residents. Similarly, the number of businesses in North Zulch decreased from 40 in 1931 to only two in 1990 (Hodges 2016b).

### 3.8.1.3 Cottonwood

Cottonwood, which lies approximately 1.5 miles west of Segment 3C of the Build Alternatives, is located along SH 21 between North Zulch and Madisonville. Although settlement of the area had begun by the mid-1800s, no official community was formed until approximately 1880. Five years later, a schoolhouse was erected and the community was named after a stand of cottonwood trees at the site. In 1894, a post office was established and the community was renamed Neal after the new postmaster's maternal family name. After the post office was discontinued in 1907 the community reverted back to the name Cottonwood. The community has maintained between one and three business since 1900. In 1944 the Cottonwood school was consolidated into the Madisonville Independent School District. Although the community had an estimated population of 70 residents in 1945, it has maintained a population of between 35 and 40 since 1949 (Jackson 2016a).

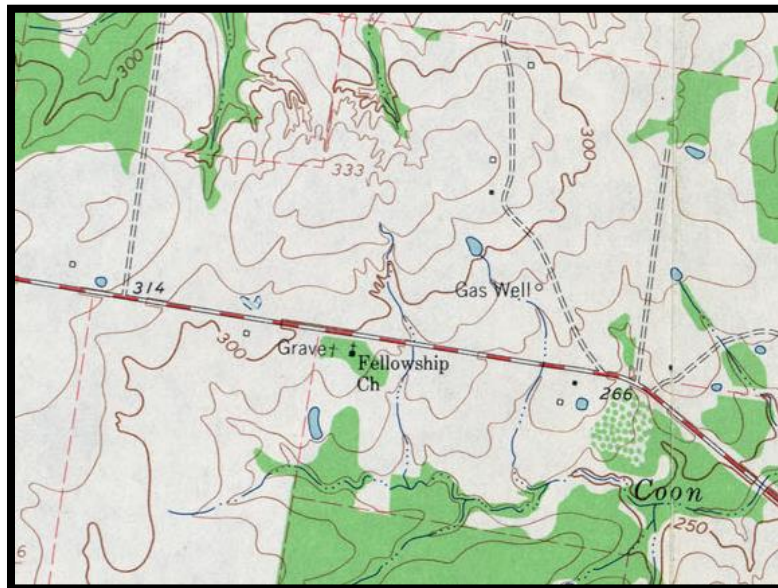
### 3.8.1.4 Madisonville (Fellowship and Oxford Cemeteries)

Madisonville, which lies approximately 3.2 miles to the east of Segment 3C of the Build Alternatives, is the largest town within Madison County and is also the county seat. The town was established in 1853 in order to satisfy a legislative ruling that county seats could be no more than five miles from the geographical center of a county (Hodges 2016a, Jackson 2016b). In addition to satisfying this requirement for the newly emerging county, a stream-fed lake offered fresh water to the area. The first log courthouse and post office were established in 1854, and by 1870 the town had become an agricultural trade center. State Police were posted there in the 1870s. The first black school in the area was established in 1880, and Allen Academy, the oldest boy's preparatory school in the state, was founded in 1886. It operated there for 13 years as Madison Academy, before moving to the town of Bryan, Texas. By 1890 the town had seven general stores, a saloon, and operated a single newspaper, the *Watchman*. A second newspaper, the *Meteor*, was founded in 1895. By 1896 Madisonville had 700 residents (Jackson 2016b).

The International-Great Northern Railroad operated a branch line from Navasota to Madisonville from 1903 to 1944. SH 90, SH 21, and US 75 were all built near or through the town between 1929 and the early 1930s. From 1935 to 1941, the Civilian Conservation Corps had a camp on the western edge of town. Demographics shifted during the 1940s; many people left to pursue employment related to the war effort in metropolitan areas, but many rural black residents moved into Madisonville. While the overall population rose from 2,095 in 1940 to 2,393 in 1950, the African American population rose from

142 in 1940 to 927 in 1948 (Jackson 2016b). Like the rest of the county, Madisonville still relies on agricultural trade. The town is home to Madison County's mushroom-processing plant, a 110-acre industrial park, and also benefits from the oil and gas industry (Jackson 2016b). The town's population was 4,396 in 2010 (Census Viewer 2016).

The Primitive Baptist Church and Fellowship Cemetery are located approximately 400 feet east of the LOD of Segment 3C of the Build Alternatives. The church and cemetery are on the south side of CR 1452, approximately 2.5 miles west of the county seat of Madisonville. The cemetery contains thirteen recorded burials. The Fellowship cemetery is located on the western side of the Primitive Baptist Church on the 1963 Madisonville USGS 7.5 minute quadrangle map, (**Figure 50**). It is unknown when the cemetery was established, but the earliest interment is that of Martha C. Wallace (May 17, 1833-October 5, 1908). The most recent burial dates to 2014 (Findagrave 2016).



**Figure 50: 1963 USGS 7.5 minute Madisonville, Texas topographic quadrangle illustrating the Fellowship Cemetery, marked as a single grave (USGS 1963).**

The Oxford Cemetery is located in a rural area and contains graves that date from 1872 to 2015, with the first interment being that of Andrew M. Eakens (September 18, 1871-November 20, 1872). Located at the intersection of CR 429 and Hwy 21, approximately 415 feet west of the LOD of Segment 4 of the Build Alternatives, the cemetery contains more than 400 interments. Although the location of the cemetery is approximately 4.3 miles east of the community of North Zulch and only 1.6 miles west of the community of Cottonwood, Oxford Cemetery is associated with Madisonville, more than 7 miles away. The Oxford Cemetery was designated an HTC by the THC in June 2016, and was previously determined eligible for listing in the NRHP at the local level of significance for association with early community development in Madison County.

### 3.9 Grimes County

Numerous communities, some of which are no longer extant, are within proximity of the Build Alternatives in Grimes County. Included are Bedias, Pankey, Singleton, Roans Prairie, Apolonia, and Stoneham. A brief discussion of the county and each community is provided below.

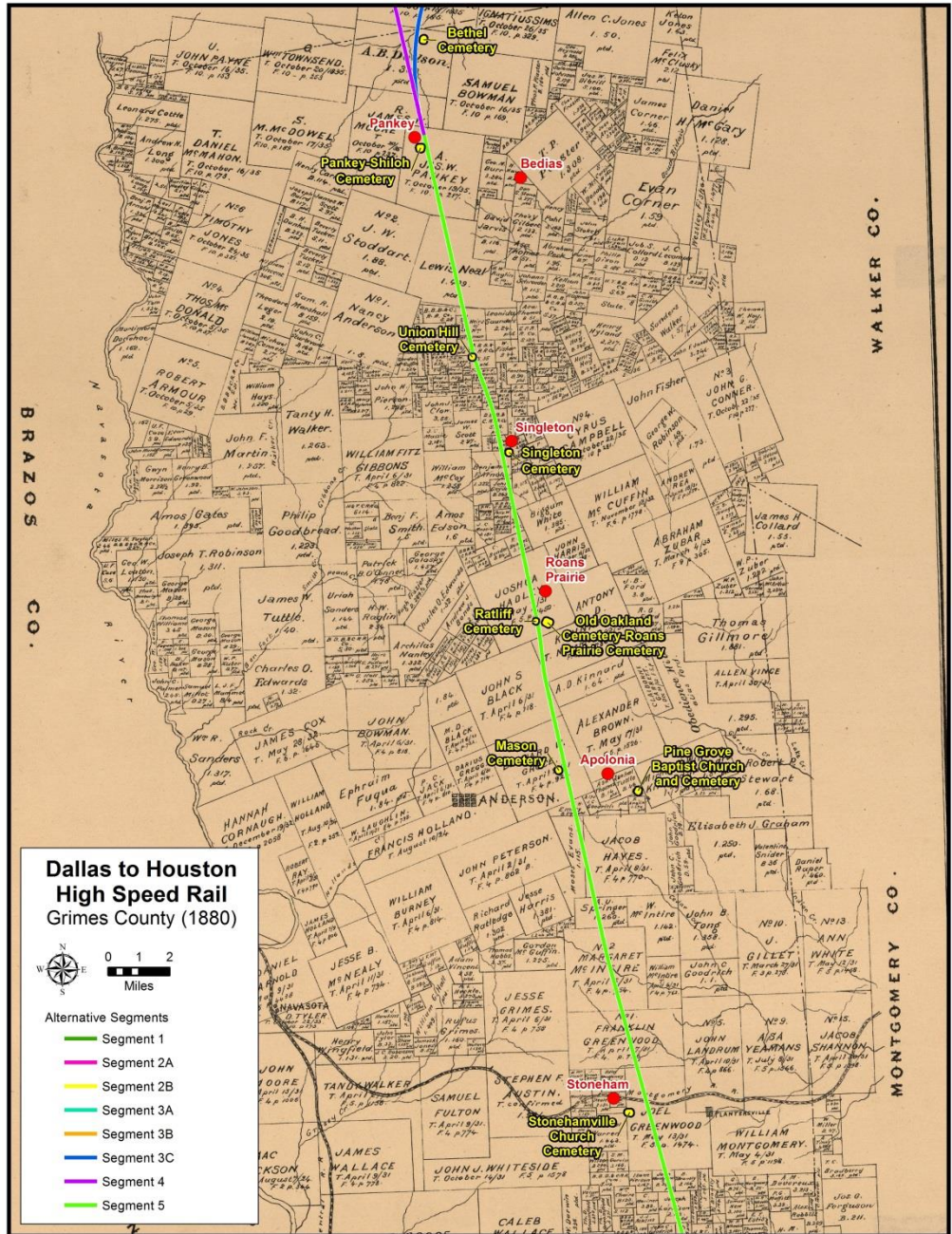


Figure 51: 1880 Texas General Land Office map of Grimes County (Library of Congress 2016m).

### **3.9.1 Development of Grimes County**

The earliest settlers arrived in Grimes County circa 1821. In 1824 seven colonists from the Austin Colony settled in the area, including Francis Holland, Isaac Jackson, James Whiteside, Jesse Grimes, Caleb Wallace, Jared E. Groce, and Anthony Kennard. By 1825 significant amounts of cotton production was underway and documents indicate that the first Cotton Gin in Texas may have been established in Grimes County as early as 1825. The first post office was established in 1835 but many of the early settlers soon left as the Mexican Army advanced. By 1836, a total of 64 land grants in the Grimes County area were obtained from the Mexican government. Most of these early settlers were from the southern United States, who brought with them slaves and a plantation style economy.

After Texas won its independence from Mexico, the area that would become Grimes County was incorporated as part of Montgomery County, which was organized in 1837, by the Congress of the Republic of Texas. Grimes County was officially formed in 1846 after a petition from residents of western Montgomery County requesting the split (Blair 1930). The original county seat was designated as the old town of Fanthorpe, named after British merchant Henry Fanthorpe, who purchased 1107 acres within the Francis Holland Land Grant in 1833, later to be redrawn and renamed Anderson (Blair 1930; Ray 1949). The county's boundaries shifted in 1853, when Madison County was formed from the northern portion of the county. This occurred again in 1873, when a section in the southern part of the county was taken to form Waller County (Blair 1930; Jackson 2016c).



**Figure 52: Methods for the agriculturally based economy of early Grimes County (Grimes County Historical Commission [GCHC] 1982).**

An agriculturally based economy was established early on, with the primary crops being cotton and corn, although the raising of cattle, hogs, and sheep was also important. In 1859, the first railroad crossed the county when the H&TC Railroad constructed a line to Navasota. By 1860, the population in Grimes County totaled 10,307, over half of which were slaves (Jackson 2016c). At the onset of the Civil War the county voted for secession, as did most counties in the area. During the war years, the county experienced an influx in the population due to refugees from the lower south moving to the area. The migrants began planting their own crops or rented their slaves to other landowners in the county for income. In 1861, a munitions factory was constructed two miles west of Anderson. In 1862 the county received its first telegraph lines, strung through Navasota for the benefit of the railroad and the Confederate government. In 1863, the commander of the Department of Texas, John B. Magruder, established his headquarters in Grimes County. Within two years, a local grand hotel, the Piedmont

Hotel, had been converted into a military hospital. Grimes County was also on the route of wagon trains to Mexico which was established to circumvent Union blockades. Trading along this route served to mitigate some of the hardships of the war for the area (Jackson 2016c).

Due to tension resulting from the outcome of the war, federal troops were stationed in Brazos County, a few miles northwest of Navasota, from 1865 to 1870. In addition to this, troops were stationed in Anderson for a short time as well. An office of the Freedmen's Bureau was established in 1866, but its headquarters moved repeatedly in and around Grimes County, finally settling in Bryan (Brazos County). The Bureau established African-American schools in Anderson, Courtney, and Navasota. Racial tensions continued with violent encounters not uncommon, but few offenders were ever prosecuted. The Ku Klux Klan emerged in Navasota in 1868, and in response some local black residents formed militias to protect themselves. The black community made up sixty percent of the county's population in 1870, ensuring a stronghold for the Republican Party. Eight African-Americans from the county held seats on the state legislature from 1871 to 1883. This changed after 1898, when Democrats formed the White Man's Union, which was designed to exclude blacks from politics and sometimes used violence to accomplish this goal. After this group swept the 1900 elections, large numbers of African-Americans began to leave the county (Jackson 2016c).

After the war, the cultivation of cotton increased, as did the number of tenant farmers. The local economy steadily improved during the latter part of the 1800s and early 1900s as a direct result of additional railroad construction. Although the county's farms in 1870 were worth less than a third of their pre-war 1860 value, the local economy steadily improved during the late nineteenth through early twentieth century. This was a direct result of additional railroad construction. Between 1883 and 1907, four new railroads were constructed through Grimes County, including the Gulf, Colorado, and Santa Fe (1883); Great Northern Railroad (1900); International- Great Northern (1903); and the T&BV Railway (1907) (**Figure 53**). The road system remained primitive until 1930, when some major roads began to be paved and construction of State Highway 90 began (Jackson 2016c).



Figure 53: The 1926 Railroad Map of Texas depicting rail lines through Grimes County; H&TC (1859) [blue]; Gulf Colorado & Santa Fe (1883) [dark red]; Great Northern (1900) and International- Great Northern (1903) [yellow]; and the T&BV Railway (Library of Congress 2016d).

Grimes County continued to maintain a fairly stable economy through the early 1900s; however, the population decreased from its peak of 26,106 residents in 1900, to 21,205 residents in 1910 as a result of the mass emigration of blacks (Jackson 2016c). The following decade, the agricultural industry in the county experienced some prosperity, and immigration of Americans from the southeastern states, as well as immigrants from Mexico, Germany, and Poland, helped to offset some of the population loss. Despite this, the economic difficulties of the Great Depression hindered the county's development. Between 1920 and 1950, the county's population declined from 23,101 to 15,135 residents. Cotton production slowed to a stop between 1940 and 1970. Corn, peanuts, and other crops declined as well. Beekeeping has remained an important part of the agricultural economy. Livestock has become the most important agricultural pursuit in the county.

Ninety-three percent of the county's agricultural revenues come from livestock products, primarily beef and milk. Hog, sheep, and poultry raising declined during the twentieth century, but are still present in the county. Maintaining a primarily agricultural economy, the county did not begin to recover until the late twentieth century. Contributing to the recovery was a significant increase in the production of lumber and petroleum products during the 1980s. Another factor was the diversification of the local economy. While the Grimes County economy remains mainly agricultural-based and rural, there is a small manufacturing base and two large prison farms, one of the prisons also operate a stainless-steel

factory (Jackson 2016c). Between 1980 and 1990, the county population increased from 13,580 to 18,828, and as of 2014 there were a recorded 27,172 residents in Grimes County (Jackson 2016c).

### **3.9.2 Grimes County Communities**

#### **3.9.1.1 Bedias (Grimes County Bethel Cemetery)**

Bedias is located at the intersection of SH 90 and FM 1696, 2.7 miles east of the proposed LOD. Originally called Plasterville at the initial settlement in 1835 named for one of the first settlers in the area Thomas Phiny Plaster, the town was later renamed for the historic Bedai Indians (GCHC 1982). Sarah Bradley Dodson, wife of Archelaus B. Dodson, designed the first Lone Star Flag for the Texas Revolution that same year. The Dodsons settled along the northern boundary of Bedias in 1844 after reclaiming their headright (Jackson 2016d). After her death in 1848, Ms. Dodson was buried at Grimes County Bethel Cemetery northwest of Bedias. A plaque detailing her contribution sits above her headstone (Jackson 2016d; The Madisonville Meteor 2007; USGW 2016d).

Bethel Cemetery, established in 1848 on land initially donated by the Dodsons, is currently located on a private road west of FM 143 immediately south of the Madison County line. Although the cemetery is still in use, most of the 317 recorded interments date from the mid-1800s to the early 1900s, 23 of which were Confederate Veterans (Rootsweb 2016). Bethel Cemetery was designated as an HTC in 2005 (TASA 2016) and is recommended eligible for listing in the NRHP due to the association with early community development in Grimes County.

By 1885, the town had 300 residents, four gristmills, three churches, four private schools, a post office, and a Methodist Church in addition to the Baptist Church. The International- Great Northern Railroad reached Bedias in 1903. Four years later the town had two hotels and two banks, in addition to several businesses. The town suffered large fires in 1912, 1914, 1924, and 1927; the fire in 1927 destroyed the entire business district (GCHC 1982). Despite this, Bedias had twenty-five rated businesses in 1936. By 1967, that number had fallen to five, and the population had declined to 290 from its peak of 500 in 1936. The population has remained fairly steady since, with 301 residents in 2000, and 38 businesses the same year (Jackson 2016d).

#### **3.9.1.2 Pankey (Pankey-Shiloh Church and Cemetery)**

Pankey, originally located approximately three miles west of present day Bedias along FM 1696, was first established in 1835 with the arrival of James W. Pankey and Thomas Phiny Plaster, when Plaster cleared his land for a plantation settlement. Pankey was a thriving community until the 1903 arrival of the International- Great Northern Railroad in nearby Bedias. Although the Panky Church is indicated on the 1920 Iola Quadrangle Corps of Engineers, U. S. Army Progressive Military Map (**Figure 54**), the residents of the smaller communities such as Pankey slowly migrated towards the booming town of Bedias (GCHC 1982). By 1958, the General Highway Map of Grimes County referred to the Pankey Church and Cemetery as Shiloh (**Figure 55**). The only community facilities that remain of Pankey are the Pankey-Shiloh Church and Cemetery on FM 1696, east of CR 124. The Pankey-Shiloh Cemetery contains 486 interments, of which the earliest dates to February 9, 1877. The cemetery is still in use (Findagrave 2016).

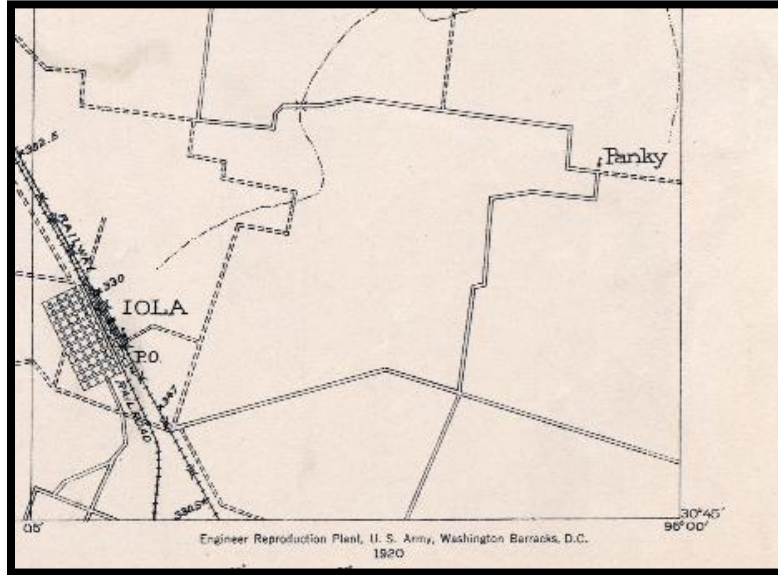


Figure 54: 1920 Iola quadrangle map illustrating the location of the Pankey church (Perry- Castañeda 2016b).

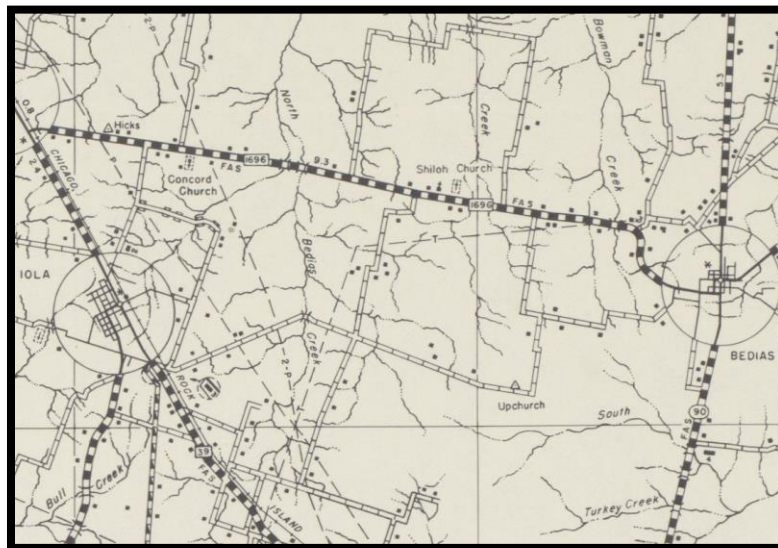


Figure 55: 1958 General Highway Map of Grimes County illustrating the Shiloh-Pankey Church and Cemetery (Texas GLO 2016k).

### 3.9.1.3 Singleton (Singleton and Union Hill Cemeteries)

Singleton is located on State Highway 90, U.S. Highway 39, and the Burlington-Rock Island Line 0.3 miles to the east of the proposed LOD. Although settled in the 1830s by the slaveholding Dreher family from Louisiana (GCHC 1982), Singleton did not become an official community until 1900. At this time several farming families moved to the area to be near the newly constructed line of the International- Great Northern Railroad and the establishment of the post office in 1902. The town itself was named after railroad surveyor E. P. Singleton. The T&BV Railway was constructed through Singleton in 1907, severing



the small community of Union Hill from Singleton, which included the newly organized Baptist congregation meetinghouse, the original home and cotton gin of the Dreher family, and the Union Hill Cemetery (GCHC 1982; Jackson 2016e).

The Union Hill Cemetery is located in a rural area within a transmission line corridor approximately 3 miles north of Singleton, with the current known boundary being approximately 125 feet west of the Project LOD. The 62 interments, the earliest dating to 1859 (Fannie Mary Ray [1842-1859]), are primarily from the mid- to late 1800s to the 1920s, although it does not appear on the 1961 Singleton quadrangle USGS Topographic map. This cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Grimes County.

The new Singleton schoolhouse was built in 1913, and the first interment at Singleton Cemetery was in 1916 (C. Reist [1855-1916]). The northwest boundary of the Singleton Cemetery, with 59 known interments that include three members of the Dreher founding family, is located within the LOD of the Project. The Pure Oil Company and Sinclair Oil opened pumping stations north of town in the 1920s, but were only operational through the 1950s. In the 1920s, Singleton had four stores, two boardinghouses, and a large railroad freight platform (**Figure 56**). The population in 1915 was 100 and increased to 150 by 1936. As the nearby communities of Shiro and Anderson grew, train service to Singleton slowed, and by 1949, the population had dropped dramatically to only 20 residents. The post office closed in 1977 and the population has remained low since then. By the year 2000, the town had forty-four residents (GCHC 1982; Jackson 2016e).



Figure 56: Singleton's rail freight platform ca. 1920s (GCHC 1982).

#### 3.9.1.4 Roans Prairie (Ratliff and Old Oakland Cemeteries)

Roans Prairie is located at the intersection of SH 30 and SH 90 in central Grimes County, approximately 0.25 miles northeast of the LOD of the proposed Roans Prairie Station. The area was initially settled in the early 1830s within the Stephen F. Austin colonists' headrights of Joshua Hadley, John Harris, and

Anthony Kennard (**Figure 57**). The settlement was referred to as “Hadley Prairie,” “Ratliff Hill,” and “Hadley Hill,” as Joshua Hadley and his wife Obedience built a large house and hilltop fortification due to numerous Indian raids (GCHC 1982; Jackson 2016f). On June 2, 1837, Mary Taylor and her two-year-old daughter were killed by Indians as they fled from the Hadley house. A marker for Mrs. Taylor is located within the Ratliff Cemetery, although the exact location of her burial is unknown (GCHC 1982; Findagrave 2016; TASA 2016).

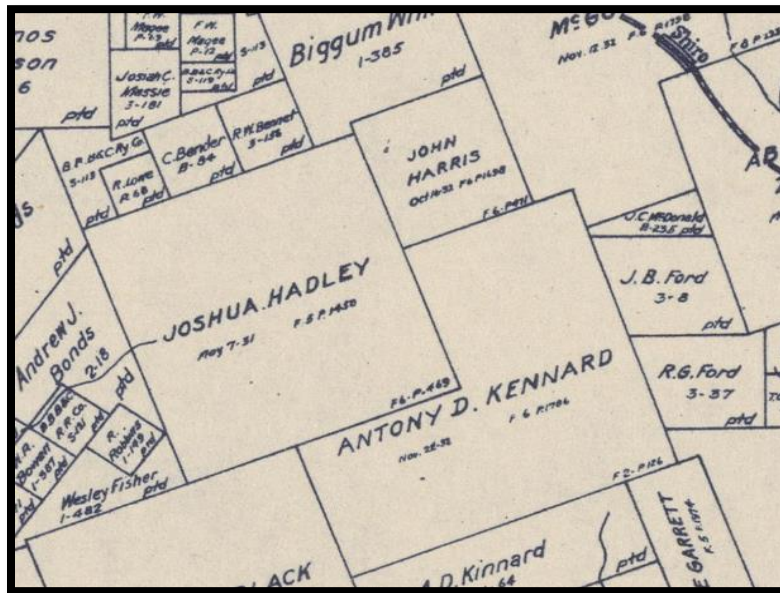
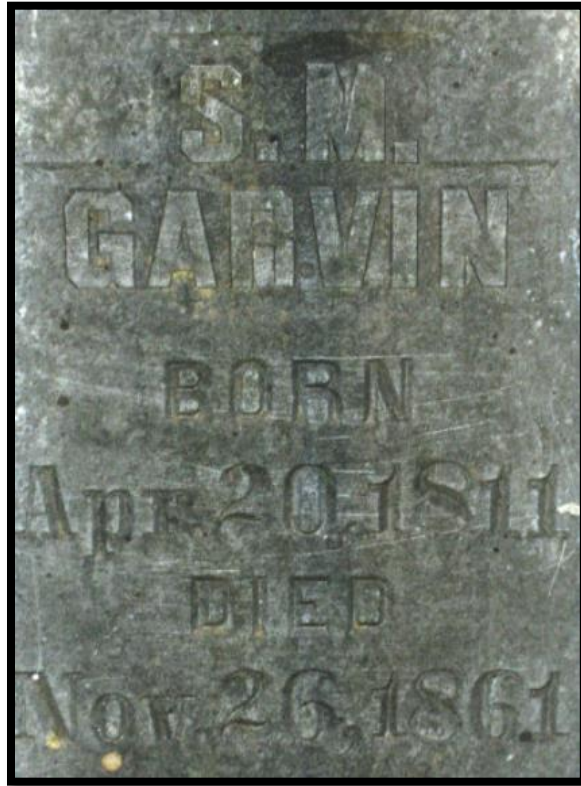


Figure 57: 1880 map of Grimes County. Roans Prairie was originally settled on the Hadley, Harris, and Kennard land grants (Library of Congress 2016m).

Located 1.2 miles southwest of Roans Prairie and approximately 35 ft west of the Project LOD, the Ratliff Cemetery has 15 interments, of which the earliest is Levi Taylor (1803- March 8, 1837) and the latest is that of Mary Ana Ratliff (January 22, 1826-April 13, 1912). Although it does not appear on the 1962 USGS Roans Prairie quadrangle map, the cemetery was designated as a Historic Texas Cemetery in 2006. Ratliff Cemetery is recommended eligible for listing in the NRHP due to the association with early community development in Grimes County.

The Roans Prairie community began to develop when Willis I. Roan moved to the area in 1841 with his more than 160 slaves (GCHC 1982; Jackson 2016f). Establishing his settlement on the Harris and Kennard land grants, Roan built a general store in the mid-1840s and became the first postmaster in 1849 (Jackson 2016f). Roans Prairie soon became home to a stagecoach depot and two schools, one of which doubled as the original location of the Oakland Baptist Church founded in 1854 (Findagrave 2016; GCHC 1982; Jackson 2016f). The accompanying Oakland Cemetery (Old Oakland Cemetery – Roans Prairie), established by 1861 with the burial of Confederate Veteran Sanford Monroe Garvin (April 20, 1811-November 26, 1861) (**Figure 48**), although the THC marker text below states 1867. The Oakland Cemetery is approximately 1,035 feet east of the Project LOD. With more than 200 interments, most of the burials date from the late 1860s to the early 1900s, although the cemetery is still in use. In 1967, the THC marker was erected for the Old Oakland Cemetery:

*“Founded in 1867, in connection with the Oakland Baptist Church, which stood here until moved to Roans Prairie in 1913. Graves of many pioneers are located here. Oakland was once a popular way-station for the Bates and Black Stagecoach Lines, which ran from Austin to Huntsville until 1880. This road, known as Coushatta Trace, was originally a trail of the Coushatta Indians, a friendly tribe that hunted in this territory. In 1838, a Mrs. Taylor, the last known person killed by Indians in Grimes County, was murdered not far from this site.” - 1967*



**Figure 58: Headstone of the first interment at the Old Oakland Cemetery, Confederate Veteran Sanford Monroe Garwin (Findagrave 2016).**

The population of Roans Prairie increased after the construction of the International- Great Northern Railroad in 1903, which included a spur running off of the main track north of town to a rock quarry. The material excavated from the rock quarry containing sand, gravel, and rock that was used in the construction of the Galveston Seawall (GCHC 1982; Jackson 2016f). The following year, the town built a two-story schoolhouse. Roans Prairie was home to 250 people in 1915. This number fell to 100 by 1936, rose to 150 by 1944, and declined to 56 by 1969, where it remained through 2000 (Jackson 2016f).

#### 3.9.1.5 Apolonia (Mason and Pine Grove Baptist Cemeteries)

Apolonia is located along Farm Road 2819, one mile to the east of the proposed LOD. Settlement began in the area in the early 1830s, eventually becoming a lumbering center by 1835. The Pine Grove Baptist Church and Cemetery were established in the early 1840s on land deeded by Mr. and Mrs. J. L. Mansfield, southeast of town (GCHC 1982). After the Civil War, Yarborough’s Chapel, a black Methodist Church, was established on land deeded by M. Yarborough (GCHC 1982), and may be associated with the nearby Mason Cemetery. The 1880s and 1890s saw an influx of Polish immigrants, who named the

local post office after Saint Appolonia in 1889. The post office was short-lived, being discontinued in 1907. Most families in the community of Apolonia raised their own cattle, hogs, and chickens. In 1900, the town had three general stores and two sawmills, but by 1920 only two businesses remained in the town, and by 1948 there was only one. The population has remained small; in 1910 the town was home to 30 residents, and in 1948 there was only an estimated 25. No census records of the town were recorded after 1948 (Jackson 2016g). The town is now a small community considered as part of Anderson, approximately 4.4 miles west.

Mason Cemetery is located 1.6 miles northwest of Apolonia and approximately 1,000 feet west of the Project LOD (**Figure 59**). Mason Cemetery, a black cemetery consisting of 91 interments, dates to the burial of Adam Mason (birthdate unknown – August 19, 1897). It was another 22 years before the cemetery records show a second interment, Josephine Mason (March 5, 1892 – November 19, 1919). Although the most recent burial is that of Louise D. Hill (January 20, 1949 – March 1, 2012), the cemetery appears to still be in use.

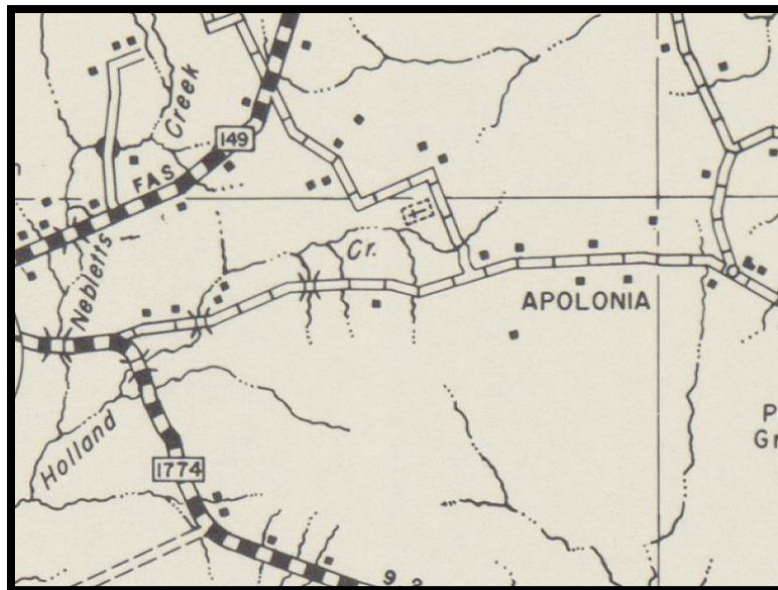


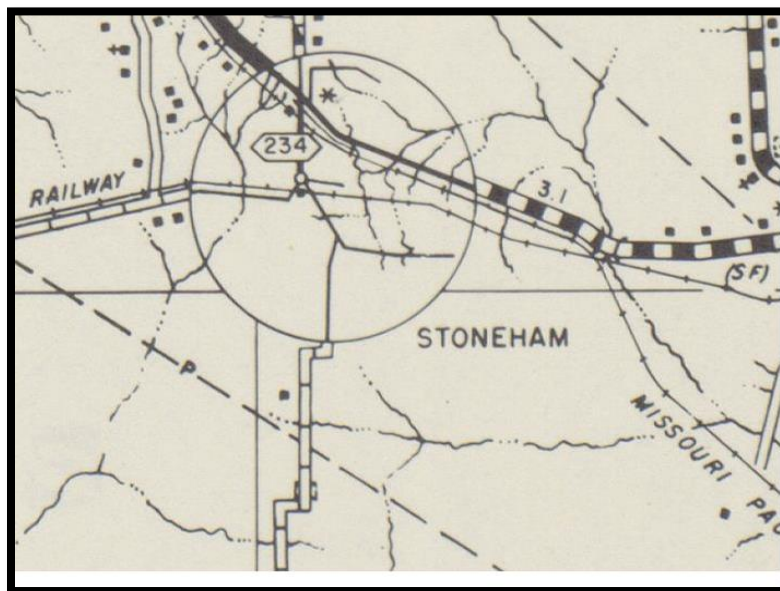
Figure 59: 1940 General Highway Map of Grimes County depicting the community of Apolonia and the nearby Mason Cemetery (Texas GLO 2016).

#### 3.9.1.6 Stoneham (Stonehamville Cemetery)

Stoneham is located on a dirt road a mile south of State Park Road 234, three quarters of a mile west of the Build Alternatives LOD. The area was initially settled during the 1830s, and a Methodist meetinghouse, which doubled as a schoolhouse, was constructed in the 1840s. After the Civil War, a Baptist church was built in town. The Central and Montgomery Railway proposed a line through the area in 1879, which prompted local families to relocate there. John H. Stoneham, whom the community is named after, deeded the right-of-way to the railroad and opened a general store near the line. He also served as the first postmaster beginning in 1890, and the town became a shipping center for agricultural products.

In 1901, the Smith Land and Improvement Company surveyed the town and sold lots. In 1909, a Catholic Church was established and the black Stonehamville Methodist Episcopal Church and Cemetery followed in 1910. The Stoneham Common School District maintained three white and three black schools during the early twentieth century. The International-Great Northern Railroad built a spur to the local cotton gin in 1918. A fire destroyed the Stoneham business district in 1932; most of it was not rebuilt because of the Great Depression. In 1936, the town had eight businesses and a population of 200. The population declined after World War II; it was 100 in 1949, and has held steady at 12 residents since 1970 (Jackson 2016h).

The Stonehamville Church Cemetery, also known as the Simmons Chapel Cemetery, was established in 1910 with the first interment of Sir Ellis Hubbard (birth date unknown – February 1910). Located approximately 600 feet west of the Build Alternatives LOD, the black cemetery containing 256 burials does not appear on the 1957 Texas Highway Map (**Figure 60**), although it is indicated on the 1961 Stoneham quadrangle USGS topographic map (**Figure 61**). The Stonehamville Church Cemetery has been in continued use, with the most recent burial of Arlieia May McDowell occurring in 2015 (April 18 1952-June 20, 2015) (Findagrave 2016).



**Figure 60: 1958 General Highway Map of Grimes County illustrating the community of Stoneham with no indication of the Stonehamville Church and Simmons Chapel Cemetery established in 1910 (Texas GLO 2016k).**

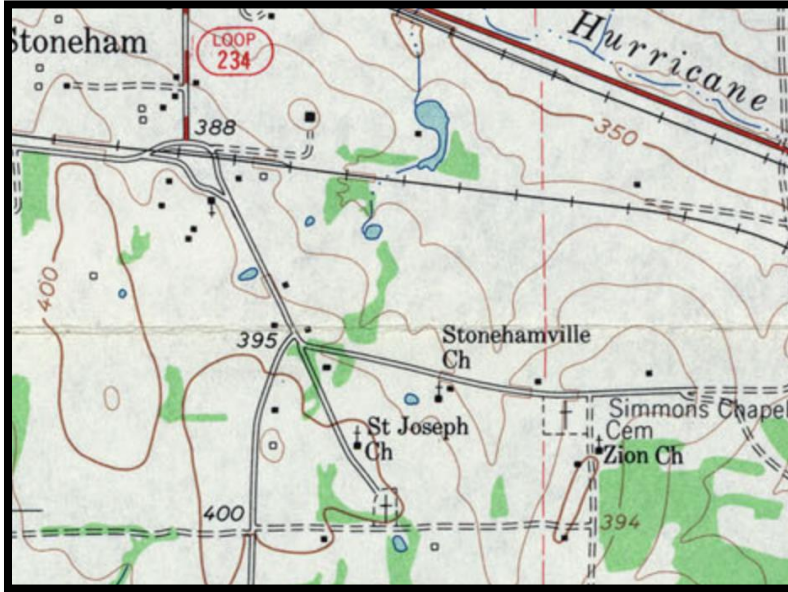


Figure 61: 1961 USGS Stoneham, Texas 7.5 minute topographic quadrangle map illustrating the location of the Simmons Chapel Cemetery (Perry Castañeda 2016c).

### 3.10 Waller County

Communities near the Build Alternatives in Waller County are the towns of Fetzer, Hegar, and Waller (Figure 62). A brief discussion of the county and each community is provided below.

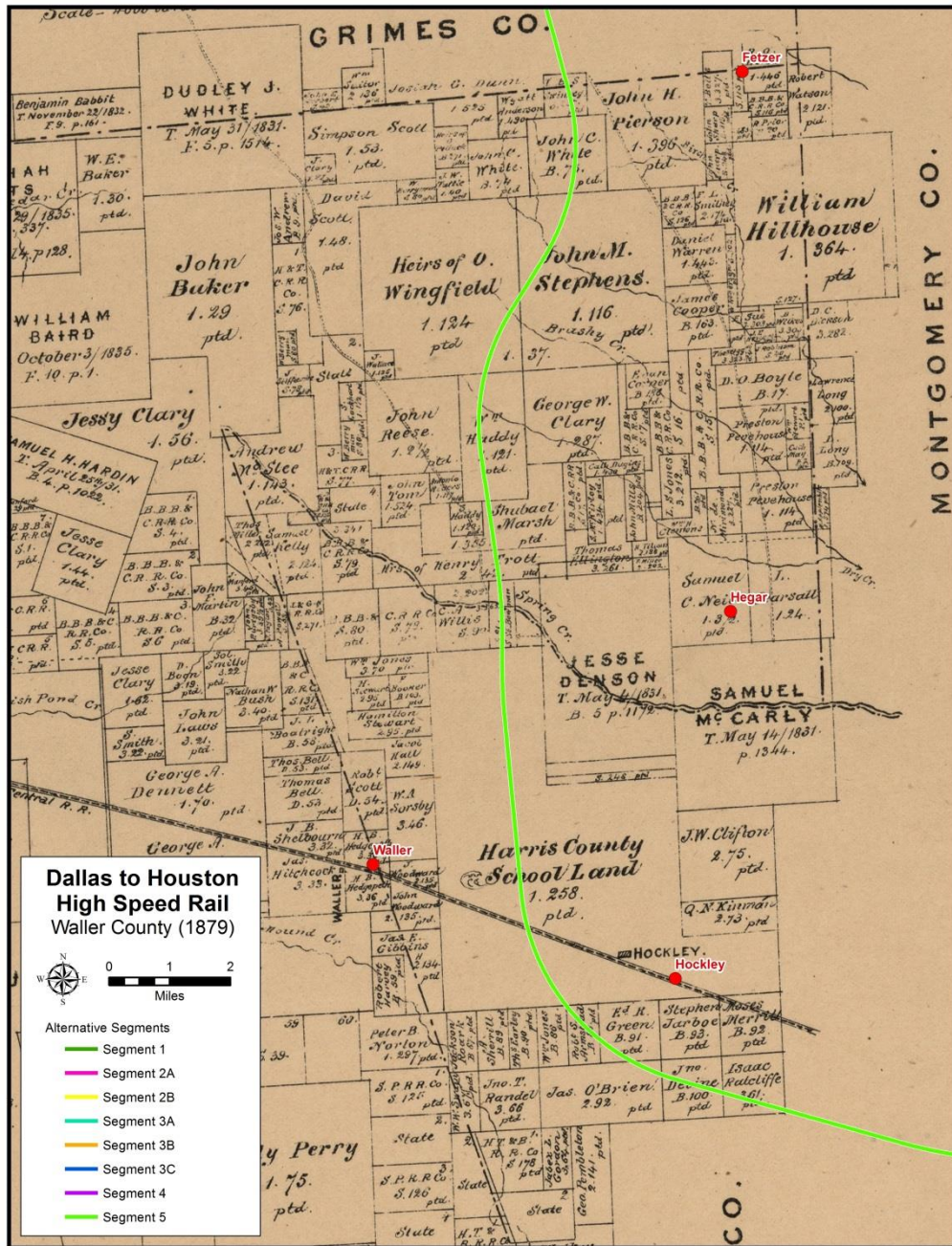


Figure 62: 1879 Texas General Land Office map of Waller County (Library of Congress 2016n).

### ***3.10.1 Development of Waller County***

What is now known as Waller County was originally part of the Municipality of Washington under the Mexican government (Christian and Leffler 2016). The area was originally settled in the early 1820s under Stephen F. Austin's colony. One of the first settlers was Jared Ellison Groce, who came to Waller County from Georgia via Alabama around 1822 (Fehrenbach 2000). Groce established the Bernardo Plantation along the Brazos River, approximately four miles south of Hempstead. Aided by approximately 90 slaves, Groce soon established himself as a prominent plantation owner in the region (Bertleth 1917). Because he brought slaves with him, Groce was able to acquire ten leagues of land (Fehrenbach 2000). Not only did he own four leagues in present-day Waller County, but he also had at least two leagues in Austin County, one in Grimes County, and several in Brazoria County as well. Jared Groce is noted as the one of the first cotton planters in Texas, cultivating and harvesting his first crop in 1822. Within three years, not only was he shipping portions of his harvest to New Orleans for distribution, but also owned one of the first cotton gins in Texas (Bertleth 1917).

By 1836, the boundaries of the Municipality of Washington had shifted and the area that included modern day Waller county was part of the Municipality of San Felipe, was similar to those of present-day Austin County (Jackson 2016i). The original boundaries of Austin County, which included part of modern-day Waller County, were established after the county was organized following the Texas Revolution and subsequent founding of the Republic of Texas in 1836 (Jackson 2016i).

Once Texas joined the Union, the project area was part of Austin County and the newly formed Grimes County. The area along the Brazos River, in what is now eastern Waller County flourished with the cotton industry. When Texas became a state in 1845, there were 200 white citizens living along the eastern bank of the Brazos River with more than 1,000 slaves. Planters relied primarily on steamboats to ship their harvested crops due to the poor road system in the region. The coming of the railroad in 1858 changed the region's transportation dynamics dramatically (Christian and Leffler 2016).

The construction of the H&TC Railroad in 1858 had multiple effects on the economy and growth of the area. Hempstead, the current county seat, was established in 1856 at the terminus of the H&TC Railroad just prior to its completion, and incorporated in November 1858. The town became a major hub for transportation and trade in the subsequent years. This continued to increase with the construction of the Washington County Railroad in 1861, which connected Hempstead to the town of Brenham, just to the west in Washington County (Christian and Leffler 2016). Hempstead quickly became the major population center in future Waller County.

When Civil War arrived in the area, Hempstead continued to be a hub for war supplies and manufacturing. A prisoner of war camp was located approximately two miles east of town on Liendo Plantation, owned by Colonel Leonard W. Groce, son of Jared Groce (the wealthiest settler in Stephen F. Austin's colony). By 1864, there were over 500 Union soldiers imprisoned at Camp Groce (Clampitt 2016). In 1865, the Union army arrived in Hempstead, emancipating the local slave population. Over 4,000 Union soldiers were stationed at Hempstead in the fall of 1865 that followed under the command of General George Custer. Federal troops continued to stay in the vicinity the following year



when a Freedman's Bureau was established in Hempstead. Racial tension was extremely high with the collapsed economy after the war; a result of the tension was a riot in town in 1868 (Christian and Leffler 2016).

The boundaries that form modern day Waller County were established in 1873, after two decades of attempts. Local residents first tried to form their own county and split from Austin in 1853, by circulating a petition but nothing came of the effort. This effort was renewed again just six years later in 1859, but a counter of the petition against the creation of a new county was also presented at the same time. The petition in support of the effort called for a new county to be formed from part of Austin County that lay on the east side of the Brazos River, southern Grimes County, and the north-west section of Harris County. The arguments against this included the loss of the county seat of one of the above mentioned counties, an increase in taxes, and that additional judicial districts would have to be formed as a result. The opposition seemed to present a strong case, and a new county was not formed.

A third effort was made several years after the end of the Civil War, in 1869, but again was unsuccessful. It was not until late 1872 that the effort was once again revived. Once again, the petition was met with resistance, but this time the endeavor was successful. The "Act to Create the County of Waller" was passed on April 28, 1873 (The Waller County Historical Survey Committee [WCHSC] 1973). The new county was named after Edwin Waller, who was not only a co-signer of the Texas Declaration of Independence and the first mayor of Austin, but also the nephew of early settler Jared Groce (Bertleth 1917; WCHSC 1973). The final boundaries of the county included Austin County east of the Brazos River, southern Grimes County, and a portion of northwestern Harris County. The town of Hempstead, already a bustling center for the area, became the county seat (Christian and Leffler 2016).

During the next decade, Waller County flourished with the arrival of additional railroads. The town of Pattison, situated in the southern part of the county was connected to the Texas Western Narrow Gauge Railroad in 1878, although it ceased operation by 1899. By 1880, there were 9,024 residents recorded in the county with almost two-thirds of the population composed of African Americans. There were 600 farms recorded that year, with over 100,000 acres of land associated with them. Ten thousand of these were devoted solely to cotton. In 1893, the Missouri, Kansas, and Texas Railroad was constructed, linking Houston to the town of Brookshire just to its west (Christian and Leffler 2016).

The late nineteenth century also witnessed the influx of immigrants, most likely due to the improved transportation systems. Initially, these immigrants hailed from Central and Eastern Europe, Ireland, Italy, and Germany. By the early twentieth century, immigrants were mainly from the Czech Republic, Slovakia, Germany, and Poland. At the turn of the century, there was a total population of 14,246 residents in Waller County, half of which were African Americans. The number of farms increased exponentially from the 600 recorded in 1880 to approximately 2,000 in 1900. Additionally, the number of acreage devoted to cotton increased from 10,000 to 24,000. Corn and cattle had 18,300 and 16,000 acres devoted to them, respectively (Christian and Leffler 2016).

In the early twentieth century, the cotton industry initially grew with 30,000 acres under cultivation by 1910. This number dipped to 23,000 in 1920, rose to 34,000 in 1924, but then plummeted to 14,000 by

1940. The drop off in cotton was supplemented by the increase of truck farming and food crops, but this did not last long. In 1930, 58,000 acres were devoted to crops; this decreased slightly to 47,000 in 1940. The county population declined along with the cotton industry in the early 1900s. In 1910, the number of residents had fallen to 12,138 and even further to 10,292 by 1920. The population remained fairly stable over the next decade, only dropping to 10,014 in 1930. This decline continued after World War II (Christian and Leffler 2016).

The start of the oil industry in the county coincided with the decline in cotton farming. Oil was initially discovered in Waller County in 1934, and in four years, 80,000 barrels of oil were produced. By 1948, that number skyrocketed to 591,000 barrels of oil. The oil industry has continued to be a cornerstone of the economy in Waller County since its discovery, with over 1.5 million barrels of oil produced in 2004 alone (Christian and Leffler 2016).

By the 1960s, the population of Waller County began to slowly rise since its decline in the early part of the century. According to the 1960 census, there were 12,071 residents in Waller County, up approximately 2,000 since 1930. Due to its close proximity to the Houston metropolitan area, Waller County became a popular location for commuters who worked in the city but wanted to forgo living there (Christian and Leffler 2016). In 1980, the county was home to 23,650 residents, almost double the population of twenty years before (Greenwade 1984). There were ten manufacturing firms in the county, in addition to the oil and gas industry, service industry, and construction (Christian and Leffler 2016).

Agriculture continued to play a large role in Waller County at the end of the twentieth century. In 1982, over three-fourths of the county was devoted to farms and ranches. A majority of that was cultivated farmland or was irrigated. By this time, rice had become one of the leading crops, supplanting cotton (Christian and Leffler 2016; WCHSC 1973). Cotton had actually declined to the point where the last cotton gin in Waller County closed in 1976 (Christian and Leffler 2016). Soybeans, corn, and hay were the primary crops, but watermelon, peaches, peanuts, and pecans were grown as well. Cattle were the main focus of animal husbandry in the county with both beef and dairy cows raised, but pigs and poultry were also raised (Christian and Leffler 2016; WCHSC 1973). Records indicate that 53 percent of the county's income in 1982 was from just livestock. In addition to agriculture, the timber industry began to make an appearance in the late twentieth century (Christian and Leffler 2016).

Just after the turn of the century, in 2002, there were almost 1,500 farms and ranches in Waller County that covered over 275,000 acres. The agricultural lands were divided equally between pasture and croplands. Cattle, hogs, poultry, horses and goats were the focus of animal husbandry. Rice, corn, hay, watermelon, and plants grown for sale – or nursery crops – made up the primary crops produced in the county. Timber also continued to be profitable, with roughly 275,000 cubic feet of pine harvested that year, and 5,000 cubic feet of hardwoods harvested as well. The success of Waller County has continued to the present day. As of 2014, there were over 46,000 residents living in the county with an economic focus on agriculture, education, and manufacturing (Christian and Leffler 2016).

### **3.10.2 Waller County Communities**

#### **3.10.2.1 Fetzer**

The community of Fetzer, situated approximately 2.9 miles east of the Build Alternatives in Waller County, is located at the intersections of Riley Road and FM 1774 in the northeast corner of the county. Very little information is available for Fetzer. Available information indicates that it originated as a switching yard for the former International-Great Northern Railroad on a one-mile tract of land donated to the railroad by a woman named Laura Fetzer in 1913. Like other small towns that emerged along the railroads, the early inhabitants of Fetzer consisted of ranchers, farmers, and those in the timber industry. In 1914, approximately 150 individuals lived in the community, most of which were most likely involved in the timber industry as the population quickly declined when the sawmills in the area began to close. By the 1930s, there were approximately 25 residents. By 1990, the population had declined so severely that there was no associated population taken during that census (Lucko 2016a).

#### **3.10.2.2 Hegar**

The community of Hegar, located in eastern Waller County near the intersections of Magnolia Road, Kresdom Road, and Hegar Road, is approximately three miles east of the Build Alternatives in Waller County. The settlement is named after the Hegar family, who arrived in 1846 from Germany and settled in the portion of Harris County that would eventually become part of Waller County. Oscar Hegar, second generation, owned the general store that also housed the town post office. The store opened in 1899, with the post office opening soon thereafter, operating until 1925. There also was a school just north of the community. Hegar declined over the years, with approximately 20 residents by the 1930s (Lucko 2016b; WCHSC 1973).

#### **3.10.2.3 Waller**

Waller is located on the Waller and Harris County line on Highway 290, approximately 34 miles northwest of the US 290 intersection with IH 610. The town was platted in 1884 along the Houston & Texas Central Railroad and named after Edwin Waller, one of the signers of the Texas Declaration of Independence. The town boundaries expanded in 1889. By 1897, Waller had a population of 500. Local agricultural products at the turn of the twentieth century included cotton, corn, fruits, and berries. Many buildings in Waller were damaged by the 1900 storm that devastated Galveston. However, Waller recovered and continued to grow in the early twentieth century. Waller had a cotton gin until the 1950s and local farmers formed a co-op in the 1920s. Waller incorporated in 1947. By 1950, the population was 712. The population in 2000 was 2,092. Local farmers still grow crops such as peanuts, corn, watermelons, and vegetables and produce livestock; however, Waller has also become a commuter town for people who work in the Houston area (Spencer 2016).

### 3.11 Harris County

Although Houston was the primary focus of development in Harris County, numerous early communities were found along the project corridor, largely following the H&TC Railroad tracks, include Hockley, Cypress, Satsuma, Jersey Village, Fairbanks, Spring Branch, and Eureka Mills (Figure 63). The county and each of these communities are discussed below.

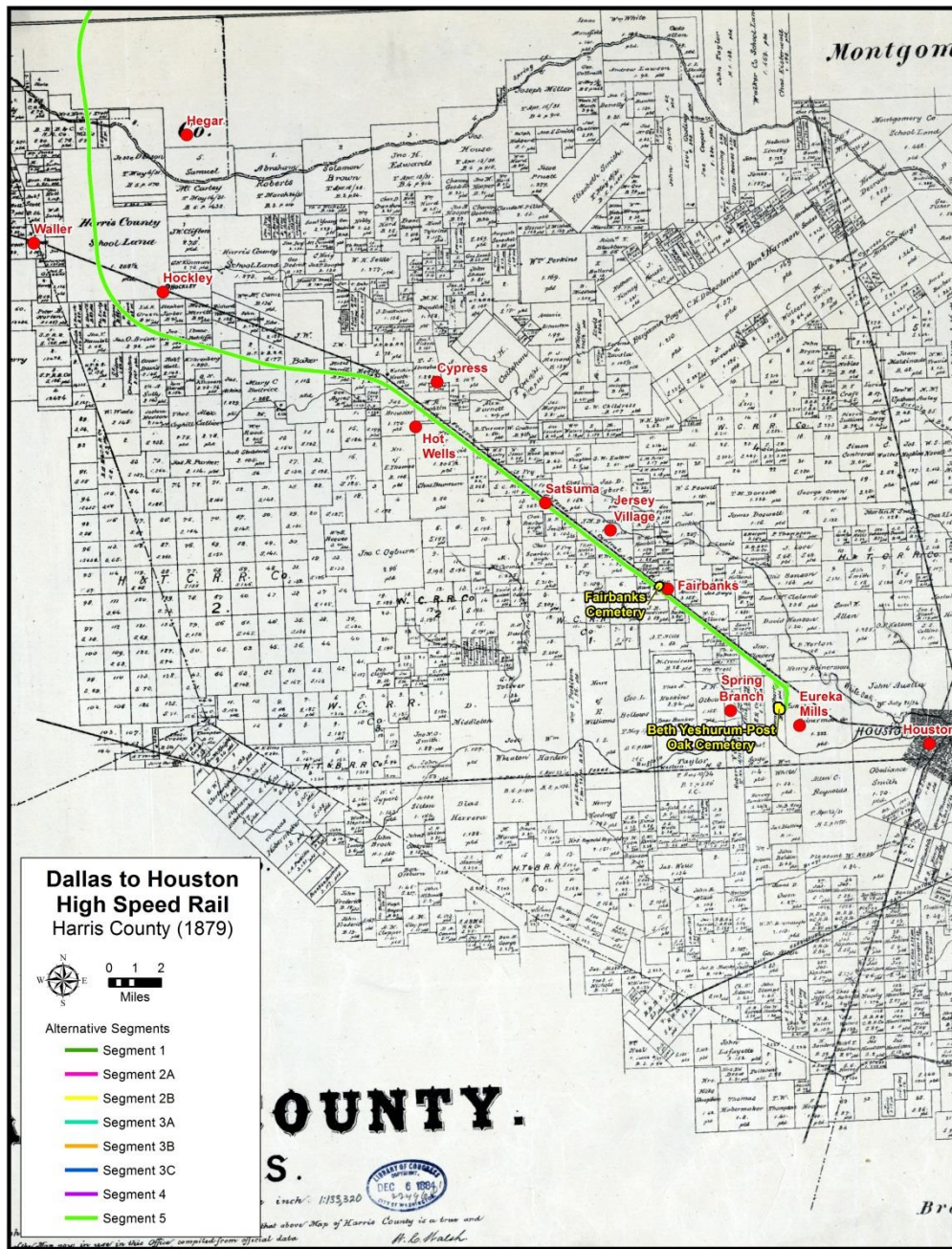


Figure 63: 1879 Texas General Land Office map of Harris County (Library of Congress 2016).

### **3.11.1 Development of Harris County**

The earliest European American settlers in the Harris County area came as colonists under the empresario contract granted to Moses Austin by Spain and renewed by the Mexican government with his son Stephen F. Austin in 1821 when Mexico won its independence. Although the semi-nomadic Akokisa (aka Orcoquisac) Indians had occupied this area prior to Anglo-American settlement, they had left the area by the 1820s (Stromberg nd). The earliest settlers arrived by boat from Louisiana in 1822. Although Harris County was not initially part of Austin's colony, in 1824 the Mexican government gave Austin permission to issue titles to residents already settled along the Buffalo Bayou, the San Jacinto River, and Cedar Bayou. Austin issued contracts to twenty-five families in 1824 and to another twenty-two families between 1828 and 1832 (Houghton et. al 1991). By 1836, most immigrants to Texas were from the southern United States (McComb 1989).

The first town in modern-day Harris County was platted by John R. Harris in 1826 on his league at the confluence of the Buffalo and Brays bayous. He named the town Harrisburg, after himself. The town was platted on a grid of wide streets and oriented along the bayou (Houghton et. al 1991). Harrisburg was a port for immigrants as early as 1833 (McComb 2016). During the war for independence from Mexico in 1836, Harrisburg was briefly the capitol of the Republic, but was burned by Santa Anna's army and the residents barely escaped (Houghton et. al 1991).

In 1832, land speculators Augustus C. Allen and John K. Allen came to Texas from New York. After Texas won its independence from Mexico in 1836, they attempted to purchase the ruined remains of Harrisburg, but could not, due to existing litigation. Instead they purchased property eight miles upstream of Harrisburg on Buffalo Bayou and named the townsite Houston after their friend Sam Houston (McComb 1981). The Allens ran ads in the Telegraph and Texas Register, advertising Houston as a mixture of timber and grassland in the Coastal Plain and a "great interior commercial emporium of Texas" where ships could sail right up Buffalo Bayou to reach the inland port (McComb 2016).

Harrisburg County was formed by the First Congress of the New Republic of Texas in 1836; the name was changed to Harris County in 1839 (Houghton et. al 1991). Houston was named the capital of the Republic and the county seat (Houghton et. al 1991). When the first steamboat reached Houston in January 1837, the townsite was almost invisible from the bayou, which was choked with branches, and still relatively undeveloped, with twelve residents in various tents and one log cabin (McComb 2016). In the next couple of years, the townsite developed with lumber frame houses, ditches for drains, and pigs to clean streets. Houston remained the capitol of the Republic of Texas until 1839, when the capitol moved to Austin (Houghton et al 1991). The capitol was relocated to Houston again from 1841 to 1842 when it was moved to Washington-on-the-Brazos (Houghton et. al 1991). Yellow fever epidemics hit Houston nine times between 1839 and 1867 (McComb 2016).

In the 1840s, more immigrants from the United States and Europe came to Texas. As in the previous decades of immigration, many of those that settled in the Harris County area were from the southern United States. Slavery was illegal under Spanish and Mexican rule, but legal in the Republic of Texas, making it attractive to Southern, slaveholding cotton farmers (Houghton et. al 1991). European

immigrants came from mostly Germany. The earliest German immigration began in the 1830s during a period of social, political and economic upheaval. The earliest immigrants encouraged German family and friends to come to Texas and the Galveston and Texas Land Company also advertised in Germany to encourage immigration (Stromberg nd) German artisans and merchants stayed in the vicinity of Houston, while farmers moved north to established rural communities (Houghton et. al 1991). Other European groups immigrating to Texas in the 1840s included Irish, English, and French (Houghton et. al 1991).

In 1839, the Buffalo Bayou Company was formed and worked to keep the bayou clear to improve steamship travel (McComb 1981). In 1869, companies including the Buffalo Bayou Ship Channel Company were developed to dredge and improve the Buffalo Bayou channel from Houston to the Gulf of Mexico (McComb 1981). By 1876, there was a 12-foot deep waterway to Clinton (a port below Houston). The U.S. Government took over efforts to improve Buffalo Bayou in 1881, transferring the Houston Ship Channel to U.S. Government ownership in 1892 (McComb 1981).

Although slavery was a common practice prior to end of the Civil War, Harris County did not have as high a population of slaves as neighboring counties, likely because of the number of European immigrants (Houghton et. al 1991). Although, the cotton industry was fueled by slave labor and there were antebellum plantations in Harris County, the land in Harris County was better suited for livestock. While growing cotton subsided, cotton merchants, compresses, and mills remained a successful and important part of the local economy (Houghton et. al 1991). In the mid-nineteenth century, cattle ranching and dairy farming increasingly became more common agricultural practices in the county, with rice farming starting in the 1890s (Houghton et. al 1991).

In the 1830s, roads from the port at Harrisburg went east to Anahuac, Liberty, and Nacogdoches; northwest to Spring Creek, and east along Brays Bayou to Oyster Creek. Roads in Harris County saw little improvement in the mid-nineteenth century, though Houston was a major cotton market and shipping center (McComb 1981). Roads were mostly unimproved trails and paths, with routes marked by notched trees and travelled by persons on horseback, mules, and wagons frequently pulled by teams of oxen. Enough rain could make roads muddy and creeks swollen, making them impassable until the weather improved (McComb 1981). In the 1840s, a company formed to pave the road to Washington-on-the-Brazos with planks. The project never moved forward, and railroads were the preferred transportation for shipping and personal transportation as they were faster and cheaper. As a result, efforts to improve road transportation were limited and unsuccessful in the nineteenth century (McComb 1981).

The first railroad company in Harris County, the Harrisburg Railroad and Trading Company, was chartered in 1841. By 1861, Houston was home to five rail-lines, although none extended more than 100 miles (Houghton et. all 1991). One of the early rail lines in Harris County was the H&TC, which extended from Houston up along the current route of the Southern Pacific Railroad and Hempstead Road. The H&TC was originally chartered as the Galveston and Red River Railway in 1848, but the company did not become active until 1852. Construction began in 1853 in Houston and the rails were laid from Houston to Cypress City by July 1856. The Company was renamed the H&TC Railway Company

in 1856. The line reached Hempstead in 1858 and extended to Millican, Texas in Brazos County by 1861. After the Civil War, the line was extended all the way to Dallas and Dennison. By the 1880s, Houston was a major rail hub, with the railroad track miles in Texas increasing from 1,650 in 1875 to 8,486 in 1890 (McComb 1981) (Figure 64).

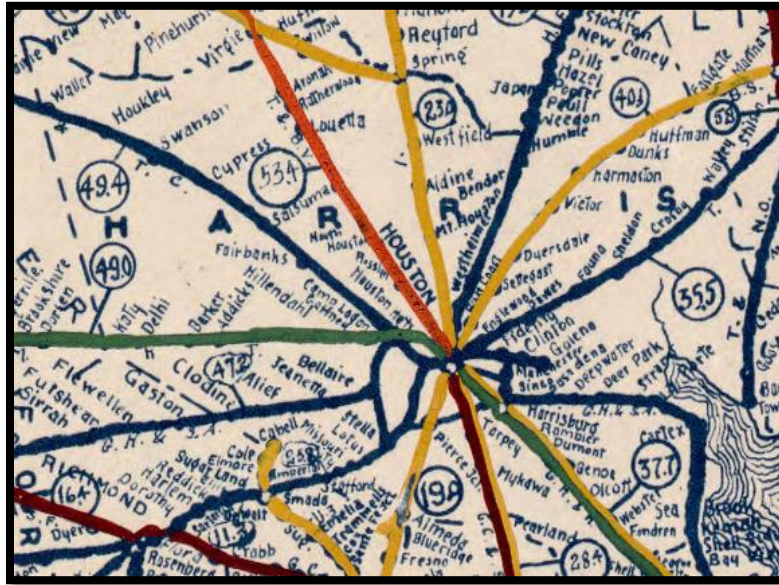


Figure 64: 1926 Railroad Map of Texas showing Houston as a major railroad hub in both Harris County and the State of Texas (Library of Congress 2016d).

At the beginning of 1900, the population of Houston had reached 44,654 and it was the 75<sup>th</sup> largest city in the nation. It was also the largest railroad center south of St. Louis, the second largest manufacturing center in Texas, and the second largest banking center in the South (Chapman 2007). At the same time, the rural portion of the county continued to depend on agriculture. By the end of World War I, rice production became a major agricultural industry in Harris County (Houghton et. al 1991).

Due to its proximity to the Gulf of Mexico and its geography (particularly the low-lying, swampy nature of the area), Houston had to contend with yellow fever, floods, and hurricanes. However, because Houston was located inland, it suffered less damage from these disasters than nearby Galveston, located on a barrier island to the east. After the 1900 storm crippled the population of Galveston, Houston continued to grow and surpassed Galveston both in terms of population and economic success (Houghton et. al 1991). By 1910, the population in Houston was 78,000 twice that of Galveston, Harris County had a total population of 115,693 (Houghton et. al 1991). The Houston Ship Channel officially opened on November 10, 1914, making Houston a deep-water port (McComb 1981). The opening of the channel was a contributing factor to Houston's early twentieth century economic success.

The popularity of the automobile in the early twentieth century led to the first real efforts to improve highways for long-distance travel. The Texas Highway Department was formed in 1917 and the construction of all-weather highways began in the 1920s (McComb 2016). Trucking lines started in Houston in 1919 and there were twenty-two trucking companies by 1920 (McComb 1981). Explosive

growth took place during this period. Houston expanded to absorb Harrisburg by 1926, and by 1930, Houston was the largest city in Texas with a population of almost 300,000. The city had doubled in area, expanding to sixty-eight square miles (Chapman 2007).

When the United States entered World War II, the existing infrastructure and access to oil products made Harris County an ideal location for new petrochemical and manufacturing companies to produce materials for the U.S. Government. The petrochemical and manufacturing industries continued to grow after the war. The population of Houston more than doubled in the 1940s, considered the fastest growing city in the U.S. by 1948 (McComb 1989). Houston refineries were producing more than half of the oil in the United States and there was more wealth within a 200 mile radius of Houston than in any equal-sized area in the world. The activity and economic success of the Port of Houston was surpassed only by the Port of New York.

As Houston grew, the housing market boomed. Beginning after World War II, single-family developments began to spread out from Houston (**Figure 65**). The first mall in Houston opened in 1956 (McComb 1989) and multi-family developments were spreading out into the greater Harris County area in the 1960s. By 1970, Houston was the sixth largest city in the U.S. (Chapman 2007). During this period of rapid growth, the people of Houston and their elected officials were reluctant to restrict development, “repeatedly rejected the idea of zoning to challenge growth, with the result that Houston became the largest unzoned city in the United States” (McComb 1989). With no natural boundaries to restrict growth, and unprecedented highway and suburban development, Houston continued to grow.



**Figure 65: Oak Forest, the largest single-family development in the U.S. after WWII (Chapman 2007).**

After the war, the Texas Highway Department doubled the miles of state highway in the state. The first superhighway in Harris County, the Gulf Freeway, opened in 1952, and the birth of the federal interstate highway system was in 1956 (McComb 1989). As a result of the increase in automobile traffic, trolley services ended in the 1940s and 50s and private passenger train service ended in Texas in 1974



(McComb 1989). The population of Texas doubled between 1950 and 1980, from 7 million to 14 million, and population levels reached 17 million by 1987. Most of the population growth was centered on urban areas and by 1987, just a little over one percent of the population in Texas were farmers and ranchers. With one million new residents, Houston became the fifth largest city in the U.S. (McComb 1989). Residential, commercial, and industrial development began to spread out from Houston along the highways as the automobile became the primary means of transportation. Until the middle of the twentieth century, most of the early rural communities and railroad towns of northwest Harris County “remained stable and unspoiled for decades.” However, the expansion of Houston resulted in the communities being engulfed by sprawl in the mid to late twentieth century (Stromberg nd).

The 1918 USGS topographic map shows a road identified as the “Houston and Hempstead Road” parallel to the route of the H&TC (**Figure 66**). The highway, still extant, is Hempstead Road, and is part of the route of US 290 in Harris County. The current route of US 290 was constructed in the 1970s and 1980s, following the entire route of Hempstead Road. While the communities along the project alignments that date to the nineteenth century grew up along the H&TC Railroad (**Figure 67**), the mid-to late twentieth century development largely took place along Hempstead Road and US 290.

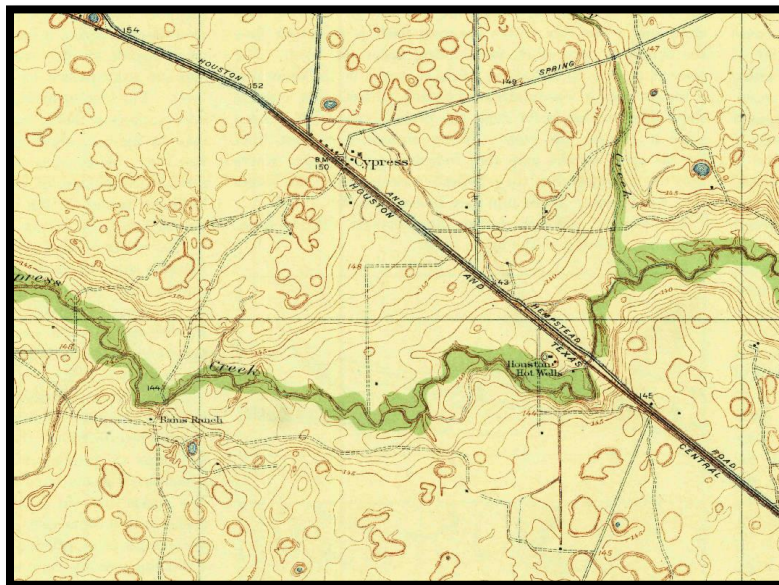


Figure 66: 1918 USGS 1:24,000 Cypress topographic map, showing location of the Houston and Hempstead Road (Perry-Castañeda 2016d).

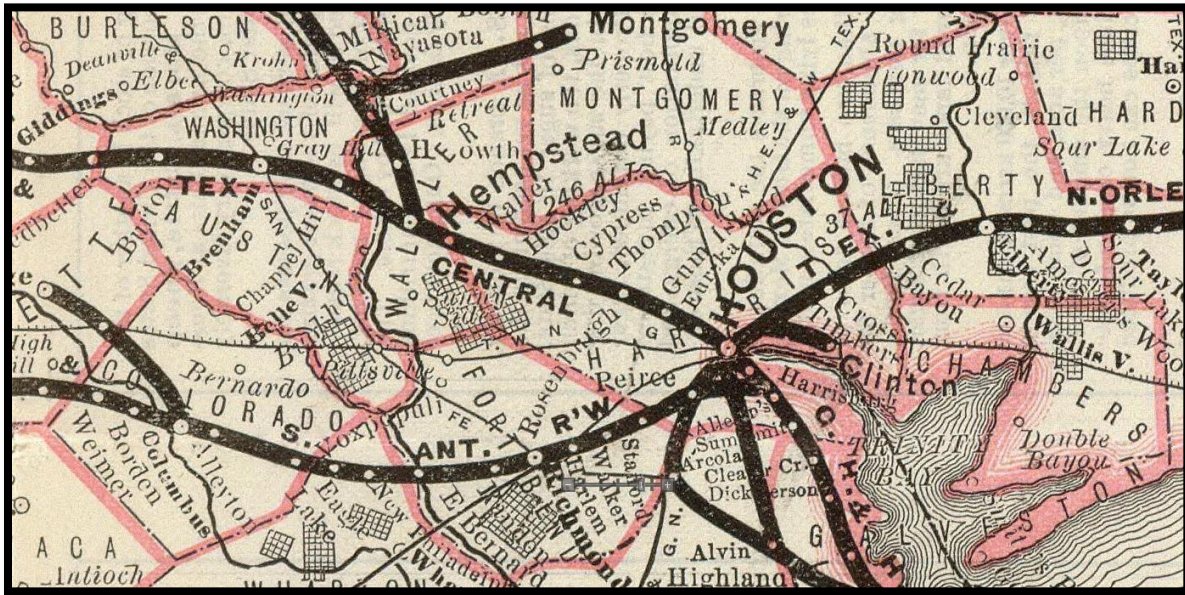


Figure 67: 1885 map of the H&TC Railroad, showing communities of Hockley, Cypress Thompson's (Satsuma), Gum Island (Fairbanks), and Eureka (Rumsey 2016).

### 3.11.2 Harris County Communities

#### 3.11.2.1 Hockley

The community of Hockley is located approximately 1.25 miles east of the LOD of Segment 5 of the Build Alternatives. The Hockley area was one of the earliest to be settled when Sam McCurley settled a few miles from the site of present-day Hockley in 1829. The current location of the town was established in 1835 by George Washington Hockley. Originally named Houseville, the name was changed to Hockley before the end of the year. The H&TC Railroad arrived in May 1857 and a post office was established there in 1858. By 1892 the population was 296, boasting two general stores and a hotel. By 1896, a third store, four saloons, and a cotton gin were also located in Hockley (Kleiner 2016a).

Hockley had two schools by the turn of the century; in 1905 there were 70 students and three teachers in the white school, while the black school had 74 students and one teacher. By 1914 the town had added several new industries including stock breeders and a gristmill. Both the population and the number of business remained stagnant between the 1920s and the early 1940s, with a population of 200 and a maximum of seven businesses. While the population grew slightly during the ensuing years, it had only reached 300 by 1991—its highest level to that point (Kleiner 2016a).

#### 3.11.2.2 Cypress

The unincorporated community of Cypress is located along US 290/ Hempstead Road in northwestern Harris County (formerly the old Washington-Harrisburg Road). German immigrants began settling along Cypress Creek in the 1840s near where some European-Americans were already ranching (Smith 2016). The H&TC Railroad arrived in Cypress in 1856 and the town was platted in by William R. Baker the same year (Cypress Historical Society [CHS] 2015a, 2015b). The settlement was known as Cypress, Cypress Top, and Cypress City (Figure 68). The community included hotels, stores, saloons, corn mill, cotton gin,

and sawmill, and was a commercial and transportation center for the surrounding farming communities (CHS 2015b). Dairy farming and rice farming were two important agricultural occupations in nineteenth century Cypress (CHS 2015b; Smith 2016).

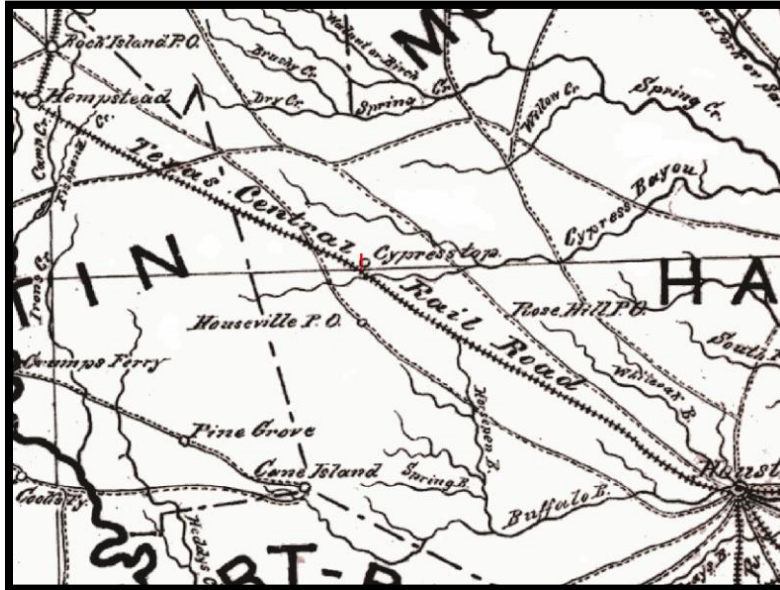


Figure 68: Location of Cypress Top along Texas Central Railroad, as noted on an 1867 map of Texas (TxDOT and PBS&J 2011).

Discovered by oil wildcatters in 1904, an artisanal well located 1.3 miles southeast of Cypress on the northern bank of Cypress Creek, was soon after developed into the Houston Hot Well Sanitarium and Hotel (Figure 69). At various times the facility consisted of large concrete basins in which patrons soaked in the hot mineral water, an Olympic-size swimming pool, and a dance hall/bingo parlor (Houstorian 2007). People would travel to the hotel from Houston by train to Cypress. The hotel was destroyed in a fire in the 1960s and the area was redeveloped as the Hot Wells Shooting Range (Houstorian 2007). The source springs ceased flowing in 1981 (Mulholland 2016).



Figure 69: Hot Well Spa and Hotel ca. 1910 (Mulholland 2016).

Currently, Cypress Top Historic Park contains several buildings that made up the early downtown area of Cypress Top, including the E.F. Juergen home, the Juergen Dance Hall, the Juergen General Merchandise Store, a barber shop, a generator house, a tool shed, and a grist mill. The land and buildings were donated by descendants of the Juergen family. Also included is a mid-twentieth century Humble Oil Gas Station. Only the gas station, barber shop, and grist mill are in their original locations; all of the other buildings have been moved at least once (Howard et. al 2008).

Well into the late twentieth century, the character of the area was still largely rural, with the 7,600-acre Josey Ranch, the largest contiguous cattle ranch in Harris County located just south of Cypress (Lassell and Wolfenden 2008). The Josey Ranch has since been sold and developed, and structures associated with the Ranch have since been demolished as new, private development has taken place. In the mid-1980s the community of Cypress had fewer than 100 residents, but by 2000, the population had exploded, with 18,527 people in the combined Cypress-Fairbanks area (Smith 2016).

### 3.11.2.3 Satsuma

Satsuma is located just south of the intersection of Hwy 6 and US 290 in what was historically dairy and farming country. Reportedly also known as Ashford, Thompsons (see **Figure 67**), and Thompson's Switch, Satsuma was founded in 1910 by the president of the Satsuma Land Company, J. T. Thompson, and was platted in the Charles Clarkson patent along the H&TC Railway. The community was named after satsuma orange trees, as groves of satsumas were planned for the area (Howard et al 2008). In 1913, Satsuma was sold to C. W. Hahl, a developer, who replatted the town and sold the tracts. Satsuma had a post office from 1909 to 1914 and a general store in 1914. Oil was discovered in the area and a pumping plant was constructed nearby, which became a shipping point for the railroad. However, Satsuma never really developed into a town. It was merely a minor stop on the railroad, while Cypress Top was the commercial and transportation hub for the area (Lassell and Wolfenden 2008). The 1983 USGS Satsuma, Texas 7.5 minute quadrangle map shows Satsuma as an abandoned section house, and a pipeline pumping station to the northwest (**Figure 70**) (Kleiner 2016b). The section house is no longer extant.

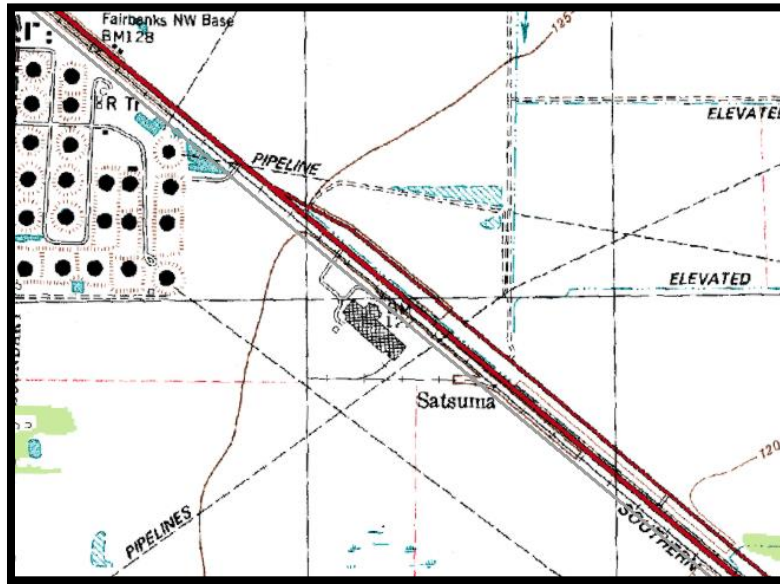


Figure 70: 1983 USGS Satsuma, Texas quadrangle map showing the town of Satsuma and the surrounding area (Perry-Castañeda 2016e).

#### 3.11.2.4 Jersey Village

Jersey Village is located south of White Oak Bayou and north of US 290 half way between Satsuma and Fairbanks, initially part of the 1,236-acre F&M Dairy Farm owned by Clark W. Henry. Originally developed on Jersey Lake by Henry and N. E. Kennedy in the 1950s, the town was named in honor of the jersey cows from Henry's farm. The town incorporated in 1956. The population grew from 493 in 1961 to 966 in 1980. Just two short years later, the population had quadrupled to 4,084. Although the children originally attended school in Cypress and Fairbanks, Jersey Village became home to its own high school in 1972 (Kleiner 2016c).

Although Jersey Village was not officially established until 1953, the 1939 General Highway Map of Harris County indicates some development along US 290 in the general vicinity of Jersey Village (**Figure 71**) (Texas GLO 2016m). Aerial imagery from 1944 and 1953 shows the area as largely undeveloped (Google Earth 2016). The 1970 USGS Satsuma, Texas topographic quadrangle map shows early development of the planned community, with houses along Jersey Lake and Jersey Drive (USGS 1970).



Figure 71: 1939 General Highway Map of Harris County indicating early settlement of Jersey Village (Texas GLO 2016m).

#### 3.11.2.5 Fairbanks (Fairbanks Cemetery)

Fairbanks is located along US 290 surrounding the Fairbanks-North Houston Road. Maps from the mid to late nineteenth century mark the community as “Gum Island,” as it was known along the H&TC Railroad before the town was founded, possibly named for the gum trees growing on the southern side of White Oak Bayou (see **Figure 72**). The town was established in 1893 on a 106-acre site. A post office began operating in 1895. By 1914, there were seventy-five residents, along with a general store, saloon, and grocery store (Smith 2016). The population dipped in the 1920s and 1930s, was recorded as 800 residents in 1940, and dipped again in the 1950s. In 1956 Fairbanks was annexed by the city of Houston and the population grew slowly, with the population reaching 1,050 by 1980 (Smith 2016). Review of aerial imagery from 1944 and 1953 indicates that little growth occurred between these years; however, there is a noticeable change by the 1978 aerial image as a mix of single and multi-family residential, industrial, and commercial development moved up Hempstead Road to absorb the community into the Houston metropolitan area (Google Earth 2016). Fairbanks Cemetery, approximately 250 feet north of the LOD of Segment 5 of the Build Alternatives has no historic designation. The cemetery contains more than 400 burials, the earliest dating to ca. 1900, and includes modern interments. The cemetery was first identified on the 1957 Hedwig Village topographic map.

#### 3.11.2.6 Spring Branch (Beth Yeshurun-Post Oak Cemetery)

Spring Branch is located west of the IH 610 loop, south of US 290 and north of IH 10. The community was established by early German immigrants, many of whom were deeply religious dairy farmers. Karl Kolbe, the first settler in Spring Branch, arrived in 1830 and settled at the confluence of Spring Branch and Buffalo Bayou (Kleiner 2016d; Stromberg nd). Other settlers that followed included the surnames of Ahrenbeck, Schroeder, Hilendahl, Rummel, and Bauer. The first school in the community was sponsored by St. Peter’s Church in 1856, with the first public school starting in 1889. The first housing development in Spring Branch was Westview Terrace, platted in 1947 to provide housing to World War

II veterans. Community amenities in Westview Terrace included churches, such as Westview Church and schools such as St. Mark's School and Housman School (Bentley nd). There was a failed attempt to incorporate Spring Branch in the mid-1950s, which prompted the surrounding communities to form the "Memorial Villages," including Hedwig Village, Bunker Hill, Piney Point, Hunter's Creek, Spring Valley, and Hillshire Village (Kleiner 2016d).

Beth El Cemetery (now Beth Yeshurun-Post Oak Cemetery), located just north of IH 10 and west of the IH 610 loop, abutting the LOD of the Industrial Site Terminal Option, is a historic cemetery containing more than 2,100 interments. Established in the early 1920s, Beth El Cemetery was designated an HTC in 2006.

### 3.11.2.7 Eureka / Eureka Mills

This community, which was located in the vicinity of the modern location of the intersection of US 290 and IH 610, is no longer extant. Although there is not a lot of information about this community, one reference mentioned a cotton mill in Eureka, located five miles from Houston on the H&TC Railroad, around 1875 (Young 1912). Kleiner identifies the community as "Eureka Mills," with the cotton mill opening in 1875 and a post office that functioned from 1872 to 1879 (Kleiner 2016e). Eureka is identified on maps from 1876, 1878, and 1884 and was still listed on postal route maps as late as 1888. By 1897, the Missouri, Kansas, and Texas Railroad line was constructed and intersected with the Texas Central Railroad in the vicinity of the community of Eureka. By 1915, this railroad intersection is identified as "Eureka Junction." Eureka still appears on the 1939 General Highway Map of Harris County (Texas GLO 2016m), just outside the city boundary of Houston (**Figure 72**). The railyard to the east of the junction is still known as the Eureka Yard.

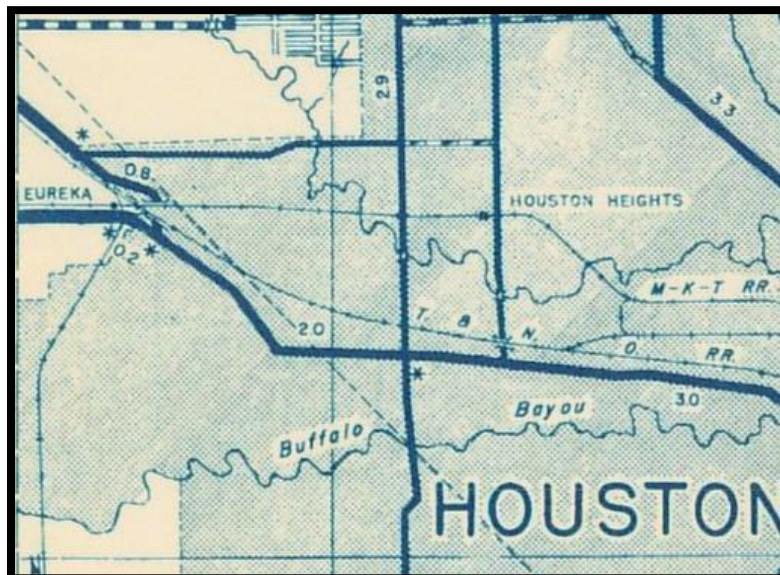


Figure 72: 1939 General Highway Map indicating the community of Eureka on the western edge of Houston (Texas GLO 2016m).

## References Cited

- Abbott, J.T.  
2001 *Houston Area Geoaarcheology: A Framework for Archeological Investigation, Interpretation, and Cultural Resource Management in the Houston Highway District.* Texas Department of Transportation, Environmental Affairs Division, Archeological Studies Program.
- Ahr, Steven W., L. C. Nordt, S. L. Forman  
2013 Soil genesis, optical dating and geoaarcheological evaluation of two upland Alfisol pedons within the Tertiary Gulf Coastal Plain. *Geoderma*. 192:211-226.
- Allen, David.  
2016 "Pursley, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hnp63>, accessed September 2016.
- Ashcraft, Allan C.  
2016 "Johnson, Joseph Burton." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/fjo17>, accessed October 2016.
- Bailey, Anne J.  
2016 "Parsons's Brigade." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/qkp01>, accessed May 2016.
- Barker, Dan L.  
nd "Communities." The USGenWeb Project. Electronic document, <http://www.rootsweb.ancestry.com/~txechc/comm.html>, accessed May 2016.
- Bentley, Mary W.  
nd "Westview Terrace Community History." Electronic document, <http://www.westviewterrace.org/what-we-do/>, accessed September 2016.
- Bertleth, Rosa Groce  
1917 "Jared Ellison Groce." *The Southwestern Historical Quarterly* 20, no. 4: 358-68. Electronic document, <http://www.jstor.org/stable/30234724>, accessed October 2016.
- Blair, E. L.  
1930 *Early History of Grimes County*. Rosenberg Library, Galveston.
- Blair, W. F.  
1950 The Biotic Provinces of Texas. *Texas Journal of Science* 2:93-117.
- Blocker, Frances A.  
2004 "The History of Palmer, Texas." Palmer Preservation Society. Electronic document, <http://rootsweb.ancestry.com/~txellis/towns/palmhist.htm>, accessed May 2016.



Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Bowman, Bob

- 2002 "A Last Wish Answered." *Texas Escapes – Blueprints for Travel, LLC*. Electronic document, [http://texasescapes.com/DEPARTMENTS/Guest\\_Columnists/East\\_Texas\\_all\\_things\\_historical/GenJosephBJohnsonLastWishBB402.htm](http://texasescapes.com/DEPARTMENTS/Guest_Columnists/East_Texas_all_things_historical/GenJosephBJohnsonLastWishBB402.htm), accessed October 2016.

Bricknames.com

- 2016 *Brick Names*. Electronic document, <http://bricknames.com/brick>; accessed December 2016.

Brooks, Charles A.

- 1964 *Soil Survey, Ellis County, Texas*. Department of Agriculture, Washington D.C.

Brookshire, Ida M.

- 1972 *History of Ellis County, Texas*. Texian Publishing Company, Waco, Texas.

Bruckner, Brian

- 2016 "Currie, TX (Navarro County)." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hncat>, accessed September 2016.

Bruseth, James E., and William A. Martin (editors)

- 1987 *The Bird Point Island and Adams Ranch Sites: Methodological and Theoretical Contributions to North Central Texas Archeology*. Richland Creek Technical Series, Vol. II. Archeology Research Program, Institute for the Study of Earth and Man, Southern Methodist University, Dallas.

Buffalo, City of

- 2014 *City of Buffalo's History*. Electronic document, <http://www.buffalotex.com/city-of-buffalo-our-history.html>, accessed October 2016.

Burks, C.

- 2005a *Fred Graham Cemetery*. Electronic document, <http://www.rootsweb.ancestry.com/~txleon2/cemeteries/df/fredgraham.htm>, accessed October 2016.
- 2005b *Nettles Cemetery*. Electronic document, <http://www.rootsweb.ancestry.com/~txleon2/cemeteries/mo/nettles.htm>, accessed October 2016.

Census Viewer

- 2016 "Madisonville, Texas Population." *Census Viewer*. Electronic document, <http://censusviewer.com/city/TX/Madisonville>, accessed August 2016.

Chapman, Betty T.

- 2007 *Historic Photos of Houston*. Turner Publishing Company, Nashville, Tennessee.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Christian, Carole E. and John Leffler

- 2016 "Waller County." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hcw02>, accessed October 2016.

Clampitt, Brad

- 2016 "Camp Groce." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/qcc17>, accessed October 2016.

Collins, Michael B.

- 1994 Archeology in Central Texas. In *The Prehistory of Texas*, by T.K. Perttula, 101-126. Texas A&M University Anthropology Series, College Station, Texas.

Connor, S.

- 1959 *The Peters Colony of Texas: A History and Biographical Sketches of the Early Settlers*. The Collin County Historical Society, Inc., McKinney, Texas.

Connor, Seymour V.

- 2016 "Madison County (Judicial)." *Handbook of Texas Online*. Electronic document, <https://www.tshaonline.org/handbook/online/articles/hcm51>, accessed August 2016.

Courtney, Helen Harris

- 2016 "Fairfield, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hgf02>, accessed October 2016.

Cowling, M.

- 1936 *Geography of Denton County*. Banks Upshaw and Company. Dallas, Texas.

Cravens, Chris

- 2016a "Freestone, Texas." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hnf40>, accessed October 2016.
- 2016b "Streetman, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hls81>, accessed October 2016.

Crook, Wilson W. Jr., and R. K. Harris

- 1957 Hearths and Artifacts of Early Man Near Lewisville, Texas, and Associated Faunal Material. *Bulletin of the Texas Archeological Society* 28:7-97.
- 1958 A Pleistocene Campsite near Lewisville, Texas. *American Antiquity* 23(3):233-246. Dallas-Fort Worth International Airport

Cypress Historical Society (CHS)

- 2015a "Who are we?" Electronic document, <http://www.cypresshistoricalsociety.com/>, accessed March 2016.
- 2015b "History of Cypress, TX Area." Electronic document, <http://www.cypresshistoricalsociety.com/activities.html>, accessed March 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Dallas Morning News (Dallas, Texas)

- 1926 "Rock Island Railroad Withdraws Opposition to Trinity River Levee Plan." 12 July 1926. Dallas, Texas.

Dallas Trinity Trails

- 2016 Honey Springs on the Trinity River—Off the Beaten Path. Electronic document, <http://dallastrinitytrails.blogspot.com/2013/11/honey-springs-on-trinity-river-off.html>, accessed December 2016.

Dunn, J.

- 2000 The Development of Automobile Roads in Dallas County: 1905-1926. *Legacies: A Journal for Dallas and North Central Texas*. Vol. 12, No. 01.

Eagleton, Nancy Ethie

- 1936 "The Mercer Colony in Texas, 1844, 1883." *The Southwestern Historical Quarterly*, Vol. 39. No. 4 (April 1936), Published by the Texas State Historical Association.

Ellis County

- 2016 "Our History." Electronic document, <http://co.ellis.tx.us/index.aspx?NID=63>, accessed May 2016.

Ellis County TXGen Web

- 2004 "Rankin." *The USGenWeb Project*. Electronic document, <http://www.rootsweb.ancestry.com/~txellis/ghost-towns/rankin.htm>, accessed May 2016.

Ennis Convention & Visitors Bureau

- 2016 *Ennis Texas: History*. Electronic document, <http://visitennis.org/history.htm>, accessed August 2016.

Ennis Historical Society

- 2016 *Welcome to the Ennis Historical Society*. Electronic document, <http://ennishistoricalsociety.org/>, accessed August 2016.

Ensor, H.B., J.W. Saunders, and C.S.Mueller-Wille.

- 1992 Prehistoric synthesis. In *An Archeological survey of the proposed South Bend Reservoir area, Young, Stephens, and Throckmorton counties, Texas*, edited by J. Saunders, C. S. Mueller-Wille, and D. L. Carlson: 259-304. College Station: Texas A & M University, Archeology Research Laboratory.

Ensor, H.B. and W.D. White Jr.

- 1998 Lithic Analysis. In *Eagle's Ridge: A Stratified Archaic and Clear Lake Period Shell Midden, Wallisville Lake Project, Chambers County, Texas*. Wallisville Lake Project Technical Series, Reports of Investigations, No. 4: 315-400. Geo-Marine Plano, Texas.

Ericson, Joe E.

- 2016 "Mercer Colony." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/uem02>, accessed May 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Fairfield Chamber of Commerce

- 2016 "Fairfield – Freestone County History." Electronic document, <http://www.fairfieldtexaschamber.com/index.php/about-fairfield/history>, accessed March 2016.

Farmers State Bank

- nd Early Directory of Limestone Schools (115). Farmers State Bank, Mexia, Texas.

Fehrenbach, T. R.

- 2000 *Lone Star: A History of Texas and the Texans*. Updated Edition. Da Capo Press, Boston.

Ferring, C.R.

- 1989 The Aubrey Clovis Site: A Paleoindian Locality in the Upper Trinity River Basin, Texas. *Current Research in the Pleistocene*, 6:9-11. University of Texas at Austin.
- 2001 *The Archeology and Paleoeology of the Aubrey Clovis site (41DN479) Denton County, Texas*. Center for Environmental Archeology Department of Geography University of North Texas. U.S. Army Corps of Engineers, Fort Worth District.

Felty, Margaret L.

- 2016 "Waxahachie, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hew02>, accessed August 2016.

Ferring, C. R. and B. C. Yates

- 1997 *Holocene Geoarcheology and Prehistory of the Ray Roberts Lake Area*. Institute of Applied Sciences, University of North Texas, Denton.

Ferris, City of

- 2016 "The City that Bricked the World." Electronic document, <http://www.ferristexas.gov/http://www.ferristexas.gov/>, accessed May 2016.

Ferris Wheel, The

- 1899 The Portal to Texas History. Electronic document, <https://texashistory.unt.edu/ark:/67531/metaph46769/m1/1/?q=Brick> Volume 6, Number 35, Saturday, May 13, 1899; accessed September 2016.

Fields, R.C.

- 1995 The Archeology of the Post Oak Savannah of East Central Texas. *Bulletin of the Texas Archeological Society*. Vol. 66:301–330.

Findagrave

- nd Electronic document, <http://www.findagrave.com/cgi-bin/numerous> cemetery records, accessed May 2016-December 2016.

Freestone County Historical Commission (FCHC)

- 1989 *History of Freestone County, Texas*. Hunter Publishing Company, Winston-Salem.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Freestone County Historical Museum

2016 Winter Newsletter. Fairfield, Texas.

Furlong, J., G. Ajemian, and T. McPherson

2003 "History of the Dallas Floodway." Paper presented at the American Society of Civil Engineers meeting, 2003. <https://www.trinityrivercorridor.com/pdfs/dallas-floodway-history-paper.pdf>.

Galán, Francis

2016 "The Final Years: Evacuation and Resettlement." *Texas Beyond History*. The University of Texas at Austin. Electronic document, <http://www.texasbeyondhistory.net/adaes/final.html>, accessed September 2016.

Gantt, Todd

2016 "Barry, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hlb09>, accessed September 2016.

Google Earth

2016 *Google Earth Historic Imagery (1944 and 1953)*. Electronic document, <https://www.google.com/earth/> accessed October 2016.

Greenwade, James M.

1984 *Soil Survey of Austin & Walker Counties, Texas*. United States Department of Agriculture, Natural Resources Conservation Service, Washington, D.C.

Griffin, E.

1997 *Soil Survey of Limestone County, Texas*. United States Department of Agriculture, Natural Resources Conservation Service, Washington, D.C.

Grimes County Historical Commission (GCHC)

1982 *History of Grimes County: Land of Heritage and Progress*. Taylor Publishing Company, Dallas.

Groesbeck Journal (Groesbeck, Texas)

1916 "Personville Wiped Out by Fire Estimated Loss About \$22,000." 26 October 1916:1, Groesbeck, Texas.

1934 "Personville Gets New Mail Service." 28 December 1934:1, Groesbeck, Texas.

Haaser, R.J.

2016 "Ellis County." *Handbook of Texas Online*. Electronic document, <https://www.tshaonline.org/handbook/online/articles/hce04>, accessed May 2016.

Hailey, J.L., and C. Long.

2016 "Leon County." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hcl07>, accessed September 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Hardy

- nd a *Richard Ellis: The County's Namesake.*  
<http://www.rootsweb.ancestry.com/~txecm/ellis.htm>, accessed May 2016. Compiled by Hardy, Heck, Moore Cultural Resource Consultants in the Superconducting Super Collider Laboratory report for the U.S. Department of Energy. Austin, Texas.
- nd b *Ellis County Communities: Community Overviews*  
<http://www.rootsweb.ancestry.com/~txecm/ellis.htm>, accessed August 2016. Compiled by Hardy, Heck, Moore Cultural Resource Consultants in the Superconducting Super Collider Laboratory report for the U.S. Department of Energy. Austin, Texas.

Harris, R.K., and I.M. Harris.

- 1970 A Bison Kill on Dixon's Branch, Site 27A2-5, Dallas County, Texas. *The Record*. Vol.27 (1): 1-2.

Hart, Brian

- 2016a "Ferris, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hjf03>, accessed August 2016.
- 2016b "Reagor Springs, TX (Ellis County)". *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hnr15>, accessed November 2016.
- 2016c "Rankin, TX" (Ellis County)." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hnr09>, accessed August 2016.

Hawker, H.W.

- 1921 Survey of Freestone County, Texas. United States Department of Agriculture (USDA), Washington, D.C

Hodges, Ann E.

- 2016a "Madison County." *The Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hcm01>, accessed August 2016.
- 2016b "North Zulch TX." *The Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hln27>, accessed August 2016.

Hofman, J.L., R.L. Brooks, J.S. Hays, D.W. Owsley, R.L. Jantz, M.K. Marks, M.H. Manheim.

- 1989 *From Clovis to Comanchero: Archeological Overview of the Southern Great Plains*. Research Series No.35. Arkansas Archeological Survey, Fayetteville, Arkansas.

Holmes, M., and F. Saxon

- 1992 *The WPA Dallas Guide and History*. Denton: Dallas Public Library, Texas Center for the Book, University of North Texas Press.

Houghton, D. and the Junior League of Houston.

- 1991 *Houston's Forgotten Heritage: Landscape, Houses, Interiors, 1824-1914*. College Station, TX: Texas A&M University Press.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Houston Past (Houstorian Tracey)

- 2007 "Hot Wells." *Houston Past*. Electronic document, <https://houstorian.wordpress.com/2007/03/20/hot-wells-tx/>, accessed March 2016.

Howard, Erica L., Renée L. Hutter, Charles D. Neel and Deborah Dobson-Brown.

- 2008 "Historic Resources Study of the US 290 Corridor – from FM 2920 to IH 610, Harris County, Texas (CSJ Number: 0050-09-069)." Prepared for Texas Department of Transportation, Environmental Affairs Division by LOPEZGARCIA GROUP, Dallas, Texas: May 2008.

Iron Mountain Railway, Cotton Belt Railway, Texas and Pacific Railway, and the International-Great Northern Railroad (IMR, et. al)

- 1896 *The Texarkana Gateway to Texas and the Southwest*. University of North Texas Libraries. Electronic document, <http://texashistory.unt.edu/ark:67531/metaph61116/>, accessed September 2016.

Jackson, Charles Christopher

- 2016a "Cottonwood TX (Madison County)." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hncab>, accessed August 2016.
- 2016b "Madisonville, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hgm01>, accessed September 2016.
- 2016c "Grimes County." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hcg11>, accessed August, 2016.
- 2016d "Bedias, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hlb18>, accessed September 2016.
- 2016e "Singleton, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hns50>, accessed September 2016.
- 2016f "Roans Prairie, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hnr32>, accessed September 2016.
- 2016g "Apolonia, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hra45>, accessed September 2016.
- 2016h "Stoneham, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hns91>, accessed September 2016.
- 2016i "Austin County." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hca08>, accessed October 2016.

Jackson, R.

- 2000 "Lamar-McKinney Street Viaduct." HAER No. TX-90. <http://lcweb2.loc.gov/pnp/habshaer/tx/tx0900/tx0958data.pdf>.

Jensen, Harald P.

- 1968 Report On Excavations at the Field Ranch Site (X41 Co 10), Cooke County, Texas. In *Bulletin of the Texas Archeological Society*. Vol.39: 133-146.

Johnson, John G.

- 2016 "Mexia State School." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/sbm03>, accessed May 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Kenmotsu, N. A., and T. K. Perttula (Editors) (with contributions by C. Britt Bousman, M. B. Collins, J. E. Corbin, R. C. Fields, D. J. Prikryl, and S. A. Tomka)

1993 *Archeology in the Eastern Planning Region, Texas: A Planning Document*. Department of Antiquities Protection, Cultural Resource Management Report 3, Texas Historical Commission, Austin, Texas.

Kessler, G. E.

1911 A City Plan for Dallas. University of North Texas Libraries, The Portal to Texas History. <http://texashistory.unt.edu/ark:/67531/metaph129158/m1/9/?q=Dallas> (accessed December 3, 2016).

Kleiner, Diane J.

2016a "Hockley, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/HLH49>, accessed March 2016.

2016b "Satsuma, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/>, accessed March 2016.

2016c "Jersey Village, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/Hgj06>, accessed March 2016.

2016d "Spring Branch, TX (Harris County)." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hrsrj>, accessed March 2016.

2016e "Eureka Mills, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hrekm>, accessed March 2016.

Kruger, Maria Elena

2016 "Buffalo, TX (Leon County)." *The Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hjb21>, accessed October 2016.

Lassell, Susan and Leslie Wolfenden.

2008 "Final Intensive Survey Report: Two Parcels on Hempstead Road Located East of House Hahl Road in Cypress, Harris County, Texas," prepared for TxDOT Houston District and TxDOT-ENV Historical Studies Branch by CP&Y Inc., Austin, TX: July 2008.

Leatherwood, A.

2016 "Fort Boggy." *The Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/qbf04>, accessed September 2016.

Leffler, J.

2016 *Freestone County*. *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hcf09>, accessed August 2016.

Leon County Historical Book Survey Committee (LCHBSC)

1986 *History of Leon County, Texas*. Curtis Media Corporation, Dallas.

Lewis Publishing

1892 *Memorial and Biographical History of Ellis County, Texas: Containing a History of this Important Section of the Great State of Texas, from the Earliest Period of Its Occupancy to the Present Time, Together with Glimpses of Its Future Prospects: with Full-page*



Portraits of the Presidents of the United States, and Also Full-page Portraits of Some of the Most Eminent Men of the County, and Biographical Mention of Many of Its Pioneers, and Also of Prominent Citizens of To-day... Lewis Publishing Co., Chicago.

#### Library of Congress

- 2016a "Murphy & Bolanz 1886 map of Dallas County." Electronic document, <https://www.loc.gov/item/2005625350/>, accessed December 2016.
- 2016b "1900 Sam Street's Map of Dallas County" Electronic document, <https://www.loc.gov/item/2005625344/>, accessed December 2016.
- 2016c "Ellis County, Texas General Land Office, 1879." Electronic document, <https://www.loc.gov/resource/g4033e.la000965/>, accessed November 2016.
- 2016d "Railroad Map of Texas, 1926." Electronic document, <https://www.loc.gov/resource/g4031p.ct001207/>, accessed June 2016.
- 2016e "Ellis County, Texas General Land Office 1889." Electronic document, <https://www.loc.gov/item/2012591104/>, accessed November 2016.
- 2016f "Navarro County, Texas General Land Office 1880." Electronic document, <https://www.loc.gov/item/2010585343/>, accessed November 2016.
- 2016g "Texas Railroads." Rand McNally and Company. Chicago, 1900. Electronic document, <http://hdl.loc.gov/loc.gmd/g4031p.rr003040>, accessed September 2016.
- 2016h "Tractor in Cotton." Electronic document, <https://www.loc.gov/item/fsa2000001270/PP/>, accessed December 2016.
- 2016i "Freestone County, Texas General Land Office 1918." Electronic document, <https://www.loc.gov/search/?in=&q=freestone+county> accessed December 2016.
- 2016j "Limestone County, Texas General Land Office 1877." Electronic document, <https://www.loc.gov/search/?in=&q=limestone+county%2C+texas&new=true> accessed December 2016.
- 2016k "Leon County, Texas General Land Office 1879." Electronic document, <https://www.loc.gov/search/?in=&q=leon+county%2C+texas&new=true>, accessed November 2016.
- 2016l "Madison County, Texas General Land Office 1879." Electronic document, <https://www.loc.gov/search/?in=&q=madison+county%2C+texas&new=true>, accessed November 2016.
- 2016m "Grimes County, Texas General Land Office 1880." Electronic document, <https://www.loc.gov/search/?in=&q=grimes+county%2C+texas&new=true>, accessed November 2016.
- 2016n "Waller County, Texas General Land Office 1879." Electronic document, <https://www.loc.gov/search/?in=&q=waller+county%2C+texas&new=true>, accessed November 2016.
- 2016o "Harris County, Texas General Land Office 1879." Electronic document, <https://www.loc.gov/search/?in=&q=harris+county%2C+texas&new=true>, accessed November 2016.

#### Limestone County Historical Commission

- 2016 "Personville Cemetery." Electronic document, <http://www.limestonechc.com/cemetery-preservation/personville-cemetery/>, accessed June 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Limestone County Historical Museum

- nd *A Brief History of Limestone County*. Electronic document, <http://www.limestone-county-historical-museum.com/limestone-county-history/>, accessed April 2016.

Long, Christopher

- 2016a "Corsicana, TX," *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hec05>, accessed September 2016.
- 2016b "Drane, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hnd41>, accessed December 2016.
- 2016c "Wortham, Texas." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hjw16>, accessed October 2016.
- 2016d "Teague, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hgt04>, accessed October 2016.
- 2016e "Montgomery County." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hcm17>, accessed August 2016.

Lucko, Paul M.

- 2016a "Fetzer, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hrf08>, accessed October 2016.
- 2016b "Hegar, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hfh25>, accessed October 2016.

Lynott, M.J.

- 1981 Model of Prehistoric Adaptation in Northern Texas. *Plains Anthropologist*. 26(92):97-110.
- 1977 *A Regional Model for Archeological Research in North Central Texas*. Unpublished Doctoral dissertation, Southern Methodist University, Dallas.

The Madisonville Meteor

- 2007 "Grimes County's Bethel Cemetery receives historical plaque." *The Madisonville Meteor*. June 26, 2007 [http://www.madisonvillemeteor.com/news/article\\_77080212-2160-5bf9-8bac-82a93f698593.html](http://www.madisonvillemeteor.com/news/article_77080212-2160-5bf9-8bac-82a93f698593.html) (accessed September 27, 2016)

Maschino, Ellen.

- 2016 "Limestone County." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hcl09>, accessed August 2016.

Maxwell, Lisa C.

- 2016a "Dallas County." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hcd02>, accessed August 2016.
- 2016b "Fruitdale, TX." *Handbook of Texas Online*. Electronic document, <http://tshaonline.org/handbook/online/articles/hvf54>, accessed December 2016.
- 2016c "Wilmer, TX." *Handbook of Texas Online*. Electronic document, <http://tshaonline.org/handbook/online/articles/hgw11>, accessed December 2016.
- 2016d "Ennis, TX." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hje11>, accessed August 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

McComb, D.

- 1981 *Houston, a History*. University of Texas Press, Austin, Texas.
- 1989 *Texas, a Modern History*. University of Texas Press, Austin, Texas.
- 2016 "Houston, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hdh03>, accessed January 2016.

McDonald, Archie P.

- 2016 "Fredonian Rebellion." *The Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/jcf01>, accessed October 2016.

McElhaney, Jackie and Michael V. Hazel

- 2016 "Dallas, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hdd01>, accessed December 2016.

McManus, Bruce F.

- 2003a "Historic Texas Cemetery Designation: Ward Family Cemetery." Historic Texas Cemetery and RIP files on file at the Texas Historical Commission.
- 2003b "Historic Texas Cemetery Designation: Anderson Family Cemetery." Historic Texas Cemetery and RIP files on file at the Texas Historical Commission.
- 2003c "Historic Texas Cemetery Designation: Shelton Family Cemetery." Historic Texas Cemetery and RIP files on file at the Texas Historical Commission.

Mexia Daily News (Mexia, Texas)

- 1947 "Week-end Revival Being Held at New Hope Baptist Church." 4 May 1947:2, Mexia, Texas.
- 1948 "New Hope." 13 April 1948:3, Mexia, Texas.
- 1948 "New Hope." 16 June 1948:2, Mexia, Texas.
- 1976 "Lake Limestone Project Faces New Problems." 16 April 1976:1, Mexia, Texas.

Miller, Julie G.

- 2016 "Navarro County." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hcn02>, accessed September 2016.

Minor, David

- 2014 "History of Palmer." City of Palmer, Texas. Electronic document, <http://www.ci.palmer.tx.us/history.html>, accessed May 2016.
- 2016a "Palmer, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hjp02>, accessed May 2016.
- 2016b "Bardwell, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hlb07>, accessed August 2016.

Moir, R. W., D. E. Peter, and D. H. Jurney, with contributions by J. Girard, J. McElhaney, and D. Payton

- 1987 *FP100 Archaeological Resources Impact Analysis Technical Memorandum*. May 22. Submitted to Parsons Brinckerhoff Centec, Inc., and DeLeuw, Cather and Company, Dallas, Texas.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Morris, V., and B. Morris.

1970 Excavation of Bison Remains in Northwest Dallas County. *The Record*, Vol.27 (1): 2-5.

Mulholland, Jim

2016 "The Houston Hot Well Sanitarium and Hotel." Electronic Document,  
[http://www.har.com/blog\\_11907\\_The-Houston-Hot-Well-Sanitarium-and-Hotel](http://www.har.com/blog_11907_The-Houston-Hot-Well-Sanitarium-and-Hotel), accessed March 2016.

Murchison, William Polk.

1927 "The Early History of Corsicana," *University of Texas Bulletin* 2746, December 8, 1927.

Nall, Matthew H.

2016 Lancaster, TX (Dallas County)." *Handbook of Texas Online*. Electronic document,  
<http://www.tshaonline.org/handbook/online/articles/hh401>, accessed September 2016.

Neely, Cecil

2004 "Madison County History: Early Settlers and Related Incidents." *The Madisonville Meteor*. Electronic document,  
[http://www.madisonvillemeteor.com/news/lifestyles/article\\_69d13d80-38ca-57bf-8c2d-c04781fa7547.html](http://www.madisonvillemeteor.com/news/lifestyles/article_69d13d80-38ca-57bf-8c2d-c04781fa7547.html), accessed August 2016.

Newcomb, William W. Jr

1993 "Historic Indians of Central Texas." *Bulletin of the Texas Archeological Society*. Vol.64: 1-63.

Neitsch, Conrad L.

1994 *Soil Survey of Madison County, Texas*. United States Department of Agriculture Soil Conservation Service. Electronic document,  
[http://www.nrcs.usda.gov/Internet/FSE\\_MANUSCRIPTS/texas/TX313/0/madison.pdf](http://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/texas/TX313/0/madison.pdf)  
accessed August 2016.

Odintz, Mark

2016a "Bear Grass, Texas." *Handbook of Texas Online*. Electronic document,  
<http://www.tshaonline.org/handbook/online/articles/HRB13>, accessed November 2016.

2016b "Jewett, TX." *Handbook of Texas Online*. Electronic document,  
<http://www.tshaonline.org/handbook/online/articles/HLJ04>, accessed November 2016.

2010c "Centerville, TX." *Handbook of Texas Online*. Electronic document,  
<http://www.tshaonline.org/handbook/online/articles/hln25>, accessed October 2016.

2016d "Normangee, TX." *Handbook of Texas Online*. Electronic document,  
<http://www.tshaonline.org/handbook/online/articles/hln25>, accessed October 2016.

Onboard Informatics

2016a "Bardwell, Texas." Electronic document, <http://www.city-data.com/city/Bardwell-Texas.html>, accessed August 2016.

2016b "Streetman, Texas." Electronic document, <http://www.city-data.com/city/Streetman-Texas.html>, accessed October 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

- 2016c "Wortham, Texas." Electronic document, <http://www.city-data.com/city/Wortham-Texas.html>, accessed October 2016.
- 2016d "Fairfield, Texas." Electronic document, <http://www.city-data.com/city/Fairfield-Texas.html>, accessed October 2016.
- 2016e "Teague, Texas." Electronic document, <http://www.city-data.com/city/Teague-Texas.html>, accessed October 2016.

Palmer, City of

- 2016 *Historic Palmer Photos*. Electronic document, <http://www.ci.palmer.tx.us/historicphotos.html>, accessed December 2016.

Palmer, T.

- 2016 "Cotton Gin, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hnc99>. accessed March 2016.

Panus, Stephanie A.

- 2016 "Personville, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hrp25>, accessed April 2016.

Patterson, L.W.

- 1995 The Archeology of Southeast Texas. *Bulletin of the Texas Archeological Society*. Vol.66: 239-264.

Patterson, L.W., J.D. Hudgins, R.L. Gregg, and W.L. McCloure.

- 1987 *Excavations at Site 41WH19, Wharton County, Texas*. Houston Archeological Society, Report No. 4.

Perry-Castañeda Library Map Collection

- 2016a "Sanborn Fire Insurance Maps - Texas (1877-1922)." Electronic Document <http://www.lib.utexas.edu/maps/sanborn/d.html>; accessed December 2016.
- 2016b 1920 Iola Quadrangle Corps of Engineers, U. S. Army Progressive Military Map. Electronic Document <http://www.lib.utexas.edu/maps/topo/texas/i.html>, accessed December 2016.
- 2016c 1961 USGS Stoneham, Texas 7.5 minute topographic quadrangle map. Electronic Document <http://www.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-stoneham-1961.jpg>, accessed December 2016.
- 2016d 1918 USGS Cypress, Texas 7.5 minute topographic quadrangle map. Electronic Document, <http://www.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-cypress-1918.jpg>, accessed December 2016.
- 2016e 1983 USGS Satsuma, Texas 7.5 minute topographic quadrangle map. Electronic Document <http://www.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-satsuma-1983.jpg>, accessed December 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Perttula, T.K.

- 2004 The Prehistoric and Caddoan Archeology of the Northeastern Texas Pineywoods. In *The Prehistory of Texas*, by T.K. Perttula, 370-408. Texas A&M University Anthropology Series, College Station, Texas.
- 1993 Regional Preservation Plan For Archeological Resources, Southeast Texas Archeological Region. In *Archeology in the Eastern Planning Region, Texas: A Planning Document*. Department of Antiquities Protection, Cultural Resource Management Report 3, Texas Historical Commission, Austin, Texas.

Peter, D.E, and D. McGregor.

- 1988 *Late Holocene Prehistory of the Mountain Creek Drainage*. Joe Pool Lake Archeological Project. Vol. 1. Archeology Research Program, Southern Methodist University, Dallas.

Peter, D.E., S.M. Hunt, D. Shanabrook, F.B. Largent Jr, K. A. Krapf

- 2001 *Cultural Resources Survey and Geoarcheological Investigations of Segment IV of The President George Bush Turnpike, Dallas County, Texas*. Miscellaneous Reports of Investigations No. 171. Geo-Marine, Plano, Texas.

Prikryl, D.J.

- 1990 *Lower Elm Fork Prehistory: A Redefinition of Cultural Concepts and Chronologies along the Trinity River, North Central Texas*. Report 37, Office of the State Archeologist, Texas Historical Commission, Austin.
- 1993 Regional Preservation Plan for Archeological Resources, Prairie-Savanna Archeological Region. In *Archeology in the Eastern Planning Region, Texas: A Planning Document*, edited by N. A. Kenmotsu and T. K. Perttula, 191-204. Texas Historical Commission, Austin.

Putnam, W.

- 1975 *Navarro County History*. The Navarro County Historical Society, Quanah, Texas.

Quimby, M., and Singleton, K.

- 2008 "Downtown Dallas Historic District Expansion Nomination." Unpublished report.

Ray, Worth S.

- 1949 *Austin Colony Pioneers*. Genealogical Publishing Co., Inc. Reprinted 1995.

Reagan, W. F.

- 2013 *Limestone County (Images of America)*. Arcadia Publishing, Charleston, South Carolina.

Rebuck, C.

- nd "Cotton Gin Cemetery." Electronic document, <http://www.cemeteries-of-tx.com/Etx/Freestone/cemetery/Cotton%20Gin.htm>, accessed March 2016.

Ricklis, R.A.

- 2004 The Archeology of the Native American Occupation of Southeast Texas. In *The Prehistory of Texas*, by T.K. Perttula, 181-202. Texas A&M University Press, College Station, Texas.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

- 1994 Aboriginal Life and Culture on the Upper Texas Coast: Archaeology at the Mitchell Ridge Site, 41GV66, Galveston Island. Coastal Archaeological Research, Inc., Corpus Christi.
- Ritter, Larry and D. Ritter  
2016 "Early History of Freestone County." Electronic document, <http://home.valornet.com/lwr/history.htm>, accessed October 2016.
- Rootsweb  
nd Electronic Documents, <http://www.rootsweb.ancestry.com/txcscacem>, accessed October – December 2016.
- Rumsey, David  
2016a "1885 H&TC Railroad". Rand McNally and Company: Chicago. Rumsey Historical Map Collection. <http://www.davidrumsey.com/>, accessed September 2016.  
2016b "1927 Texas." Rand McNally and Company: Chicago. David Rumsey Historical Map Collection. <http://www.davidrumsey.com/>, accessed September 2016.
- Skinner, S. A., B. B. Whorton, L. K. Trask, R. Scott, S. C. Caran, and J. S. Dillon  
1996 *Archaeological Investigations of the South Oak Cliff Line and DART Cultural Resources Management*. Volume II. July 10. AR Consultants, Dallas, Texas. Submitted to Dallas Area Rapid Transit, Texas Antiquities Permit Number 1443.
- Smith, Mauri  
2016 "Cypress, TX (Harris County)." *Handbook of Texas Online*. Electronic document, <https://tshaonline.org/handbook/online/articles/hlc66>, accessed February 2016.
- Smith, Timothy Nolan  
2016 "Fairbanks, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hvf03>, accessed September 2016.
- Smyrl, Vivian E.  
2016 "New Hope, TX (Limestone County)." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hrnep>, accessed April 2016.
- Spencer, Diane E.  
2016 "Waller, TX." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/hjw01>, accessed September 2016.
- Stanford, D.J.  
1982 A Critical Review of Archeological Evidence Relating to the Antiquity of Human Occupation of the New World. *Plains Indian Studies. A collection of essays in honor of John C. Ewers and Waldo R. Wedel.*, Vol. 30: 202-218. Smithsonian Contributions to Anthropology.
- Story, D.A.  
1981 Overview of the Archeology of East Texas. *Plains Anthropologist*. Vol.26 (92): 139-156.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

- 1985 Adaptive Strategies of Archaic Cultures of the West Gulf Coastal Plain. *Prehistoric Food Production in North America* edited by R.I. Ford. Anthropological Papers 75. Museum of Anthropology, University of Michigan, Ann Arbor.
- 1990 Cultural History of the Native Americans. Vol. 1, *The Archeology and Bioarcheology of the Gulf Coastal Plain*, by D.A. Story, et al., 163-366. Arkansas Archeological Survey, Research Series No. 38.

Stringer, Tommy

- 2010 *Images of America: Corsicana*. Charleston, SC, Chicago, IL, Portsmouth, NH, San Francisco, CA: Arcadia Publishing.

Stromberg, Lois

- nd Home of Spring Branch Oaks and the Saddle Spur. Electronic document, <http://www.springbrancoaks.com/pages/history.html>, accessed March 2016.

Sutton, M.Q.

- 2016 *Prehistory of North America*. Routledge, New York.

Teague Chamber of Commerce

- 2016 "History of the B-RI Railroad Museum." Electronic document, [http://therailroadmuseum.com/history\\_of\\_b\\_ri\\_rail.html](http://therailroadmuseum.com/history_of_b_ri_rail.html), accessed October 2016.

Texas Archeological Sites Atlas (TASA)

- 2016 Various archeological sites and historic cemeteries. Electronic document, <https://atlas.thc.state.tx.us>, accessed May – December 2016.

Texas Escapes

- 2016 "Teague, Texas." Electronic document, <http://www.texasescapes.com/CentralTexasTownsNorth/Teague-Texas.htm>, accessed October 2016.

Texas General Land Office (Texas GLO)

- 2016a "1961 General Highway Map, Dallas County, Texas." Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79432>, accessed December 2016.
- 2016b "1936 General Highway Map, Ellis County, Texas." Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79083>, accessed November 2016.
- 2016c "1939 General Highway Map, Navarro County, Texas." Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79207>, accessed December 2016.
- 2016d "1961 General Highway Map, Navarro County, Texas." Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79610>, accessed December 2016.
- 2016e "1940 General Highway Map, Freestone County, Texas." Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79094>, accessed December 2016.



Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

- 2016f “1961 General Highway Map, Freestone County, Texas.” Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79472>, accessed December 2016.
- 2016g “1936 General Highway Map, Limestone County, Texas.” Electronic document, [http://www.glo.texas.gov/history/archives/map-store/zoomer.cfm?z=/ncu/SCANDOCS/archives\\_webfiles/arcmeps/ZoomWork/7/9/79174](http://www.glo.texas.gov/history/archives/map-store/zoomer.cfm?z=/ncu/SCANDOCS/archives_webfiles/arcmeps/ZoomWork/7/9/79174), accessed June 2016.
- 2016h “1960 General Highway Map, Limestone County, Texas.” .” Electronic document, [http://www.glo.texas.gov/history/archives/map-store/zoomer.cfm?z=/ncu/SCANDOCS/archives\\_webfiles/arcmeps/ZoomWork/7/9/79572](http://www.glo.texas.gov/history/archives/map-store/zoomer.cfm?z=/ncu/SCANDOCS/archives_webfiles/arcmeps/ZoomWork/7/9/79572), accessed June 2016.
- 2016i “1961 General Highway Map, Leon County, Texas.” Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79568>, accessed December 2016.
- 2016j “1961 General Highway Map, Madison County, Texas.” Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79581>, accessed December 2016.
- 2016k “1958 General Highway Map, Grimes County, Texas.” Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79490>, accessed December 2016.
- 2016l “1940 General Highway Map, Grimes County, Texas.” Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79106>, accessed December 2016.
- 2016m “1939 General Highway Map, Harris County, Texas.” Electronic document, <http://www.glo.texas.gov/history/archives/map-store/index.cfm#item/79116>, accessed December 2016.

Texas State Historical Association

- 2016 “Texas Almanac: Population History of Counties from 1850-2010.” Electronic document, <http://www.texasalmanac.com/sites/default/files/images/topics/ctypohistweb2010>, accessed September 2016.

Texas Transportation Archive

- 2016 *1906 Official Guide of the Houston and Central Texas Railroad.* [http://www.ttarchive.com/Library/Maps/Houston-Texas-Central\\_1906\\_Official-Guide.jpg](http://www.ttarchive.com/Library/Maps/Houston-Texas-Central_1906_Official-Guide.jpg), accessed September 2016.

TxDOT and PBS&J

- 2011 Texas Historic Overlay Project. Electronic document, <https://tnris.org/data-catalog/entry/txdot-texas-historic-overlay/> accessed March 2016.

United States Department of Commerce

- 2016 “Ennis City, Texas.” United States Census Bureau, Quickfacts. Electronic document, <http://www.census.gov/quickfacts/table/PST045215/4824348>, accessed August 2016.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

United States Geological Survey (USGS)

- 1963 "Madisonville, Texas." USGS Topographic Map. 7.5' quadrangle. Electronic document, <https://ngmdb.usgs.gov/maps/topoview/viewer>, accessed October 2016.
- 1965 "Robbins, Texas." USGS Topographic Map. 7.5' quadrangle. Electronic document, <https://ngmdb.usgs.gov/maps/topoview/viewer/#12/31.2838/-95.9266>, accessed October 2016.
- 1966 "Farrar, Texas." USGS Topographic Map. 7.5' quadrangle. Electronic document, <https://ngmdb.usgs.gov/maps/topoview/viewer/#14/31.4164/-96.3209>, accessed October 2016.
- 1970 "Satsuma, Texas." USGS Topographic Map. 15' quadrangle. Electronic document, [http://ngmdb.usgs.gov/img4/ht\\_icons/Browse/TX/TX\\_Satsuma\\_111474\\_1970\\_24000.jpg](http://ngmdb.usgs.gov/img4/ht_icons/Browse/TX/TX_Satsuma_111474_1970_24000.jpg), accessed September 2016.

USGenWeb Archives (USGW)

- 2016a "Geaslin-Bell-Grimes Cemetery." Electronic document <http://files.usgwarchives.net/tx/ellis/cemeteries/geaslinbellgrimes.txt>, accessed February 2016.
- 2016b "Grady Cemetery." Electronic document, <http://files.usgwarchives.net/tx/ellis/cemeteries/grady.txt>, accessed November 2016.
- 2016c "Freestone County, Texas Communities: Cotton Gin." Electronic document, <http://files.usgwarchives.net/tx/freestone/history/town/cotgin.txt>, accessed October 2016.
- 2016d "Sarah Bradley Dodson Photos, Old Bethel Cemetery." Electronic document, <http://www.rootsweb.ancestry.com/~txgrimes/SarahBradleyDodsonphotos.html> accessed September 2016.

Waco Citizen (Waco, Texas)

- 1979 "Lake Limestone To Be Dedicated." 12 October 1979:5, Waco, Texas.
- 1982 "Lignite Explosion." 7 September 1982:6, Waco, Texas.

Wade, Harry E.

- 2016 "Peters Colony." *Handbook of Texas Online*. Electronic document, <http://www.tshaonline.org/handbook/online/articles/uep02>, accessed December 2016.

Walder, Cindy

- nd New Hope Cemetery, "Limestone County TX." Electronic document, <http://files.usgwarchives.net/tx/limestone/cemeteries/newhope.txt>, accessed May 10, 2016. USGENWEB Tombstone Transcription Project.

Waller County Historical Survey Committee, The (WCHSC)

- 1973 *A History of Waller County, Texas*. Texan Press, Waco.

Waxahachie Daily Light

- 1907 "W. H. Parsons." Aug. 10. Waxahachie, Texas
- 1940 "History of Waxahachie CCC Camp." March 20. Waxahachie, Texas.

Dallas to Houston High-Speed Rail EIS  
DRAFT Cultural Context

Williams, J., and D. Hardy

- 1978 *National Register of Historic Places Nomination Form: West End Historic District.*  
Unpublished report on file, National Park Service, Washington, D.C.

Woestman, Kelly A.

- 2016 "Hutchins, TX." *Handbook of Texas Online.* Electronic document,  
<http://www.tshaonline.org/handbook/online/articles/HGH12>, accessed December 2016.

Wood, Dylan

- 2016 "Leona, TX." *Handbook of Texas Online.* Electronic document,  
<http://www.tshaonline.org/handbook/online/articles/hll38>, accessed November 2016.

Wood, W. D.

- 1901 "History of Leon County: Sketch of the Early Settlement of Leon County, Its Organization, and Some of the Early Settlers." *The Quarterly of the Texas State Historical Association*, Volume 4, July 1900 – April 1902:203-217. Austin, Texas. Electronic document, [texashistory.unt.edu/ark:/67531/metaph101018/](http://texashistory.unt.edu/ark:/67531/metaph101018/), accessed November 2016.

Young, S.O.

- 1912 "A Thumbnail History of the City of Houston, Texas: from its Founding Year in 1836 to the Year 1912." Rein and Sons Company, Houston.

Young, William L.

- 2004 "Ward Cemetery, Navarro County." Cemetery — Atlas Number 7349011005; Texas Historic Sites Atlas. Electronic document, <http://atlas.thc.texas.gov/>, accessed November 2016.

**Historic Resources NRHP Evaluation Table**

## Historic Resources within Dallas to Houston High-Speed Rail APE As of August 2017

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Dallas County</b>					
DA.001	1213 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.002	1214 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.003	1211 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.004	1301 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.005	1305 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.006	1308 Powhattan St., Dallas, TX	Not Eligible	Concur	1	No
DA.007	1311 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.008	1315 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.009	1300 Powhattan St., Dallas, TX	Eligible*	Concur	1	No
DA.010	1214 Powhattan St., Dallas, TX	Eligible*	Concur	1	No
DA.011	1306 Wall St., Dallas, TX	Not Eligible	Concur	1	No
DA.012	1225 Belleview St., Dallas, TX	Not Eligible	Concur	1	No
DA.013	1400 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.014	1404 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.015a	1408 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.015b	1408 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.016	1401 S. Akard St., Dallas, TX	Not Eligible	Eligible****	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.017	1407 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.018	1501 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.019	969 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.020	904 Cadiz St., Dallas, TX	Not Eligible	Eligible	1	No
DA.021	969 Terminal St., Dallas, TX	Not Eligible	Concur	1	No
DA.022	Chase Bag Company 1111 S. Lamar St., Dallas, TX	Eligible	Concur	1	No
DA.023	Cadiz Street Overpass and Underpass, Dallas, TX	Eligible*	Concur	1	Yes
DA.024a	Cadiz Street Pump Station 411 Cadiz St., Dallas, TX	Eligible*	Concur	1	No
DA.024b	Cadiz Street Pump Station 411 Cadiz St., Dallas, TX	Eligible*	Concur	1	No
DA.025a	1215 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.025b	1215 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.025c	1215 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.026a	1221 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.026b	1221 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.027	1319 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.028	Dallas Coffin Company 1325 S. Lamar St., Dallas, TX	Listed*	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.029	Sears Dining Hall 1401 S. Lamar St., Dallas, TX	Eligible	Concur	1	No
DA.030	Sears Roebuck and Company Catalog Merchandise Distribution Center 1409 S. Lamar St., Dallas, TX	Eligible	Concur	1	No
DA.031	710 Belleview St., Dallas, TX	Not Eligible	Not Individually Eligible (contributing to Historic District) ****	1	No
DA.032	1909 Wall St., Dallas, TX	Not Eligible	Concur	1	No
DA.033	1816 Cockrell Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.034	1910 Wall St., Dallas, TX	Not Eligible	Concur	1	No
DA.035	1300 Corinth St., Dallas, TX	Not Eligible	Concur	1	No
DA.036	1916 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.037	1902 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.038	1910 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.039	1100 Corinth St., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.040	2011 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.041	Sigel's Liquor Store 2021 Cockrell Ave., Dallas, TX	Eligible	Concur	1	No
DA.042	1010 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.043	1018 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.044	1118 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.045	1120 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.046	1200 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.047a	1208 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.047b	1208 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.048	Oak Cliff Box Company 1212 S. Riverfront Blvd., Dallas, TX	Eligible*	Concur	1	No
DA.049	1222 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.050	1213 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.051	1217 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.052	1219 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.053	1223 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.054	1228 Rock Island St., Dallas, TX	Not Eligible*	Concur	1	No
DA.055	1230 Rock Island St., Dallas, TX	Not Eligible*	Concur	1	No
DA.056	Corinth Street Underpass and Overpass, Dallas, TX	Eligible*	Concur	1	No
DA.057a	503 Corinth St., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.057b	503 Corinth St., Dallas, TX	Not Eligible*	Concur	1	Yes

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.058	501 Corinth St., Dallas, TX	Not Eligible*	Concur	1	No
DA.059	520 Corinth St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.060	2419 Cockrell Ave., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.061	2006 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.062	1919 S. Riverfront Blvd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.063a	200 Corinth St., Dallas, TX	Not Eligible*	Concur	1	No
DA.063b	200 Corinth St., Dallas, TX	Not Eligible*	Concur	1	No
DA.064	145 Corinth St., Dallas, TX	Not Eligible*	Concur	1	No
DA.065	141 Corinth St., Dallas, TX	Not Eligible*	Concur	1	No
DA.066	2101 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.067	137 Corinth St., Dallas, TX	Not Eligible*	Concur	1	No
DA.068a	2205 S. Riverfront Blvd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.068b	2205 S. Riverfront Blvd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.069	3923 Le Forge Ave., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.070	Corinth Street Viaduct Dallas, TX	Eligible*	Concur	1	No
DA.071	2209 S. Riverfront Blvd., Dallas, TX	Not Eligible	Concur	1	No
DA.072	Dallas Floodway Historic District	Eligible*	Concur	1	Yes
DA.073a	1115 Forest Ave., Dallas, TX	Not Eligible	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.073b	1115 Forest Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.074a	2927 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.074b	2927 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.075a	1001 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.075b	1001 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.075c	1001 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076a	1000 Forest Ave., Dallas, TX	Eligible*	Concur	1	Yes
DA.076b	1000 Forest Ave., Dallas, TX	Eligible*	Concur	1	No
DA.076c	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076d	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076e	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076f	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.076g	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076h	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.077	3301 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.078	3520 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.079	1100 Lenway St., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.080a	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.080b	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080c	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080d	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080e	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080f	3701 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.080g	3701 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.080h	3701 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.081	1301 McDonald Ave., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.082	Honey Springs Cemetery 4001 Bulova St., Dallas, TX	Eligible	Concur – (Intensive Survey needed) ****	1	Yes
DA.083	3707 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	No
DA.084	3727 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	Yes
DA.085	3731 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	Yes
DA.086	3735 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	Yes
DA.087	3922 Shindoll St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.088	3810 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	No
DA.089	3742 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.090	3744 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.091	3806 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.092	3811 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.093a	3818 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.093b	3818 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.094	3815 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.095	3823 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.096	7319 Julius Schepps Fwy., Dallas, TX	Not Eligible	Concur	1	No
DA.097	3918 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.098	3922 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.099	4006 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.100	4018 Jaffee St., Dallas, TX	Not Eligible	Concur	1	No
DA.101a	3930 Jaffee St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.101b	3930 Jaffee St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.101c	3930 Jaffee St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.102a	3501 Wilhurt Ave., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.102b	3501 Wilhurt Ave., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.103	3907 Linfield Dr., Dallas, TX	Not Eligible	Concur	1	Yes
DA.104	Railroad Bridge at E. Illinois Ave., Dallas, TX	Eligible	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.105	4222 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.106a	3503 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.106b	3503 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.107	3516 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.108	3500 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.109a	3506 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.109b	3506 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.110a	Smith Family Cemetery 3820 E. Illinois Ave., Dallas, TX	Not Eligible	Comment – (Intensive Survey required)****	1	Yes
DA.110b	Linfield Elementary School 3820 E. Illinois Ave., Dallas, TX	Not Eligible	Comment – (Intensive Survey required)****	1	Yes
DA.111	4314 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.112	4318 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.113	4322 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.114	4326 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.115	4330 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.116	4336 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.117	4346 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.118	4350 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.119	3911 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.120	3907 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.121	3919 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.122	3923 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.123	3819 Le May Ave., Dallas, TX	Not Eligible	Concur	1	Yes
DA.124	3914 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.125	3918 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.126	3922 Le May Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.127	3910 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.128	3906 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.129	3902 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.130	3824 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.131	3811 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.132	3807 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.133	3803 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.134	3802 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.135	3806 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	Yes

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.136	3810 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	Yes
DA.137	3814 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	Yes
DA.138	3823 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.139	3903 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.140	3907 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.141	3911 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.142	3915 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.143	3919 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.144	3923 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.145	3822 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.146	3826 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.147	3908 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.148	3912 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.149	3916 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.150	4412 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.151	4414 Kolloch Dr., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.152	4418 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.153	4422 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.154	4424 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.155	4426 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.156	4430 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.157	3502 Mallory Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.158	6426 J. J. Lemmon Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.159	6508 J.J. Lemmon Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.160	6518 J.J. Lemmon Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.161	6521 J.J. Lemmon Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.162	6524 J.J. Lemmon Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.163	6525 J.J. Lemmon Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.164	6605 J.J. Lemmon Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.165	5051 Cleveland Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.166	5215 Cleveland Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.167a	9559 Lancaster Hutchins Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.167b	9559 Lancaster Hutchins Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.168	2116 Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.169	645 E. Pleasant Run Rd., Lancaster,	Not Eligible***	Unevaluated	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
	TX				
DA.170	740 Pleasant Run Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.171	748 Pleasant Run Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.172	1122 S. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.173	1088 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.174	1003 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.175	917 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.176	914 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.177	746 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.178	733 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.179	727 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.180	734 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.181	722 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.182	701 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.183	700 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.184	604 S. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.185	647 Pierson St., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.186	639 Pierson St., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.187	532 S. Lancaster-Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.188	528 S. Lancaster-Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.189	761 E. 3 <sup>rd</sup> St., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.190	775 E. 3 <sup>rd</sup> St., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.191	777 E. 3rd St., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.192	843 E. 3rd St., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.193	335 N. Lancaster Hutchins Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.194	W.A. Strain House Historic District 400 S. Lancaster Hutchins Rd., Lancaster TX	Listed*	Concur	1	No
DA.195a	1240 Greene Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.195b	1240 Greene Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	Yes
DA.195c	1240 Greene Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.195d	1240 Greene Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.195e	1240 Greene Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.195f	1240 Greene Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.196	1301 E. Beltline Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.197a	1413 E. Beltline Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.197b	1413 E. Beltline Rd., Lancaster, TX	Not Eligible***	Unevaluated		No
DA.198a	535 Ferris Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.198b	535 Ferris Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.198c	535 Ferris Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.199	844 E. Beltline Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.200a	1100 Wilson Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.201a	1412 Wilson Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.201b	1412 Wilson Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	Yes
DA.201c	1412 Wilson Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	Yes
DA.201d	1412 Wilson Rd. Lancaster, TX	Not Eligible ***	Unevaluated	1	Yes
DA.202a	1401 Wilson Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.202b	1401 Wilson Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.203a	1842 Watermill Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.203b	1842 Watermill Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.203c	1842 Watermill Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.204a	1525 Hash Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.204b	1525 Hash Rd., Lancaster, TX 75146	Not Eligible***	Unevaluated	1	No
DA.205	2001 Watermill Rd., Lancaster, TX 75146	Not Eligible***	Unevaluated	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Ellis County</b>					
EL.001	1501 FM 983, Ferris, TX	Not Eligible	Concur	2A	No
EL.002a	FM 983, Ferris, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.002b	FM 983, Ferris, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.002c	FM 983, Ferris, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.003	FM 983, Ferris, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.004	Ewing Rd., Ferris, TX	Not Eligible***	Unevaluated	2A; 2B	Yes
EL.005	Ewing Rd., Ferris, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.006	580 Wester Rd. Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.007a	2100 Risinger Rd., Ferris, TX	Not Eligible	Concur	2A	No
EL.007b	2100 Risinger Rd., Ferris, TX	Not Eligible	Concur	2A	No
EL.007c	2100 Risinger Rd., Ferris, TX	Not Eligible	Concur	2A	No
EL.008a	1519 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.008b	1519 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.009a	1501 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.009b	1501 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.010a	1773 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2A	No
EL.010b	1773 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2A	No
EL.011	228 Texas Dr., Palmer, TX	Not Eligible	Concur	2B	No
EL.012	123 Texas Dr., Palmer, TX	Not Eligible	Concur	2A; 2B	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
EL.013	1422 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.014	1406 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.015	1283 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.016a	Geaslin Cemetery Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2A LOD
EL.016b	567 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.016c	567 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.017	813 Epps Rd., Palmer, TX	Not Eligible***	Unevaluated	2B	No
EL.018	813 Epps Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.019	627 Epps Road, Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2B LOD
EL.020	705 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2B LOD
EL.021	567 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2A LOD
EL.022	321 Almand Rd., Palmer, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.023	100 Coffee Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.024	804 FM 878, Palmer, TX	Not Eligible	Concur	2B	No
EL.025	878 Coffee Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.026a	5543 FM 878, Palmer, TX	Not Eligible***	Unevaluated	2A; 2B	Within 2A LOD
EL.026b	5543 FM 878, Palmer, TX	Not Eligible***	Unevaluated	2A	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
EL.027	218 Cottonwood Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.028	FM 879, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.029a	2830 FM 879, Waxahachie, TX	Not Eligible***	Unevaluated	2A	No
EL.029b	2830 FM 879, Waxahachie, TX	Not Eligible***	Unevaluated	2A	No
EL.029c	2830 FM 879, Waxahachie, TX	Not Eligible***	Unevaluated	2A	No
EL.029d	2830 FM 879, Waxahachie, TX	Not Eligible***	Unevaluated	2A	No
EL.030	710 Slovacek Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.031a	717 Slovacek Rd., Ennis, TX	Eligible**	Unevaluated	2A; 2B	No
EL.031b	717 Slovacek Rd., Ennis, TX	Eligible**	Unevaluated	2A; 2B	No
EL.031c	717 Slovacek Rd., Ennis, TX	Eligible**	Unevaluated	2A; 2B	No
EL.032	Old Boyce Rd., Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.033	2926 Old Boyce Rd., Waxahachie, TX	Not Eligible***	Unevaluated	2A	No
EL.034a	1100 Old Church Rd., Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.034b	1100 Old Church Rd., Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.034c	1100 Old Church Rd., Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.034d	1100 Old Church Rd., Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.035a	5018 SH 287, Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.035b	5018 SH 287, Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.035c	5018 SH 287, Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.036	10207 W. Ennis Ave., Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.037a	520 Old Waxahachie Rd., Waxahachie, TX	Not Eligible***	Unevaluated	2A	Yes

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
EL.037b	520 Old Waxahachie Rd., Waxahachie, TX	Not Eligible***	Unevaluated	2A	Yes
EL.038	524 Old Waxahachie Rd., Waxahachie, TX	Not Eligible***	Unevaluated	2A	No
EL.039	610 Old Waxahachie Rd., Waxahachie, TX	Not Eligible***	Unevaluated	2A	No
EL.040	Boren-Reagor Springs Cemetery	Eligible**	Unevaluated	2A	No
EL.041a	Getzendaner Rd., Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.041b	Getzendaner Rd., Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.041c	Getzendaner Rd., Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.041d	Getzendaner Rd., Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.042a	1270 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.042b	1270 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.042c	1270 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	Yes
EL.042d	1270 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	Yes
EL.043	1340 FM 984 Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.044a	327 Slovak Rd., Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.044b	327 Slovak Rd., Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.044c	327 Slovak Rd., Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.045a	1524 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.045b	1524 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.046a	1565 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.046b	1565 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
EL.046c	1565 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.047a	2464 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.047b	2464 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.048	48 FM 984 Avalon, TX	Not Eligible***	Unevaluated	2A	No
EL.049	2200 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2B	Yes
EL.050a	6342 W. SH 34, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.050b	6342 W. SH 34, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.051	E B Lane, Ennis, TX	Not Eligible***	Unevaluated	2A	Yes
EL.052	SH 34, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	Yes
EL.053a	6849 W. SH 34, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.053b	6849 W. SH 34, Ennis, TX	Not Eligible***	Unevaluated	2A	No
EL.054a	369 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	Within 2A LOD
EL.054b	369 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	Within 2A LOD
EL.054c	369 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	Within 2A LOD
EL.054d	369 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	Within 2A LOD
EL.054e	369 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.055a	728 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.055b	728 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.056a	771 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
EL.056b	771 Farmer Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	Yes
EL.057a	FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.057b	FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.057c	FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.057d	FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.057e	FM 984, Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.058	Grady Cemetery	Not Eligible***	Unevaluated	2A; 2B	No
EL.059	469 Hodge Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.060	6209 FM 984, Ennis, TX	Not Eligible***	Unevaluated	2B	No
EL.061	3142 FM 985, Ennis, TX	Not Eligible***	Unevaluated	3C; 3B	No
EL.062	3160 FM 985, Ennis, TX	Eligible**	Unevaluated	3C; 3B	No
EL.063a	719 Sullivan Rd., Ennis, TX	Not Eligible***	Unevaluated	3C; 3B	No
EL.063b	719 Sullivan Rd., Ennis, TX	Not Eligible***	Unevaluated	3C; 3B	No
EL.063c	719 Sullivan Rd., Ennis, TX	Not Eligible***	Unevaluated	3C; 3B	No
EL.064	715 Sullivan Rd., Ennis, TX	Not Eligible***	Unevaluated	3C; 3B	No
EL.065a	931 Sullivan Rd., Ennis, TX	Not Eligible***	Unevaluated	3C; 3B	Within 3C LOD
EL.065b	931 Sullivan Rd., Ennis, TX	Not Eligible***	Unevaluated	3C; 3B	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Navarro County</b>					
NA.001	9645 NW CR 1320, Barry, TX	Not Eligible	Concur	3A; 3C	Yes
NA.002a	CR 1340 & CR 1240, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.002b	CR 1340 & CR 1240, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.003	8108 CR 1300, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.004	CR 1300 & CR 1240, Barry, TX	Not Eligible	Concur	3A; 3C	Yes
NA.005	8169 NW CR 1340, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.006	8344 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.007a	7704 FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.007b	7704 FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.008a	7705 FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.008b	7705 FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.009	7973 FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.010a	8344 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.010b	8344 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.011a	FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.011b	FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.012a	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012b	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012c	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012d	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012e	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
NA.013	FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.014	FM 1126, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.015a	7505 W Hwy 22, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.015b	7505 W Hwy 22, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.016	NW CR 2070, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.017	7171 NW CR 2070, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.018	8098 NW CR 2080, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.019	7570 FM 744, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.020	7800 FM 744, Barry, TX	Not Eligible***	Unevaluated	3A; 3C	Yes
NA.021	7904 FM 744, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.022	18210 FM 1126, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.023a	18680 FM 1126, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.023b	18680 FM 1126, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.024	Hwy 31, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.025	18770 FM 1126, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.026a	8840 W SH 31, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.026b	8840 W SH 31, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.027	8846 W SH 31, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.028	110 NW CR 2107, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.029	130 NW CR 2107, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.030a	215 SW CR 3040, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.030b	215 SW CR 3040, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
NA.031	SW CR 3030, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.032	6475 SE CR 3120, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.033	SW CR 3040, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
NA.034a	440 SW CR 3050, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.034b	440 SW CR 3050, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.035	SW CR 3110, Purdon, TX	Not Eligible***	Unevaluated	3A	No
NA.036	7765 SW CR 3110, Purdon, TX	Not Eligible***	Unevaluated	3A	No
NA.037a	FM 709, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.037b	FM 709, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.037c	FM 709, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.038a	7748 FM 709, Corsicana, TX	Not Eligible	Concur	3A	Yes
NA.038b	7748 FM 709, Corsicana, TX	Not Eligible	Concur	3A	Yes
NA.038c	7748 FM 709, Corsicana, TX	Not Eligible	Concur	3A	Yes
NA.039a	FM 709 and FM 3194, Corsicana, TX	Not Eligible	Concur	3A	Yes
NA.039b	FM 709 and FM 3194, Corsicana, TX	Not Eligible	Concur	3A	Yes
NA.040	Ward Cemetery	Not Eligible	Concur	3A	No
NA.041	FM 709, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.042	7880 SW CR 2010, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.043	SW CR 2010, Corsicana, TX	Not Eligible***	Unevaluated	3A	No
NA.044a	7204 FM 3194, Corsicana, TX	Not Eligible***	Unevaluated	3A	Yes
NA.044b	7204 FM 3194, Corsicana, TX	Not Eligible***	Unevaluated	3A	Yes
NA.044c	7204 FM 3194, Corsicana, TX	Not Eligible***	Unevaluated	3A	Yes

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
NA.045a	7437 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.045b	7437 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.045c	7437 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.045d	7437 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.046	Anderson Family Cemetery	Not Eligible	Concur	3A	No
NA.047a	9066 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.047b	9066 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.047c	9066 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.047d	9066 FM 3194, Corsicana, TX	Not Eligible	Concur	3A	No
NA.048	7315 SW CR 2190, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	Yes
NA.049	6798 SW CR 2400, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.050	Shelton Family Cemetery	Not Eligible	Concur	3A; 3B	No
NA.051	SW CR 2410, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.052	SE CR 2380, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.053	7232 SE CR 2420, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.054	7489 SW CR 2420, Wortham, TX	Not Eligible	Concur	3A; 3B	No
NA.055	FM 709, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.056a	6980 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.056b	6980 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.057a	6735 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.057b	6735 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.057c	6735 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
NA.058	7356 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.059	6819 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.060	FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	Yes
NA.061a	SW CR 0040 & CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.061b	SW CR 0040 & CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.061c	SW CR 0040 & CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.062	SW CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.063a	SW CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	Yes
NA.063b	SW CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	Yes
NA.064	CR 1394, Corsicana, TX	Not Eligible	Concur	3C	No
NA.065a	1007 West Main, Corsicana, TX	Not Eligible	Concur	3C	No
NA.065b	1007 West Main, Corsicana, TX	Not Eligible	Concur	3C	No
NA.066a	CR 1394 & SW 2120, Corsicana, TX	Not Eligible	Concur	3C	No
NA.066b	CR 1394 & SW 2120, Corsicana, TX	Not Eligible	Concur	3C	No
NA.067	SW CR 2120, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.068	4026 SW CR 2130, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.069	4477 SW CR 2130, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.070	3018 SW CR 2346, Richland, TX	Not Eligible	Concur	3C	No
NA.071a	SW CR 2380, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.071b	SW CR 2380, Richland, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
NA.071c	SW CR 2380, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.072	NW CR 1300, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.073	7154 FM 1126, Barry, TX	Not Eligible	Concur	3B	No
NA.074a	7360 FM 1126, Barry, TX	Not Eligible	Concur	3B	No
NA.074b	7360 FM 1126, Barry, TX	Not Eligible	Concur	3B	No
NA.074c	7360 FM 1126, Barry, TX	Not Eligible	Concur	3B	No
NA.075	7032 NW CR 1220, Wortham, TX	Not Eligible***	Unevaluated	3B	No
NA.076	7044 NW CR 1220, Wortham, TX	Not Eligible***	Unevaluated	3B	Yes
NA.077a	5305 NW CR 1190, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.077b	5305 NW CR 1190, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.078	7145 NW CR 1200, Barry, TX	Eligible**	Unevaluated	3B	No
NA.079	4601 NW CR 1190, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.080	W SH 22, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.081	4853 W. SH 22, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.082	5158 FM 744, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.083a	FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.083b	FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.084a	5787 FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.084b	5787 FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.085	5621 SW CR 1010, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.086	6049 SE CR 1010, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.087	6240 W SH 31, Corsicana, TX	Not Eligible	Concur	3B	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
NA.088	6270 W SH 31, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.089	310 SW CR 1000, Corsicana, TX	Not Eligible***	Unevaluated	3B	Yes
NA.090	2840 Liberty Dr., Oak Valley, TX	Not Eligible***	Unevaluated	3B	No
NA.091	2838 Liberty Dr., Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.092	182 Black Oak Dr., Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.093	2964 Liberty Dr., Oak Valley, TX	Not Eligible	Concur	3B	No
NA.094	1920 Oak Valley Ln., Oak Valley, TX	Not Eligible***	Unevaluated	3B	No
NA.095	1900 Oak Valley Ln., Oak Valley, TX	Not Eligible***	Unevaluated	3B	No
NA.096	2030 Oak Valley Ln., Oak Valley, TX	Not Eligible***	Unevaluated	3B	No
NA.097	3176 Liberty Dr., Corsicana, TX	Not Eligible	Concur	3B	No
NA.098	Split Driveway with #61	Not Eligible***	Unevaluated	3B	No
NA.099a	3979 SW CR 1130, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.099b	3979 SW CR 1130, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.100a	5256 SW 1140, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.100b	5256 SW 1140, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.100c	5256 SW 1140, Corsicana, TX	Not Eligible	Concur	3B	No
NA.101a	4832 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.101b	4832 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.102	4990 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.103	4907 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.104	5095 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.105a	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
NA.105b	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.105c	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.105d	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.106a	5381 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.106b	5397 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.106c	5397 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.107a	5059 Bonner St., Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.107b	5059 Bonner St., Corsicana, TX	Not Eligible	Concur	3B	No
NA.108a	8517 SW CR 0030, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.108b	8517 SW CR 0030, Corsicana, TX	Not Eligible***	Unevaluated	3B	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Freestone County</b>					
FR.001	Red Cemetery , CR 995, Wortham, TX	Not Eligible	Concur	4	No
FR.002a	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	Yes
FR.002b	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	Yes
FR.002c	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	Yes
FR.002d	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	Yes
FR.003	FM 1366, Wortham, TX	Not Eligible***	Unevaluated	4	No
FR.004	FM 1366 and FM 960, Wortham, TX	Not Eligible***	Unevaluated	4	No
FR.005	CR 963 at CR 961, Teague, TX	Not Eligible	Concur	4	Yes
FR.006	FCR 930, Teague, TX	Not Eligible	Concur	4	No
FR.007	996 FCR 930, Teague, TX	Not Eligible	Concur	4	Yes
FR.008	Cotton Gin Cemetery, FCR 930, Teague, TX	Not Eligible	Concur	4	No
FR.009	1418 W. Hwy 84, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.010	151 FM 2777, Teague, TX	Not Eligible***	Unevaluated	4	No
FR.011a	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.011b	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.011c	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.011d	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.012a	FM 2777, Teague, TX	Not Eligible	Concur	4	No
FR.012b	FM 2777, Teague, TX	Not Eligible	Concur	4	No
FR.013	365 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
FR.014	996 FCR 930, Teague, TX	Not Eligible	Concur	4	No
FR.015	FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.016a	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016b	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016c	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016d	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016e	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016f	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016g	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.017a	373 FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.017b	373 FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.018	FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.019a	152 FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.019b	152 FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.020	132 FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR. 021a	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR. 021b	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR. 021c	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR. 021d	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR. 022	232 FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.023	FCR 844, Teague, TX	Not Eligible***	Unevaluated	4	No
FR.024	Asia-Antioch Cemetery	Not Eligible	Concur	4	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
FR.025	FCR 1041 and northwest of FM 1051, Streetman, TX	Not Eligible***	Unevaluated	3C	Yes
FR.026	FCR 1041 and north of 1044, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.027	FCR 1051 and northeast of FM 1041, Streetman, TX	Not Eligible***	Unevaluated	3C	Yes
FR.028	1330 FM 80 N, Streetman, TX	Not Eligible	Concur	3C	No
FR.029	FCR 1100, Streetman, TX	Not Eligible	Concur	3C	No
FR.030	Hwy 80 N, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.031	131 FCR 1101, Streetman, TX	Not Eligible	Concur	3C	No
FR.032	FM 833, Streetman, TX	Not Eligible	Concur	3C	Yes
FR.033a	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.033b	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.033c	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.033d	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.034	Johnson African American Cemetery, CR 1131, Fairfield, TX	Eligible	Concur	3C	No
FR.035	J B Johnson Private Cemetery, CR 1131, Fairfield, Texas	Not Eligible	Concur	3C	No
FR.036	118-128 FCR 1171, Streetman, TX	Not Eligible	Concur	3C	No
FR.037a	271 FCR 1171, Fairfield, TX	Not Eligible	Concur	3C	No
FR.037b	271 FCR 1171, Fairfield, TX	Not Eligible	Concur	3C	No
FR.038	445 Sunset Dr., Fairfield, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
FR.039	301 W IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.040a	303 W. IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.040b	303 W. IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.041	1101 Hatcher St., Fairfield, TX	Not Eligible	Concur	3C	No
FR.042a	701 Church St., Fairfield, TX	Not Eligible	Concur	3C	No
FR.042b	701 Church St., Fairfield, TX	Not Eligible	Concur	3C	No
FR.043	IH-45 Southbound Service Road, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.044	106 S. Hwy 75, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.045	148 S. Hwy 75, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.046	S. Hwy 75, Farifield, TX	Not Eligible***	Unevaluated	3C	No
FR.047	S. Hwy 75, Farifield, TX	Not Eligible***	Unevaluated	3C	No
FR.048	150 W IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	Yes
FR.049	IH-45, Fairfield, TX	Not Eligible	Concur	3C	Yes
FR.050	Hwy 75, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.051	900 S Hwy 75, Fairfield, TX	Not Eligible	Concur	3C	No
FR.052	580 IH-45 Service Road, Fairfield, TX	Not Eligible	Concur	3C	Yes
FR.053	N Fwy Service Rd, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.054a	1260A FM 179, Buffalo, TX	Not Eligible	Concur	3C	No
FR.054b	1260A FM 179, Buffalo, TX	Not Eligible	Concur	3C	No
FR.055	IH-45 south of FM 691, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
FR.056	IH-45 north of Donie Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Limestone County</b>					
LI.001	LCR 446	Not Eligible**	Unevaluated	4	No
LI.002a	345 LCR 448, Personville, TX	Not Eligible	Concur	4	No
LI.002b	345 LCR 448, Personville, TX	Not Eligible	Concur	4	No
LI.003a	279 LCR 447, Personville, TX	Not Eligible	Concur	4	No
LI.003b	279 LCR 447, Personville, TX	Not Eligible	Concur	4	No
LI.003c	279 LCR 447, Personville, TX	Not Eligible	Concur	4	No
LI.004	325 FM 39, Personville, TX	Not Eligible	Concur	4	No
LI.005	Personville/Ebenezer Cemetery, SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.006a	SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.006b	SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.006c	SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.007	FM 39, Groesbeck, TX	Not Eligible	Concur	4	No
LI.008a	LCR 866, Donie, TX	Not Eligible	Concur	4	No
LI.008b	LCR 866, Donie, TX	Not Eligible	Concur	4	No
LI.008c	LCR 866, Donie, TX	Not Eligible	Concur	4	No
LI.009	820 LCR 882, Jewett, TX	Not Eligible	Concur	4	Yes
LI.010a	LCR 882, Jewett, TX	Not Eligible	Concur	4	No
LI.010b	LCR 882, Jewett, TX	Not Eligible	Concur	4	No
LI.011	New Hope Cemetery, LCR 884, Jewett, TX	Not Eligible	Concur	4	No
LI.012a	1380 FM 1512, Jewett, TX	Not Eligible	Concur	4	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
LI.012b	1380 FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LI.012c	1380 FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LI.013	FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LI.014a	54 FM 1512, Jewett, TX	Not Eligible	Concur	4	Yes
LI.014b	54 FM 1512, Jewett, TX	Not Eligible	Concur	4	Yes

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Leon County</b>					
LE.001a	Little Flock Cemetery, 20190 FM 1512, Jewett, TX	Eligible	Concur	4	No
LE.001b	Little Flock Cemetery Church, 20190 FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LE.002a	15815 FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.002b	15815 FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.003	FM 1469, Marquez, TX	Not Eligible***	Unevaluated	4	No
LE.004	CR 3461, Marquez, TX	Not Eligible***	Unevaluated	4	No
LE.005	CR 344 (Beddingfield Ln) at Leon Ln (CR 350), Marquez, TX	Not Eligible	Concur	4	No
LE.006	11499 Hwy 79, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.007	CR 348, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.008a	11180/11261 FM 347, Jewett, TX	Not Eligible	Concur	4	No
LE.008b	11180/11261 FM 347, Jewett, TX	Not Eligible	Concur	4	No
LE.009	E of CR 348, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.010	W of 391, between 348 & 39, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.011	FM 391, Jewett, TX	Not Eligible	Concur	4	No
LE.012	907 Pvt Rd 3320, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.013	FM 392, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.014	9048 FM 39/SH 7, Jewett, Texas	Not Eligible	Concur	4	No
LE.015a	8936 SH 79, Jewett, TX	Not Eligible	Concur	4	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
LE.015b	8936 SH 79, Jewett, TX	Not Eligible	Concur	4	No
LE.016	SH 7 (south side), Jewett, TX	Not Eligible***	Unevaluated	4	Yes
LE.017	CR 392/SH 7, Jewett, Texas	Not Eligible***	Unevaluated	4	No
LE.018	8977 SH 7 West, Jewett, Texas	Not Eligible	Concur	4	No
LE.019	484 FM 39, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.020	484 FM 39, Jewett, TX	Not Eligible	Concur	4	No
LE.021	FM 39, Jewett, TX	Not Eligible	Concur	4	No
LE.022	FM 39, Jewett, , TX	Not Eligible	Concur	4	No
LE.023a	Private Rd 4065, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.023b	Private Rd 4065, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.024a	10345 CR 408 (CR SPR 1270), Normangee, Texas	Not Eligible	Concur	4	Yes
LE.024b	10345 CR 408 (CR SPR 1270), Normangee, Texas	Not Eligible	Concur	4	No
LE.024c	10345 CR 408 (CR SPR 1270), Normangee, Texas	Not Eligible	Concur	4	No
LE.025	CR 408 south of CR 977, Normangee, TX	Not Eligible***	Unevaluated	4	Yes
LE.026a	11828 FM 408, Normangee, TX	Not Eligible	Concur	4	Yes
LE.026b	11828 FM 408, Normangee, TX	Not Eligible	Concur	4	No
LE.027	12552 FM 408, Normangee, TX	Not Eligible	Concur	4	No
LE.028	E of CR 408 (end of road) , Normangee, TX	Not Eligible	Concur	4	Yes

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
LE.029	11416 Horcrow Rd., Buffalo, TX	Not Eligible	Concur	3C	No
LE.030	FM 2539, Buffalo, TX	Not Eligible	Concur	3C	No
LE.031	Fred Graham Cemetery IH 45 Service Road West, North of CR 327, Buffalo, Texas	Not Eligible***	Unevaluated	3C	No
LE.032	Horcrow Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.033a	IH-45 Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.033b	IH-45 Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.034	Nettles Cemetery, IH-45 Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	Yes
LE.035	IH-45 NB Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036a	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036b	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036c	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036d	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.037	Liberty Cemetery, CR 303, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.038	CR 317 off of SB IH-45 Service Road, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.039	CR 317 off of SB IH-45 Service Road, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.040	CR 317 off of SB IH-45 Service Road, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.041	CR 318 (IH-45 at SH 7) ,	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
	Centerville, TX				
LE.042	CR 318 (IH-45 at SH 7) , Centerville, TX	Not Eligible***	Unevaluated	3C	Yes
LE.043	SH 7 from IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044a	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044b	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044c	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044d	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044e	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.045	CR 416, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.046	CR 416, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.047	CR 416, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.048	CR 416, Leona, TX	Eligible**	Unevaluated	3C	No
LE.049	FM 977, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.050	FM 977, Leona, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Madison County</b>					
MA.001	6472 Metzler Ln., Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.002	Dawkins Rd., Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.003	Randolph Cemetery, Normangee, TX	Not Eligible***	Unevaluated	4	Within 75 feet
MA.004a	5192 Dawkins Rd., Normangee, TX	Not Eligible***	Unevaluated	4	Yes
MA.004b	5193 Dawkins Rd., Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.004c	5194 Dawkins Rd., Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.005a	4806 Dawkins Rd., Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.005b	4807 Dawkins Rd., Normangee, TX	Not Eligible***	Unevaluated	4	Yes
MA.006	4656 Dawkins Rd., Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.007	8358 FM 2289, Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.008a	FM 2289, Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.008b	FM 2290, Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.009	7610 FM 2289; Union Baptist Church, Normangee, TX	Not Eligible***	Unevaluated	4	Yes
MA.010	Tenmile Cemetery, Normangee, TX	Not Eligible***	Unevaluated	4	Within 75 feet
MA.011a	3578 Poteet and CR 326, Normangee, TX	Not Eligible***	Unevaluated	4	No
MA.011b	3578 Poteet and CR 326, Normangee, TX	Not Eligible***	Unevaluated	4	Yes
MA.012	2054 Poteet, Normangee, TX	Not Eligible***	Unevaluated	4	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
MA.013	8706 FM 978, Normangee, TX	Not Eligible***	Unevaluated	4	Yes
MA.014	FM 1452 W., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.015a	7448 Oxford Cemetery Rd.; Tex Bar Ranch, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.015b	7448 Oxford Cemetery Rd.; Tex Bar Ranch, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.015c	7448 Oxford Cemetery Rd.; Tex Bar Ranch, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.016a	7723 Oxford Cemetery Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.016b	7723 Oxford Cemetery Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.017	7269 Oxford Cemetery Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	Yes
MA.018	7045 Oxford Cemetery Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.019	Oxford Cemetery, North Zulch, TX	Eligible*	Concur	4	No
MA.020	7739 US 190 (SH 21), North Zulch, TX	Not Eligible***	Unevaluated	4	Yes
MA.021	7792 SH 21 W, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.022	7882 SH 21 W, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.023	7808 SH 21 W, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.024	7991 SH 21 W, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.025a	8002 SH 21 W, North Zulch, TX	Not Eligible***	Unevaluated	4	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
MA.025b	8002 SH 21 W, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.026	7715 US 190, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.027	Strawther Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	Yes
MA.028	7030 Strawther Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.029a	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.029b	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.029c	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.030	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.031a	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031b	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031c	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031d	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031e	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031f	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031g	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031h	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031i	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031j	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031k	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031l	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.031m	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
MA.031n	FM 1372, Valley View, TX	Not Eligible***	Unevaluated	4	No
MA.032a	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.032b	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.033	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.034	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.035	Unknown Graves, FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.036	Duggan Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.037	Duggan Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.038a	Crane Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.038b	Crane Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.038c	Crane Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.039	Bethel Cemetery Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.040	24393 OSR TX, Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.041	Puddin Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042a	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042b	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042c	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042d	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042e	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.043a	2422 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.043b	2422 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
MA.043c	2450 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.44	Waldrip Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	Yes
MA.045a	Green Oaks Ln., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.045b	Green Oaks Ln., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.046a	Greenbriar Rd, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.046b	Greenbriar Rd, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.047	Sweet Home Cemetery, Waldrip Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048a	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048b	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048c	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048d	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048e	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048f	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048g	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048h	7699 Greenbriar Rd.,, Madisonville, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
MA.049a	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049b	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049c	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049d	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049e	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049f	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.050	Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051a	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051b	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051c	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051d	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051e	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.052	3751 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.053a	Fellowship Cemetery, 2953 FM 1452, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.053b	Fellowship Church Grave, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.054	Unnamed Road off SH 21 W,	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
	Madisonville, TX				
MA.055a	4281 Cottonwood Rd./ CR 407, Madisonville, TX	Not Eligible***	Unevaluated	3C	Yes
MA.055b	4281 Cottonwood Rd./ CR 407, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.056a	6619 FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.056b	6619 FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.056c	6619 FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.057a	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.057b	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.058a	5883 Preston Rd., North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.058b	5883 Preston Rd., North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.059a	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.059b	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Grimes County</b>					
GR.001	Bethel Cemetery, Bedias, TX	Eligible**	Unevaluated	3C	No
GR.002	Shiloh Baptist Church, 6311 FM 1696, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.003	Pankey-Shiloh Cemetery, Iola, TX	Not Eligible***	Unevaluated	5	No
GR.004a	FM 1696, Bedias, TX	Eligible**	Unevaluated	5	No
GR.004b	FM 1696, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.004c	FM 1696, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.005	CR 150, N of Union Hill Cemetery, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.006	Union Hill Cemetery, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.007	15619 SH 90 N., Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.008a	SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.008b	SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.009	Neff Lane, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.010a	2419 CR 155, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.010b	2419 CR 155, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.011a	1702 CR 155, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.011b	1702 CR 155, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.012	SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.013a	14794 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.013b	14794 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.013c	14794 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
GR.013d	14794 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.013e	14794 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.014a	14781 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.014b	14781 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.014c	14781 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.015	14234 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.016	SH 90	Not Eligible***	Unevaluated	5	No
GR.017	13900 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.018a	3094 CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.018b	3094 CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.019	3186 CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.020	2824 CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.021	2815 CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.022a	CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.022b	CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.023	CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.024	Singleton Cemetery, CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.025	2571 CR 176, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.026a	9778 High Star Ln., Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.026b	9778 High Star Ln., Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.026c	9778 High Star Ln., Bedias, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
GR.027	10357 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028a	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028b	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028c	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028d	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028e	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028f	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028g	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028h	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028i	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028j	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028k	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	Yes
GR.028l	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028m	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028n	SH 90 N at CR 226, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.029a	SH 30, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.029b	SH 30, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.029c	SH 30, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.030	8340 Railroad Ave., Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.031	Oakland Baptist Church, 8426 Railroad Ave., Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.032a	7313 SH 90 N, Anderson, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
GR.032b	7313 SH 90 N, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.032c	7313 SH 90 N, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.032d	7313 SH 90 N, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.033	Ratliff Cemetery	Not Eligible***	Unevaluated	5	Yes
GR.034	Old Oakland Cemetery, Roans Prairie, TX	Not Eligible***	Unevaluated	5	No
GR.035	6916 SH 90 N, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.036	Pole Line Rd., Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.037a	4089 CR 219, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.037b	4089 CR 219, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.037c	4089 CR 219, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.037d	4089 CR 219, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.037e	4089 CR 219, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.038a	3142 Wrangler Ln., Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.038b	3142 Wrangler Ln., Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.039	3796 CR 219, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.040a	5001 CR 220, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.040b	5001 CR 220, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.041	3833 Cedar Hill Ln, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.042a	4973 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.042b	4973 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.042c	4973 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
GR.042d	4973 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.043	4455 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.044	4691 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.045a	4804 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.045b	4804 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.046	4277 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.047a	FM 149 E, Richards, TX	Not Eligible***	Unevaluated	5	No
GR.047b	FM 149 E, Richards, TX	Not Eligible***	Unevaluated	5	No
GR.048a	2046 CR 222, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.048b	2046 CR 222, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.049	4313 FM 2819, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.050	Mason Cemetery, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.051a	4097 FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.051b	4099 FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.052a	4339 FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.052b	4339 FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.052c	4339 FM2819, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.052d	4339 FM2819, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.053	5169 FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.054	FM 2819, Navasota, TX	Not Eligible***	Unevaluated	5	Yes
GR.055a	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.055b	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
GR.055c	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.055d	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.056	5044 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.057	5056 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.058a	5319 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.058b	5319 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.058c	5319 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.058d	5319 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.059	FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.060a	5541 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.060b	5541 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.060c	5541 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.060d	5541 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.061a	5546 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.061b	5546 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.061c	5546 FM 1774, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.062	5150 Cypress Wood Dr., Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.063a	5360 Cypress Wood Dr., Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.063b	5360 Cypress Wood Dr., Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.064	5381 Izard Dr., Navasota, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
GR.065	FM 2445, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.066a	7058 CR309, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.066b	7058 CR 309, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.066c	7058 CR 309, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.067a	CR 309, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.067b	CR 309, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.068	CR 313, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.069	CR 313, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.070a	10011 CR 311, Plantersville, TX	Not Eligible***	Unevaluated	5	Yes
GR.070b	10011 CR 311, Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.071	Stonehamville/Simmons Chapel Cemetery, Old Gabriel Rd., Stoneham, TX	Not Eligible***	Unevaluated	5	No
GR.072	7422 CR 202, Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.073	Cedar Hill Ln., Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.074	8550 Hickory Rd., Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.075a	8591 Carolyn Ct., Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.075b	8591 Carolyn Ct., Plantersville, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Waller County</b>					
WA.001	29309 Sheffield Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
WA.002	29223 Sheffield Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
WA.003a	451 Bowler Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
WA.003b	451 Bowler Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
WA.003c	451 Bowler Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
WA.003d	451 Bowler Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
WA.004	340 Bowler Rd., Waller, TX	Not Eligible***	Unevaluated	5	Yes
WA.005	29530 FM 1488, Waller, TX	Not Eligible***	Unevaluated	5	No
WA.006	29503 FM 1488, Waller, TX	Not Eligible***	Unevaluated	5	Yes
WA.007	FM 1488 @ Hegar Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
WA.008	31910 Joseph Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
WA.009	30525 Hegar Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Harris County (Revised May 2017)</b>					
HA.001a	23327 Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.001b	23327 Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.001c	23327 Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.001d	23327 Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.001e	23327 Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.002a	29402 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.002b	29402 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.002c	29402 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003a	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003b	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003c	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003d	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.004a	29702 Castle Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.004b	29702 Castle Rd., Waller, TX	Eligible	Concur	5	No
HA.004c	29702 Castle Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.004d	29702 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.005	Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.006	22410 Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.007	21523 Binford Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.008	37818 Hempstead Hwy., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.009	29406 Burton Cemetery Rd., Waller,	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
	TX				
HA.010a	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.010b	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010c	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010d	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.010e	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.010f	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010g	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010h	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010i	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.011	29407 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.012a	17250 Kickapoo Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.012b	17250 Kickapoo Rd., Waller, TX	Not Eligible***	Unevaluated	5	No
HA.013	17210 Kickapoo Rd., Waller, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.014	28802 Betka Rd., Waller TX	Not Eligible***	Unevaluated	5	No
HA.015a	16611 Warren Ranch Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.015b	16611 Warren Ranch Rd, Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.016a	16207 Katy Hockley Rd, Hockley, TX	Not Eligible	Concur	5	Yes
HA.016b	16207 Katy Hockley Rd, Hockley, TX	Not Eligible	Concur	5	Yes
HA.017	15750 Becker Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.018	15419 House Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.019	Katy Hockley Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.020	Katy Hockley Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.021a	15406 House Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.021b	15406 House Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.021c	15406 House Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.021d	15406 House Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.022a	29101 Northwest Fwy., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.022b	29101 Northwest Fwy., Hockley, TX	Not Eligible***	Unevaluated	5	Yes
HA.023a	15710 House Hahl Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.023b	15710 House Hahl Rd., Hockley, TX	Not Eligible	Concur	5	Yes
HA.023c	15710 House Hahl Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.024a	26114 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024b	26110 Hempstead Rd., Cypress, TX	Eligible*	Concur	5	No
HA.024c	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024d	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.024e	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024f	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024g	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024h	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024i	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.025	25610 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.026	24815 US 290, Cypress, TX	Not Eligible	Concur	5	No
HA.027	17222 Lewis Dr., Cypress, TX	Not Eligible***	Unevaluated	5	No
HA.028	17210 Lewis Dr., Cypress, TX	Not Eligible***	Unevaluated	5	No
HA.029a	17110 Lewis Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.029b	17110 Lewis Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.030	17119 Lewis Dr., Cypress, TX	Not Eligible***	Unevaluated	5	No
HA.031	16227 Duffton St., Cypress, TX	Not Eligible***	Unevaluated	5	No
HA.032	22802 Northwest Fwy., Cypress, TX	Not Eligible*	Comment – (Field Verification needed)****	5	No
HA.033	21902 US 290, Cypress, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.034a	21833 McCamey Dr., Cypress, TX 77429	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.034b	21833 McCamey Dr., Cypress, TX	Not Eligible*	Comment - (Field	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
	77429		Verification needed)****		
HA.035	21819 McCamey Dr., Cypress, TX 77429	Not Eligible***	Unevaluated	5	No
HA.036	21811 McCamey Dr., Cypress, TX 77429	Not Eligible***	Unevaluated	5	No
HA.037	21807 McCamey Dr., Cypress, TX 77429	Not Eligible***	Unevaluated	5	No
HA.038	21711 McCamey Dr., Cypress, TX 77429	Not Eligible***	Unevaluated	5	No
HA.039a	10430 Hemwick Dr., Cypress, TX	Not Eligible***	Unevaluated	5	No
HA.039b	10430 Hemwick Dr., Cypress, TX	Not Eligible***	Unevaluated	5	No
HA.040a	21613 (21615) Northwest Fwy., Cypress, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.040b	21613 (21615) Northwest Fwy., Cypress, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.040c	21613 (21615) Northwest Fwy., Cypress, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.040d	21613 (21615) Northwest Fwy., Cypress, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.041a	20818 Hempstead Rd., Cypress, TX	Not Eligible*	Comment - (Field	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
	77429		Verification needed)****		
HA.041b	20818 Hempstead Rd., Cypress, TX 77429	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.042a	9330 Jackrabbit Rd., Houston, TX 77429	Not Eligible***	Unevaluated	5	No
HA.042b	9330 Jackrabbit Rd., Houston, TX 77429	Not Eligible***	Unevaluated	5	Yes
HA.043a	9118 Jackrabbit Rd., Houston, TX 77095	Not Eligible***	Unevaluated	5	No
HA.043b	9118 Jackrabbit Rd., Houston, TX 77095	Not Eligible***	Unevaluated	5	No
HA.044a	19191 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.044b	19191 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.045	18340 Northwest Fwy., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.046	17914 Northwest Fwy., Houston, TX 77065	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.047a	17910 Northwest Fwy., Houston, TX 77065	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.047b	17910 Northwest Fwy., Houston, TX 77065	Not Eligible*	Comment - (Field Verification needed)****	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.048	12210 Taylor Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.049	7938 Wright Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.050a	17610 Northwest Fwy., Houston, TX 77065	Not Eligible***	Unevaluated	5	No
HA.050b	17610 Northwest Fwy., Houston, TX 77065	Not Eligible***	Unevaluated	5	No
HA.050c	17610 Northwest Fwy., Houston, TX 77065	Not Eligible***	Unevaluated	5	No
HA.050d	17610 Northwest Fwy., Houston, TX 77065	Not Eligible***	Unevaluated	5	No
HA.051	7700 Wright Rd., Houston, TX 77041	Not Eligible***	Unevaluated	5	No
HA.052	11502 Charles Rd., Houston, TX 77041	Not Eligible***	Unevaluated	5	No
HA.053	16700 Northwest Fwy., Houston, TX 77040	Not Eligible***	Unevaluated	5	No
HA.054	16634 Northwest Fwy., Houston, TX 77040	Not Eligible***	Unevaluated	5	No
HA.055	FM 529, Houston, TX 77041	Not Eligible***	Unevaluated	5	No
HA.056	6950 W. Sam Houston Pkwy., Houston, TX	Not Eligible	Concur	5	No
HA.057	Hempstead Highway box culvert	Not Eligible*	Comment - (Field Verification needed)****	5	Yes
HA.058a	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.058b	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.058c	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.058d	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.058e	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059a	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059b	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059c	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059d	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059e	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059f	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.060	14735 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.061	14720 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.062a	14618 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.062b	14618 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.063	6315 Gessner Dr., Houston, TX 77041	Not Eligible***	Unevaluated	5	No
HA.064a	6310 Gessner Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.064b	6310 Gessner Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.065	14619 Sommermeyer St., Houston, TX	Not Eligible*	Concur	5	No
HA.066a	14617 Sommermeyer St., Houston, TX	Not Eligible*	Concur	5	No
HA.066b	14617 Sommermeyer St., Houston, TX	Not Eligible*	Concur	5	No
HA.067	14517 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.068a	14515 Sommermeyer St. Houston, TX	Not Eligible*	Concur	5	No
HA.068b	14515 Sommermeyer St. Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.069	14428 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.070	14507 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.071	14503 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.072	14406 Hempstead, Houston, TX	Not Eligible	Concur	5	No
HA.073	5900 Teague Rd., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.074	Fairbanks Cemetery, 5500 Stonington St., Houston, TX	Not Eligible*	Concur	5	No
HA.075	5420 Stonington St., Houston, TX	Not Eligible*	Concur	5	No
HA.076	14240 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.077	14234 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.078	14230 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.079	14230 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.080	14226 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.081	14239 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.082	14138 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.083	14138 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.084	14117 Aston St., Houston, TX	Not Eligible	Concur	5	No
HA.085	14120 Hempstead Rd., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.086	14101 Aston St., Houston, TX	Not Eligible	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.087	14114 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.088	14004 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.089	14010 Aston St., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.090	13909 Aston St., Houston, TX	Not Eligible	Concur	5	No
HA.091	13826 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.092a	13822 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.092b	13822 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.093a	13810 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.093b	13810 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.093c	13810 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.094	13802 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.095	13706 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.096	13636 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097a	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097b	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097c	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097d	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097e	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097f	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.098	5518 Wyandott Blvd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.099	5514 Wyandott Blvd., Houston, TX	Not Eligible	Concur	5	No
HA.100a	13438 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.100b	13438 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.101	13330 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102a-k	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.103	12830 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.104	12814 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.105	12640 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.106	12614 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.107	12608 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.108	4011 Northfield Ln., Houston, TX	Not Eligible*	Concur	5	No
HA.109	4005 Northfield Ln., Houston, TX	Not Eligible*	Concur	5	No
HA.110	8520 Pitner Rd., Houston, TX	Not Eligible	Concur	5	No
HA.111	12516 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.112	4006 Northfield Ln., Houston, TX	Not Eligible*	Concur	5	No
HA.113	4002 Northfield Ln., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.114	12430 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.115	12407 Sowden Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.116	12308 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.117a	12408 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.117b	12408 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.118a	6757 Limestone St. Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.118b	6757 Limestone St. Houston, TX	Not Eligible*	Concur	5	No
HA.119	6753 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.120	6749 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.121a	6745 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.121b	6745 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.122a	6741 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.122b	6741 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.123	6737 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.124	6733 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.125a	6729 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.125b	6729 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.125c	6729 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.126	6725 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.127	8426 Rannie Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.128a	8422 Rannie Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.128b	8422 Rannie Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.129a	6721 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.129b	6721 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.130	6717 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.131	6713 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.132a	12237 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.132b	12237 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.133	8409 Rannie Rd., Houston, TX	Not Eligible	Concur	5	No
HA.134	6709 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.135	12233 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.136a	6705 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.136b	6705 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.137a	6701 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.137b	6701 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.138	12229 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.139	12221 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.140a	6693 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.140b	6693 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.141	12221 Sowden Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.142	12102 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.143	6689 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.144	6685 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.145a	4004 Bingle Rd., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.145b	4004 Bingle Rd., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.146	6681 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.147	6677 Limestone St., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.



**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.148	6673 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.149	6661 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.150	8400 Rayson Rd., Houston, TX	Not Eligible	Concur	5	No
HA.151	6665 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.152	4004 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.153	6669 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.154a	3537 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.154b	3537 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.155	12014 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.156a	8422 Bascom Ln., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.156b	8422 Bascom Ln., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.157	3535 Bingle Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.158	3500 Bingle Rd., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.159	3350 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.160	Sowden Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.161	11934 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162a	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162b	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162c	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162d	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.162e	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.163	3330 Lang Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.164a	11912 Hempstead Hwy., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.164b	11912 Hempstead Hwy., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.165	2550 Spenwick Dr., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.166	7930 Blankenship Dr., Houston, TX	Not Eligible	Concur	5	No
HA.167	11802 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.168	11710 Hempstead Rd., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.169	11730 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.170	11718 Deborah, Houston, TX	Not Eligible	Concur	5	No
HA.171a	6328 W 34th St., Houston, TX	Not Eligible	Concur	5	No
HA.171b	6328 W 34th St., Houston, TX	Not Eligible	Concur	5	No
HA.172	11530 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.173	11514 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.174	6102 Centralcrest St., Houston, TX	Not Eligible	Concur	5	No
HA.175	6016 Centralcrest St., Houston, TX	Not Eligible	Concur	5	No
HA.176	6012 Centralcrest St., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.177	6100 Centralcrest St. Houston, TX	Not Eligible*	Concur	5	No
HA.178	6010 Centralcrest St., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP).Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.179a	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179b	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179c	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179d	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179e	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179f	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179g	11442 Hempstead Rd., Houston, TX	Not Eligible *	Concur	5	No
HA.179h	11442 Hempstead Rd., Houston, TX	Not Eligible *	Concur	5	No
HA.179i	11442 Hempstead Rd., Houston, TX	Not Eligible *	Concur	5	No
HA.180	6013 Centralcrest St., Houston, TX	Not Eligible *	Concur	5	No
HA.181	11505 Todd St., Houston, TX	Not Eligible	Concur	5	No
HA.182	11413 Todd St., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.183	11329 Todd St., Houston, TX	Not Eligible	Concur	5	No
HA.184	11260 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.185	11321 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.186	11217 Todd St., Houston, TX	Not Eligible*	Comment - (Field Verification needed)****	5	No
HA.187a	11209 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.187b	11209 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.188a	11205 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.188b	11205 Todd St., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.188c	11205 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.189	11200 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.190a	11251 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.190b	11251 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.190c	11251 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.191a	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191b	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191c	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191d	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191e	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191f	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191g	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191h	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191i	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191j	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191k	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191l	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.192a	2106 Antoine Dr., Houston, TX	Not Eligible*	Concur	5	No
HA.192b	2106 Antoine Dr., Houston, TX	Not Eligible*	Concur	5	No
HA.193	10626 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.194	10701 Todd St., Houston, TX	Not Eligible	Concur	5	No
HA.195	2075 Afton St., Houston, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.196a	2300 Fairway Park Dr., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.196b	2300 Fairway Park Dr., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.197	10444 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.198	10312 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.199a	10110 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.199b	10110 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.200a	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200b	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200c	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200d	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200e	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200f	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200g	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200h	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.200i	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.201	10130 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.202a	4722 W 18th St., Houston, TX	Not Eligible*	Concur	5	No
HA.202b	4722 W 18th St., Houston, TX	Not Eligible*	Concur	5	No
HA.202c	4722 W 18th St., Houston, TX	Not Eligible*	Concur	5	No
HA.203	1716 Mangum Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.204a	9999 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.204b	9999 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Historic Resources within Dallas to Houston High-Speed Rail APE  
As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.205a	9500 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.205b	9500 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.206	1535 N. Post Oak Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.207a	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.207b	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.207c	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.207d	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.207e	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.208	Tex-Tube 1503 N Post Oak Rd., Houston, TX	Eligible*	Concur	5	Yes
HA.209	5900 Westview Dr., Houston, TX	Not Eligible	Concur	5	No
HA.210	4435 W 12th St., Houston, TX	Not Eligible***	Unevaluated	5	Yes
HA.211	1201 N Post Oak Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.212	1017 North Post Oak Rd., Houston	Not Eligible***	Unevaluated	5	No
HA.213	7122 Old Katy Rd., Houston, TX	Not Eligible	Concur	5	No
HA.214	1020 W Loop N, Houston, TX	Not Eligible***	Unevaluated	5	No
HA.215	730 N Post Oak Rd., Houston, TX	Not Eligible***	Unevaluated	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

**Cultural Resources Survey Reports SHPO Concurrence**

# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 23, 2016

Michael Johnson, Acting Chief  
Division of Environmental and Corridor Planning  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: Project review under Section 106 of the National Historic Preservation Act of 1966 and Antiquities Code of Texas, Review of Draft Interim Report: *Dallas to Houston High-Speed Rail Archeological Resources Survey, Ellis County* (FRA/TAC #7497/THC #201609870)

Dear Mr. Johnson:

Thank you for submitting to us the draft interim report referenced above. This letter serves as comment on the federal undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

The review staff, led by Rebecca Shelton, has completed its review of the above referenced interim report. Due to the lack of integrity or association with significant persons, we concur with the recommendations that sites 41EL268 and 41EL269 are **ineligible** for listing on the National Register of Historic Places (NRHP) or for designation for State Antiquities Landmark (SAL). We concur that site 41DL270 is **ineligible** within the project right-of-way and is of **undetermined** eligibility for listing on the NRHP or as an SAL outside of the right-of-way.

We concur with the recommendations that if Build Alternatives A, B, or C within Segment 2a of the Area of Potential Effect (APE) are selected, additional investigations will be required at the **Geaslin Cemetery** under provisions of the Texas Health and Safety Code and Penal Code.

We look forward to reviewing the additional interim reports. We understand that as the project proceeds, field investigations will be conducted where access was previously denied. Specifically, for this segment in Ellis County, sites 41EL182 and 41EL239 are of **undetermined** eligibility for listing on the NRHP or as SALs and are located within the APE. Finally, we anticipate additional field work will be conducted using mechanical testing to explore settings that have high potential for buried cultural deposits.

Thank you for your cooperation in this federal and state review process, and for your efforts to preserve the irreplaceable heritage of Texas. **If you have any questions please contact Rebecca Shelton of our staff, at (512) 463-6043 or [Rebecca.Shelton@thc.texas.gov](mailto:Rebecca.Shelton@thc.texas.gov).**

Sincerely,



for  
Mark Wolfe  
State Historic Preservation Officer  
MW/rls





**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

30 August 2016

Michael Johnsen, Acting Chief  
Division of Environmental and Corridor Planning  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington DC 20590

Re: *Project review under Section 106 of the National Historic Preservation Act of 1966*  
*Historic Resources Draft Interim Report for the Dallas to Houston High-Speed Rail, Limestone County, Texas (FRA)*  
*(AECOM Report LI.062016H.01)*

Dear Mr. Johnsen,

Thank you for submitting the draft report for the aforementioned project, in particular the segment of the proposed high-speed rail project that would pass through Limestone County. This letter serves as official comment on the proposed undertaking from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the report, which was for non-archeological properties only. The archeological information was coordinated separately with our office. THC **concurs** with that the properties surveyed are **not eligible** for listing in the National Register of Historic Places. This segment of the project as presented will have **no effect** on historic properties.

We have comments on the survey information, which seems dependent on Central Appraisal District (CAD) construction dates. Resource LI.014, for example, was likely not built circa 1965; judging by its architectural features, its construction date was much earlier. Other properties are similarly dated on the survey forms using the CAD information and not based on the architectural features. This does not change our concurrence, but please provide more accurate information, even if still estimated, in the final reports. Please also ensure that future reports include estimates based on styles and features, not just CAD data, which is often incorrect for buildings constructed prior to the mid-20th century. We also were unclear on some of the building materials noted. LI.012a does not appear to have vinyl siding, as suggested, in the images provided, but it was hard to discern from the images. Finally, thank you for providing information on the Personville Cemetery, which is indeed mis-mapped on our Atlas, which shows it on the other side of the county. The Ebenezer Cemetery does exist, but not at the location mapped on the Atlas. Our cemetery staff will update the Atlas with the correct information.

Thank you again for coordination with our office and for helping identify and protect the state's architectural and cultural heritage. We look forward to receiving information for other segments of this project. Please contact us with any questions about our review: 512/463-5851 or [linda.henderson@thc.texas.gov](mailto:linda.henderson@thc.texas.gov).

Sincerely,



Linda Henderson, Historian  
For: Mark Wolfe, State Historic Preservation Officer



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

June 13, 2017

Michael Johnson  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Ellis County, Texas (FRA/106, AECOM Report EL.042017H.01, THC #201707409)*

Mr. Johnson:

Thank you for your correspondence of May 15, 2017, which we received on May 31, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 54.99 linear miles of build alternatives (Segments 1, 2a, 2b, 3a, and 3b; Alternatives A–F) that cross central Ellis County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Ellis County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the four previously identified resources listed in Table 2 are within the Ellis County APE. These properties include: the Boren-Reagor Springs Cemetery, which is designated as a Historic Texas Cemetery; the Geaslin Homestead, which has a plaque dedicated by the Palmer Preservation Society; and, two other identified cemeteries.

Background research identified 65 historic-age properties, containing 113 historic-age resources. Of these, 20 properties, containing 27 resources, have thus far been field verified and their eligibility for listing in the National Register evaluated. Based on all available information, THC concurs that the Geaslin Property (AECOM Survey #EL.016a–c) is *not* eligible for listing in the National Register. With previous alterations, additions, and the poor condition of the house (EL.016b) and barn (EL.016c), these features no longer retain sufficient historic integrity for listing, and the Geaslin Cemetery (EL.016a), ¼ mile to the northeast of the house, does not satisfy National Register Criteria Consideration D, by deriving its “primary importance from graves of persons of transcendent importance,

from age, from distinctive design features, or from association with historic events.” THC also concurs that the Geaslin Homestead (EL.020) is *not* eligible for listing in the National Register due to previous alterations, including replacement siding, replacement windows, construction of a front porch, and reconfiguration of the rear of the house. Finally, THC concurs that the following 18 properties are *not* eligible for listing in the National Register:

- House (AECOM Survey #EL.001)
- House (EL.006)
- House and Outbuildings (EL.007a–c)
- House and Outbuilding (EL.008a–b)
- House and Outbuilding (EL.009a–b)
- House and Outbuilding (EL.010a–b)
- House (EL.011)
- House (EL.012)
- House (EL.013)
- House (EL.014)
- House (EL.015)
- Shed (EL.018)
- Barn (EL.019)
- House (EL.021)
- House (EL.023)
- Manufactured Home (EL.024)
- Garage (EL.025)
- Barn (EL.027)

The remaining 45 historic-age properties within the Ellis County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Sylvia Stanford-Smith, Chair, Ellis County Historic Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

June 13, 2017

Michael Johnson  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Grimes County, Texas (FRA/106, AECOM Report GR.042017H.01, THC #201707234)*

Mr. Johnson:

Thank you for your correspondence of May 15, 2017, which we received on May 24, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 45.62 linear miles of build alternatives (Segments 3c, 4, and 5; Alternatives A–F) that cross central Grimes County. This report comprises only the literature review and background research phases of the Grimes County investigation; Grimes County fieldwork and the evaluation of the eligibility of historic-age properties for listing in the National Register of Historic Places have not yet been completed. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the nine previously identified resources listed in Table 2 in the report are within the Grimes County APE. These properties include: Bethel Cemetery and Ratliff Cemetery, which are each designated as Historic Texas Cemeteries; Oakland Baptist Church, which is designated as a Recorded Texas Historic Landmark; and, six other identified cemeteries. Finally, THC concurs that the 75 historic-age properties, containing 142 historic-age resources, should be field verified and their eligibility for listing in the National Register should be evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts

to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Joe Fultz, Grimes County Historical Commission, *via email*  
Russell Cushman, Grimes County Historical Commission, *via email*



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

June 13, 2017

Michael Johnson  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Waller County, Texas (FRA/106, AECOM Report WA.042017H.01, THC #201707227)*

Mr. Johnson:

Thank you for your correspondence of May 16, 2017, which we received on May 24, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 8.85 linear miles of build alternatives (Segment 5; Alternatives A–F) that cross northeastern Waller County. This report comprises only the literature review and background research phases of the Waller County investigation; Waller County fieldwork and the evaluation of the eligibility of historic-age properties for listing in the National Register of Historic Places have not yet been completed. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that there are no previously identified historic resources within the Waller County APE. Finally, THC concurs that the nine historic-age properties, containing twelve historic-age resources, identified through background research, should be field verified and their eligibility for listing in the National Register should be evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Truett Bell, Chair, Waller County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

June 14, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Freestone County, Texas (FRA/106, AECOM Report FR.042017H.01, THC #201706993)*

Mr. Johnsen:

Thank you for your correspondence of May 16, 2017, which we received on May 17, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 52.57 linear miles of build alternatives (Segments 3c, and 5; Alternatives A–F) that cross central and western Freestone County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Freestone County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the six previously identified resources listed in Table 2 are within the Freestone County APE. These properties include: the Johnson African American Cemetery and J.B. Johnson Cemetery, which are each designated as a Historic Texas Cemetery; subject markers at the Cotton Gin Cemetery and Furney Richardson School; and, two other identified cemeteries.

Background research identified 56 historic-age properties, containing 81 historic-age resources. Of these, 31 properties, containing 49 resources, were field verified and their eligibility for listing in the National Register was evaluated. THC concurs with your determination that the Furney Richardson School complex (AECOM Survey #FR.016a–g) is *eligible* for listing in the National Register under Criterion A for its association with education and social history, and that the proposed boundaries and list of contributing features are appropriate. We also concur that the Furney Richardson School building itself is individually eligible under Criterion A for education and social history and Criterion C for its architecture. Before we can comment on your proposed finding that the project will have no adverse effect on the Furney Richardson School complex, we request additional information on the



potential effects of the railroad—specifically, a rendering or simulation showing the elevated railroad crossing FM 1365 from the school property, and information on the potential for any vibratory effects to the school during construction and operation.

Based on all available information, THC recommends that the Johnson African American Cemetery (FR.034) be found *eligible* for listing in the National Register under Criterion A for ethnic history, meeting Criteria Consideration D for cemeteries, for its association with the local community of freed slaves. However, the Johnson African American Cemetery is located over 0.25 miles from the proposed railroad and is on the opposite side of Interstate 45. Given these factors, we recommend that the proposed project will have no adverse effect on the the Johnson African American Cemetery.

We also concur that the following 29 properties are *not* eligible for listing in the National Register:

- Red Cemetery (FR.001)
- Agricultural Complex (FR.002a–d)
- House (FR.005)
- Barn (FR.006)
- House (FR.007)
- Cotton Gin Cemetery (FR.008)
- Agricultural Buildings (FR.012a–b)
- Barn (FR.014)
- House (FR.015)
- House and Outbuilding (FR.017a–b)
- House (FR.018)
- Barns (FR.019a–b)
- House (FR.020)
- House and Outbuildings (FR.021a–d)
- House (FR.022)
- Asia-Antioch Cemetery (FR.024)
- House (FR.028)
- House (FR.029)
- Barn (FR.031)
- Barn (FR.032)
- J.N. Johnson Cemetery (FR.035)
- House (FR.036)
- House and Outbuilding (FR.037a–b)
- House (FR.041)
- House and Outbuilding (FR.042a–b)
- House (FR.049)
- House (FR.051)
- House (FR.052)
- Gas Station and House (FR.054a–b)

The remaining 25 historic-age properties within the Freestone County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,

Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Brad Pullin, Chair, Freestone County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

June 14, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Leon County, Texas (FRA/106, AECOM Report LE.042017H.01, THC #201706988)*

Mr. Johnsen:

Thank you for your correspondence of May 15, 2017, which we received on May 17, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 55.79 linear miles of build alternatives (Segments 3c and 4; Alternatives A–F) that cross central and western Leon County. This report comprises the literature review, background research, initial field work, and initial National Register eligibility evaluation phases of the Leon County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the six previously identified resources listed in Table 2 are within the Leon County APE. These properties include: Little Flock Cemetery, which is designated as a Historic Texas Cemetery; subject markers for Little Flock Cemetery and Fort Boggy; and, three other identified cemeteries.

Background research identified 50 historic-age properties, containing 66 historic-age resources. Of these, 17 properties, containing 24 resources, were field verified and their eligibility for listing in the National Register was evaluated. Based on all available information, THC recommends that the Little Flock Cemetery (AECOM Survey #LE.001a) be found *eligible* for listing in the National Register under Criterion A for community development, meeting Criteria Consideration D for cemeteries. We believe that the cemetery is a significant property as one of the only remaining features of the Bear Grass community, and for its association with the Bear Grass mine, including the remains of Mexican American and African American mine workers. We do concur that the Little Flock Church

(LE.001b), constructed circa 1980, is *not* eligible for listing in the National Register. However, if the route remains as proposed in this area and if heavy equipment avoids the cemetery during construction, given the distance to the proposed railroad (over 0.25 miles), the immediate surroundings—including the non-historic church and trees—and intrusive features in the larger setting—including high-voltage power lines and dozens of well pad sites—we recommend that the proposed project will have no adverse effect on the Little Flock Cemetery.

We also concur that the following 16 properties are *not* eligible for listing in the National Register:

- House and Outbuilding (LE.002a–b)
- House (LE.005)
- House and Outbuilding (LE.008a–b)
- Outbuilding (LE.011)
- House (LE.014)
- House and Outbuilding (LE.015a–b)
- House (LE.018)
- House (LE.020)
- Outbuilding (LE.021)
- House (LE.022)
- House and Outbuilding (LE.024a–c)
- House and Outbuilding (LE.026a–b)
- House (LE.027)
- Outbuilding (LE.028)
- House (LE.029)
- Outbuilding (LE.030)

The remaining 33 historic-age properties within the Leon County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Ray Gaskin, Chair, Leon County Historic Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

June 14, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Navarro County, Texas (FRA/106, AECOM Report NA.042017H.01, THC #201707517)*

Mr. Johnsen:

Thank you for your correspondence of May 15, 2017, which we received on June 5, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 68.6 linear miles of build alternatives (Segments 3a, 3b, and 3c; Alternatives A–F) that cross central Navarro County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Navarro County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the three previously identified resources listed in Table 2 are within the Navarro County APE. These properties include the Ward Cemetery, Anderson Family Cemetery, and Shelton Family Cemetery, which are each designated as Historic Texas Cemeteries.

Background research identified 108 historic-age properties, containing 161 historic resources. Of these, 48 properties, containing 82 resources, were field verified and their eligibility for listing in the National Register was evaluated. THC concurs that the following 48 properties are *not* eligible for listing in the National Register:

- House (AECOM Survey #NA.001)
- Agricultural Buildings (NA.002a–b)
- Barn (NA.003)
- Barn (NA.004)
- Shelton Family Cemetery (NA.050)
- Agricultural Building (NA.054)
- House and Outbuilding (NA.056a–b)
- Barn (NA.058)

- Barn (NA.006)
- Agricultural Buildings (NA.010a-b)
- House and Outbuildings (NA.012a-e)
- Barn (NA.013)
- Agricultural Buildings (NA.015a-b)
- Barn (NA.016)
- Barn (NA.017)
- Barn (NA.018)
- House Ruins (NA.021)
- House and Outbuilding (NA.023a-b)
- House Ruins (NA.025)
- House and Outbuilding (NA.026a-b)
- House (NA.027)
- Barn (NA.032)
- House and Outbuildings (NA.038a-c)
- House and Outbuilding (NA.039a-b)
- Ward Cemetery (NA.040)
- House and Outbuildings (NA.045a-d)
- Anderson Family Cemetery (NA.046)
- Agricultural Buildings (NA.047a-d)
- Barn (NA.059)
- Agricultural Buildings (NA.061a-c)
- Barn (NA.062)
- Agricultural Buildings (NA.063a-b)
- Barn (NA.064)
- House and Outbuilding (NA.065a-b)
- House and Outbuilding (NA.066a-b)
- Barn (NA.070)
- House (NA.073)
- House and Outbuildings (NA.074a-c)
- Agricultural Buildings (NA.083a-b)
- House and Outbuilding (NA.084)
- House (NA.086)
- House (NA.087)
- Barn (NA.093)
- House (NA.097)
- House and Outbuildings (NA.100a-c)
- Barn (NA.104)
- House Ruins and Outbuildings (NA.105a-d)
- House and Outbuilding (NA.107a-b)

The remaining 60 historic-age properties within the Navarro County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Bruce McManus, Chair, Navarro County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

June 30, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Madison County, Texas (FRA/106, AECOM Report MA.042017H.01, THC #201707963)*

Mr. Johnsen:

Thank you for your correspondence of May 15, 2017, which we received on June 21, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 32.8 linear miles of build alternatives (Segments 3c and 4; Alternatives A–F) that cross central Madison County. This report comprises only the literature review and background research phases of the Madison County investigation; and with the exception of one property, Oxford Cemetery, Madison County fieldwork and the evaluation of the eligibility of historic-age properties for listing in the National Register of Historic Places have not yet been completed. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC concurs that the seven previously identified resources listed in Table 2 are within the Madison County APE. These properties include Oxford Cemetery and Ten Mile Cemetery, which are each designated as Historic Texas Cemeteries, and five other identified cemeteries. THC also concurs that the 59 historic-age properties, containing 118 historic-age resources, identified through background research, should be field verified and their eligibility for listing in the National Register should be evaluated. When available, this information should be submitted as an addendum to this report.

THC concurs with your determination that Oxford Cemetery (AECOM survey #MA.019) is *eligible* for listing in the National Register under Criterion A, meeting Criteria Consideration D, for its association with community development and that the proposed boundaries are appropriate. However, THC concurs that the proposed build alternatives will have *no adverse effect* on Oxford Cemetery.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Bonne Hendrix, Madison County Historical Commission, *via email*  
Sonny Knight, Madison County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 25, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Dallas County, Texas (FRA/106, AECOM Report DA.052017H.01, THC #201708852)*

Mr. Johnsen:

Thank you for your correspondence of July 17, 2017, which we received on July 26, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 16.85 linear miles of build alternatives (Segment 1; Alternatives A–F) that cross central and southern Dallas County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Dallas County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 350 feet, 700 feet, and 1300 feet from the limits of disturbance, following the project's established APE guidelines for urban, suburban, and rural areas, respectively), the literature review, and background research are appropriate. THC also concurs that the seventeen (17) previously identified properties, containing twenty-two (22) resources, listed in Table 2 are within the Dallas County APE. These properties include: the Dallas Coffin Company and the W.A. Strain House and Farm, which are each listed in the National Register; the Sears Catalog Distribution Center Historic District, which is a locally-designated historic district; the Honey Springs Cemetery, which is designated as a Historic Texas Cemetery; and eleven (11) properties that have been determined eligible for listing in the National Register as part of previous Section 106 consultation with the Texas Department of Transportation (TxDOT).

Background research identified 205 historic-age properties, containing 247 historic-age resources. Of these, 141 properties, containing 165 resources, were field verified and their eligibility for listing in the National Register was evaluated in this report.

THC concurs with your findings that the following properties are *eligible* for listing in the National Register and that the proposed project will have *no adverse effect* on these historic properties:



- **Julius Yonack House** (AECOM Survey #DA.009, 1300 Powhattan Street)—local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Jacob Yonack House** (DA.010, 1214 Powhattan Street)—local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Chase Bag Company** (DA.022, 1111 South Lamar Street)—local level of significance under Criterion A for association with industry and Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Cadiz Street Pump Station** (DA.024a–b, 411 Cadiz Street)—local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcels (DCAD parcels #109186500000 and #109228000000) appears to be appropriate;
- **Dallas Coffin Company** (DA.028, 1325 South Lamar Street)—*listed* in the National Register in 2012 at the local level of significance under Criterion A for association with industry and Criterion C for architecture; the existing National Register boundary remains appropriate;
- **Sigel Liquor Store and Office** (DA.041, 2021 Cockrell Avenue)—local level of significance under Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Oak Cliff Box Company** (DA.048, 1212 South Riverfront Boulevard)—local level of significance under Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Corinth Street Viaduct** (DA.070, Corinth Street over the Trinity River)—local level of significance under Criterion A for community development and Criterion C for architecture/design; a National Register boundary that includes the full length of the bridge, the approach spans, guardrails, and decorative elements appears to be appropriate;
- **Procter and Gamble Manufacturing Facility** (DA.080a–e, 3701 South Lamar Street)— local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcels appears to be appropriate; THC concurs that sites DA.080f–h were constructed or altered later and are non-contributing to the historic property;
- **MKT Railroad Bridge** (DA.104, MKT Railroad over Illinois Avenue)— local level of significance under Criterion C for architecture/design; a National Register boundary that includes the full length of the bridge, the approach spans, guardrails, and decorative elements appears to be appropriate; and,

THC recommends that the commercial building (DA.016, 1401 South Akard Street) be *treated as eligible* for listing in the National Register. The building is the former **KIXL Studios**, an AM/FM radio station that operated from 1947–72. Should the proposed street improvements in the vicinity occur within the existing rights-of-way and have no direct impact to the building, THC concurs that the project would have *no adverse effect* to the property and recommends that no additional evaluation of the property’s National Register eligibility is needed. However, should the project propose any direct impact to the building, an intensive evaluation of the property will be required. The property’s association with Delta Sigma Theta, an African American sorority whose Dallas alumni chapter was founded by Frederica Chase Dodd in 1926, appears to begin less than 45 years ago, but this should be investigated and confirmed should an intensive evaluation be done.

THC does *not* concur with your finding that the **Good Luck Oil Company** (DA.020, 904 Cadiz Street) is not eligible for listing in the National Register. Instead, we recommend that the property is eligible for listing at the local level of significance under Criterion C as a significant example of commercial Art Deco architecture. Although the canopy has been enclosed, the infill glass is inset within the original openings and could potentially be reversed in the future. The property is also a City of Dallas historic landmark, and is the last remaining station of this design.

However, since the nearest construction activity will be at the Lamar Street bridge over Interstate 30, we recommend that the project will have *no adverse effect* on this historic property.

THC concurs that the **Cadiz Street Underpass** (DA.023, Cadiz Street between Hotel Street and South Lamar Street) is *eligible* for listing in the National Register at the local level of significance under Criterion C for its architecture and design. However, we recommend that the Underpass is also eligible under Criterion A for its association with community development, like the Corinth Street Underpass. A National Register boundary that includes both railroad bridges, the stairways, retaining walls, guardrails, and decorative elements appears to be appropriate. THC concurs that the proposed station development has the potential to adversely effect the historic Underpass, both directly and indirectly. The Underpass is in a highly-developed commercial and industrial area, but the elevated station is unlike any existing or historic features in terms of size, scale, and location. Before we can comment on the potential effect of the station on the Underpass, we request engineering and architectural plans, preferably at the 30-60-90 percent development, that will show the locations of any structural columns, the connection to the pedestrian bridge, and give a better idea of the relationship between the station and Underpass. We also request additional information on how the station construction and operation may impact the future maintenance of the Underpass and what entity will be responsible for such maintenance.

THC concurs that the **Sears Roebuck and Company Catalog Merchandise Distribution Center** (DA.030, 1409 South Lamar Street) and the former **Sears Employee Dining Hall** (DA.029, 1401 South Lamar Street) are *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with commerce and Criterion C for its architecture. Because these buildings are historically and functionally related, we recommend that they be treated as historic district. However, because the former **Sears Roebuck and Company Furniture Warehouse Complex** (DA.031, 710 Belleview Street), including both the circa 1948 north wing and the circa 1972 south wing, is also functionally related, dates to the same period of significance, and illustrates the transition of the distribution center from rail-based to truck-based operations, we recommend that this property also be considered a contributing resource to the historic district. A National Register boundary for the historic district that includes the parcels of the above-listed three properties appears to be appropriate. THC concurs that the proposed project will have *no adverse effect* to the Sears Roebuck and Company Catalog Merchandise Distribution Center Historic District.

THC concurs that the **Corinth Street Underpass** (DA.056, Corinth Street under the railroad tracks, between South Riverfront Boulevard and Cockrell Avenue) is *eligible* for listing in the National Register at the local level of significance under Criterion A for community development and Criterion C for its architecture and design. A National Register boundary that includes both bridges, the stairways, retaining walls, guardrails, and decorative elements appears to be appropriate. Before we can comment on the potential effect of the construction of the elevated rail in the vicinity of the Underpass, we request engineering and architectural plans, preferably at the 30-60-90 percent development, that will show the locations of any structural columns and elevation drawings showing the relationship of the high-speed rail to the existing underpass.

THC concurs that the **Dallas Floodway Historic District** (DA.072, generally between the Trinity River levees, upstream of the ATSF Railroad Trestle) is *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with community planning and development. The proposed project will have no effect on the Floodway between the levees. However, we note that the Belleview Pressure Sewer, which roughly runs under Belleview Street from Browder Street to the East Levee, is a contributing resource to the Floodway and will be crossed by the proposed project. If the Belleview Pressure Sewer will not be directly impacted, the project will have *no adverse effect* on the historic Dallas Floodway.

THC concurs that the **Guiberson Corporation Residence** (DA.076a, 1000 Forest Avenue) and the **Guiberson Corporation Machine Shop** (DA.076b) are each *eligible* for listing in the National Register at the local level of significance under Criterion B for their association with prominent businessman Samuel Guiberson. A National

Register boundary that includes the buildings' footprints and their immediate surroundings, but not the entire parcel, appears to be appropriate. THC concurs that the other buildings on the property (DA.076c-h) are *not* eligible for listing due to loss of historic integrity and/or construction outside of the period of significance. THC concurs that the proposed demolition of the Machine Shop will have a direct *adverse effect* on the historic property, and that the construction of the elevated railroad in close proximity to the Residence will have an indirect *adverse effect* on the historic property. We note that in the report and appendices, the site numbers for the Machine Shop and Residence appear to be inconsistently identified; please check the report, appendices, maps, and plans and confirm the site numbers for each throughout.

THC concurs that the **Honey Springs Cemetery** (DA.082, 4001 Bulova Street, also known as Bulova Cemetery, Queen's Cemetery, Coming Home Cemetery, and Homecoming Cemetery) is *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with early settlement and ethnic heritage and Criterion D for its potential to yield important information, meeting Criteria Consideration D. A National Register boundary that includes all burials within the cemetery, including those that may lie outside of the recorded cemetery property, appears to be appropriate, however the historic boundary is unclear and needs to be investigated further. The location of any such burials should be determined using several methods of investigation such as field verification, archival research, and oral history, as soon as possible. Field investigations will need to be conducted under a Texas Antiquities Permit, and must comply with requirements regarding cemeteries in the Texas Health and Safety Code, Chapter 711 and the Texas Administrative Code, Chapter 22.5. THC concurs that the construction of the elevated railroad in close proximity to the cemetery entrance will have an indirect *adverse effect* on the historic cemetery, and may have a direct *adverse effect* pending the results of further investigation. The Cemetery is listed as a City of Dallas special use park (as Bulova Homecoming Cemetery), and the Dallas Park and Recreation Department, copied here, may have information on the site's history or have contacts with descendants.

At this time, THC does *not* concur with the proposed finding regarding **Linfield Elementary** (DA.110b, 3820 East Illinois Avenue). In September 1954, nearly four months after the Supreme Court's ruling in *Brown v. Board of Education of Topeka*, more than 100 African American parents, led by the Dallas Chapter of the National Association for the Advancement of Colored People, brought their children to enroll at the previously all-white Linfield Elementary, only to be denied. For years, the Wilmer-Hutchins school board regularly closed the children's nearby segregated school, the Melissa Pierce School, for six weeks each fall, reportedly "at the request of 'two prominent white farmers' who needed cotton pickers."<sup>1</sup> Since the railroad proposes to cross the center of the school property, potentially requiring demolition, THC believes that an intensive evaluation of the school's National Register eligibility must be performed, that includes, but is not necessarily limited to, an assessment of the school's significance to the local civil rights and school desegregation movements. Although there does not appear to be a historical relationship between Linfield Elementary and the **Smith Family Cemetery** (DA.110a, also known as the Kennard Family Cemetery), THC requests that any such connection be investigated and included in the evaluation of Linfield Elementary. Copied here are Dr. George Keaton, Jr., Executive Director of Remembering Black Dallas, Inc., a local non-profit organization dedicated to the preservation and promotion of African American history and culture, and Dr. Kate Holliday, associate professor at the University of Texas at Arlington School of Architecture, who is currently researching the Joppa community and the former Melissa Pierce School, as they may have additional information or wish to become consulting parties.

THC concurs that the **Strain Farm Historic District** (DA.194, 400 South Lancaster Hutchins Road, Lancaster) was *listed*, and remains eligible for listing, in the National Register in 1978 (with a boundary expansion in 2001) at the local level of significance under Criterion A for its association with agriculture and conservation. The existing National Register boundaries remain appropriate. The property is also designated as a State Antiquities Landmark. However, we request additional information on the construction and operation of the high-speed railroad and maintenance yard before we can comment on the potential effect of the project on the Strain Farm. Specifically, we

---

<sup>1</sup> "Segregation End Asked by Negroes." *Vernon Daily Record* 7 September 1954: 1.

request: photographs taken from the main house and the agricultural fields looking towards the proposed maintenance yard, including photographic simulations showing the proposed development; a lighting plan including materials and installation methods to minimize glare and light pollution on the Strain Farm; a landscape plan showing any screening to be located between the maintenance yard and the Strain Farm; and, information on the height and materials of the proposed buildings at the maintenance yard.

THC looks forward to receiving and reviewing the project analysis under Section 4(f) of the Department of Transportation Act. THC concurs that the other 120 historic-age properties, containing 134 historic-age resources, which were evaluated in this report are *not* eligible for listing in the National Register. A list of these properties is attached. The remaining 64 historic-age properties within the Dallas County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

Finally, we note that the maps in Appendix A show a 1300-foot APE for the entire length of the Dallas County segment, instead of the 350-foot, 700-foot, and 1300-foot radius from the limits of disturbance for urban, suburban, and rural areas, respectively, as described on page 11 of the report. THC concurs that the different APEs as applied are appropriate, but requests that the maps be revised accordingly.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov); for any questions concerning our comments regarding the project's potential effects to historic properties, please contact Alexander Toprac at 512-463-6183 or [Alexander.Toprac@thc.texas.gov](mailto:Alexander.Toprac@thc.texas.gov); or, for any questions concerning our comments on the investigation of Honey Springs Cemetery, please contact Rebecca Shelton at 512-463-6043 or [Rebecca.Shelton@thc.texas.gov](mailto:Rebecca.Shelton@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Fred Durham, Dallas County Historical Commission, Chair, *via email*  
Mark Doty, City of Dallas, Historic Preservation Section, *via email*  
Willis Winters, City of Dallas, Dallas Park and Recreation Department, *via email*  
Bester Munyaradzi, City of Lancaster, Planning Division, *via email*  
David Preziosi, Preservation Dallas, Executive Director, *via email*  
Dr. George Keaton, Jr., Remembering Black Dallas, Executive Director, *via email*  
Dr. Kate Holliday, University of Texas at Arlington, Associate Professor, *via email*  
Tanya McDougall, AECOM, *via email*



THC concurs that the following 120 historic-age properties, containing 134 historic-age resources, which were evaluated in this report are *not* eligible for listing in the National Register:

- Commercial Building (DA.001)
- Commercial Building (DA.002)
- Commercial Building (DA.003)
- Commercial Building (DA.004)
- Commercial Building (DA.005)
- Commercial Building (DA.006)
- Commercial Building (DA.007)
- Commercial Building (DA.008)
- Commercial Building (DA.011)
- Commercial Building (DA.012)
- Commercial Building (DA.013)
- Commercial Building (DA.014)
- Commercial Buildings (DA.015a-b)
- Commercial Building (DA.017)
- Commercial Building (DA.018)
- Commercial Building (DA.019)
- Warehouse (DA.021)
- Office and Warehouse (DA.025a-c)
- Commercial Buildings (DA.026a-b)
- Commercial Building (DA.027)
- Warehouse (DA.032)
- Commercial Building (DA.033)
- Commercial Building (DA.034)
- Commercial Building (DA.035)
- Commercial Building (DA.036)
- Commercial Building (DA.037)
- Commercial Building (DA.038)
- Commercial Building (DA.040)
- Commercial Building (DA.042)
- Commercial Building (DA.043)
- Commercial Building (DA.044)
- Commercial Building (DA.045)
- Commercial Building (DA.046)
- Commercial Buildings (DA.047a-b)
- Commercial Building (DA.049)
- Commercial Building (DA.050)
- Commercial Building (DA.051)
- Commercial Building (DA.052)
- Commercial Building (DA.053)
- Commercial Building (DA.054)
- Commercial Building (DA.055)
- Commercial Buildings (DA.057a-b)
- Former House (DA.058)
- Retail Building (DA.059)
- Commercial Complex (DA.061)
- Commercial Buildings (DA.063a-b, aka Longhorn Ballroom)
- Commercial Building (DA.064)
- Commercial Building (DA.065)
- Retail Building (DA.066)
- Commercial Building (DA.067)
- Commercial Building (DA.071)
- Warehouse Complex (DA.073a-b)
- Warehouse Complex (DA.074a-b)
- Industrial Complex (DA.075a-c)
- Warehouse (DA.077)
- Former Gas Station (DA.078)
- Industrial Complex (DA.079)
- Procter and Gamble Warehouse (DA.081)
- House (DA.083)
- Industrial Building (DA.084)
- House (DA.085)
- House (DA.086)
- House (DA.087)
- House (DA.088)
- Industrial Building (DA.096)
- House (DA.100)
- Industrial Complex (DA.101)
- House (DA.103)
- House (DA.105)
- House (DA.106a-b)
- House (DA.107)
- House (DA.108)
- House (DA.109a-b)
- House (DA.111)
- House (DA.112)
- House (DA.113)
- House (DA.114)
- House (DA.115)
- House (DA.116)
- House (DA.117)
- Church (DA.118)
- Linfield Park Neighborhood (DA.119-149)
- House (DA.150)
- House (DA.152)
- House (DA.153)
- House (DA.154)
- House (DA.155)
- House (DA.156)
- House (DA.157a-b)

## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 30, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Harris County, Texas (FRA/106, AECOM Report HA.022017H.01, THC #201708972)*

Mr. Johnsen:

Thank you for your correspondence of July 17, 2017, which we received on August 1, 2017, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 38.2 linear miles of build alternatives (Segment 5; Alternatives A–F) that cross northwestern and central Harris County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Harris County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 350 feet, 700 feet, and 1300 feet from the limits of disturbance, following the project's established APE guidelines for urban, suburban, and rural areas, respectively), the literature review, and background research are appropriate. THC also concurs that the four previously identified resources listed in Table 2 are within the Harris County APE. These properties include: the Humble Oil Service Station at Cypress Top Historic Park and the Tex-Tube property, which were both determined eligible for listing in the National Register as part of previous Section 106 consultation with the Texas Department of Transportation (TxDOT) in 2008–09; the Beth Yeshurun-Post Oak Cemetery, which was designated as a Historic Texas Cemetery in 2006; and one other recorded cemetery, Fairbanks Cemetery.

Background research identified 215 historic-age properties, containing 363 historic-age resources. Of these, 138 properties, containing 256 resources, were field verified and their eligibility for listing in the National Register was evaluated in this report.

THC concurs that the **House** (HA.004b, 29702 Castle Road, Waller vicinity) appears to be a good, intact example of a circa 1920 Craftsman bungalow and should be treated as eligible for listing in the National Register under Criterion C for its architecture at the local level of significance. THC recommends a National Register boundary that corresponds to the existing parcel boundary. Because the proposed construction would require the demolition or relocation of this house, THC concurs that the project will have an *adverse effect* on this historic property. However, if in the future better access to the property is granted, a more thorough evaluation of the property's historic significance and integrity may be warranted. Based on the available information, THC concurs that this property's outbuildings (HA.004a, HA.004c–d) are *not* eligible for listing in the National Register and no additional evaluation of these buildings is warranted.

THC concurs that the **Humble Oil Station** (HA.024b, 26110 Hempstead Road, Cypress) is *eligible* for listing in the National Register under Criterion C for its architecture at the local level of significance, with a National Register boundary limited to the building and its immediate surroundings, including the historic entrance and exit to Hempstead Road. However, we note that TxDOT surveyed the property as part of their US 290 improvements project, and also found the property eligible under Criterion A for its significance to commerce and transportation. THC concurs that the remaining properties at Cypress Top Park (HA.024a, HA.024c–i) are *not* eligible for listing in the National Register and that the Cypress Top Park is *not* eligible as a historic district. At various points throughout the report the Humble Oil Station is misidentified as HA.024a (see pages ii and 412–413); please revise these sections and any others in the report and appendices as necessary. THC concurs that the proposed construction and operation of the elevated high-speed rail viaduct at this location will have *no adverse effect* on the historic Humble Oil Station.

THC confirms that as part of the improvements to US 290/Interstate 610, TxDOT determined the **Tex-Tube** property (HA.208, 1503 North Post Oak Road, Houston) to be *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with industry and Criterion C for its architecture/design, with a National Register boundary that corresponds to the existing parcel boundary. However, because that project did not physically affect the Tex-Tube property, intensive documentation and evaluation of the property was not undertaken. THC concurs with your finding that no additional information has come to light that would dispute TxDOT's previous determination, and that therefore, the Tex-Tube property should be found *eligible* for listing in the National Register. THC concurs that the current proposal for the construction of the railroad and station on the property will have an *adverse effect* on the historic Tex-Tube property.

Should there be any possibility that the station plans could change to eventually include the demolition or alteration of the Tex-Tube buildings, or if there is any interest in applying for federal or state historic rehabilitation tax credits for the Tex-Tube buildings, THC strongly encourages FRA and TCRR to consider performing an intensive evaluation of the property sooner rather than later. The local consulting parties copied here may have additional information on the property or company, or be able to provide additional context about mid-century industrial and warehouse development in Houston.

Additionally, the THC would like to acknowledge correspondence from TT Investment Company, owners of the Tex-Tube property, dated June 14, 2017. This letter asserts that the company intends to relocate and sell the property regardless of whether it is purchased by TCRR, and that based on market forces, demolition and full redevelopment of the property is likely in the event it is sold to another buyer. As such, demolition of the Tex-Tube property could be considered a reasonably foreseeable, indirect adverse effect of the other potential station locations. We encourage you to consider this during the project analysis under Section 4(f) of the Department of Transportation Act and believe that planning to minimize harm can be undertaken in conjunction with use of the Tex-Tube property by TCRR.

THC concurs that the remaining 135 historic-age properties, containing 242 historic-age resources, that were evaluated in this report are *not* eligible for listing in the National Register. A list of these properties is attached. The remaining 77 historic-age properties within the Harris County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov); or, for any questions concerning our comments regarding the project's potential effects to historic properties, please contact Lydia Woods at 512-463-9122 or [lydia.woods@thc.texas.gov](mailto:lydia.woods@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Diana Ducroz, City of Houston Historic Preservation Office, *via email*  
Janet Wagner, Harris County Historical Commission, Chair, *via email*  
David Bush, Preservation Houston, Executive Director, *via email*  
Steven Curry, Houston Mod, Board President, *via email*  
Tanya McDougall, AECOM, *via email*



THC concurs that the following 135 historic-age properties, containing 242 historic-age resources, which were evaluated in this report, are *not* eligible for listing in the National Register:

- House and Outbuildings (HA.002a–c)
- House and Outbuildings (HA.003a–d)
- House and Outbuildings (HA.010a–i)
- House (HA.011)
- House and Outbuilding (HA.016a–b)
- Agricultural Buildings (HA.023a–c)
- Commercial Building (HA.025)
- Gun Range (HA.026)
- House and Outbuilding (HA.029a–b)
- Warehouses (HA.044a–b)
- Rice Mill (HA.048)
- Industrial Building (HA.049)
- Warehouse (HA.056)
- House and Outbuildings (HA.058a–c)
- House and Outbuildings (HA.059a–f)
- Warehouse (HA.060)
- Gas Station (HA.061)
- House and Outbuilding (HA.062a–b)
- House and Outbuilding (HA.064a–b)
- House (HA.065)
- House and Outbuilding (HA.066a–b)
- House (HA.067)
- House and Outbuilding (HA.068a–b)
- Shopping Center (HA.069)
- Warehouse (HA.070)
- Industrial Building (HA.071)
- Commercial Building/Church (HA.072)
- Fairbanks Cemetery (HA.074)
- House (HA.075)
- Automotive Garage (HA.076)
- Commercial Building (HA.077)
- Commercial Building (HA.078)
- Automotive Garage (HA.079)
- Restaurant (HA.080)
- Office Building (HA.081)
- Warehouse (HA.083)
- Commercial Building (HA.084)
- Office Building (HA.086)
- Commercial Building (HA.087)
- Warehouse (HA.090)
- Automotive Garage (HA.091)
- Commercial Building and Warehouse (HA.092a–b)
- Commercial Buildings, House, and Outbuilding (HA.093a–c)\*
- Commercial Building (HA.094)
- Commercial Building (HA.095)
- Commercial Building (HA.096)
- Commercial Complex (HA.097a–f)
- House (HA.099)
- Commercial Buildings (HA.100a–b)
- Warehouse (HA.101)
- Mini-Warehouses (HA.102a–k)
- Industrial Building (HA.103)
- Commercial Building (HA.104)
- Mobile Homes (HA.105)
- Commercial Building (HA.107)
- House (HA.108)
- House (HA.109)
- Apartment Complex (HA.110)
- Automotive Garage (HA.111)
- House (HA.112)
- Commercial Building (HA.116)
- Commercial Building and Mobile Homes (HA.117a–b)
- House and Outbuilding (HA.118a–b)
- House (HA.119)
- House (HA.120)
- House and Outbuilding (HA.121a–b)
- House and Outbuilding (HA.122a–b)
- House (HA.123)
- House (HA.124)
- House and Outbuildings (HA.125a–c)
- House (HA.126)
- House (HA.127)
- House and Outbuilding (HA.128a–b)
- House and Outbuilding (HA.129a–b)
- House (HA.130)
- House (HA.131)
- House and Outbuilding (HA.132a–b)
- House (HA.133)
- House (HA.134)
- Industrial Building (HA.135)
- House and Outbuilding (HA.136)
- House and Outbuilding (HA.137a–b)
- Industrial Complex (HA.138)
- Commercial Building (HA.139)
- House and Outbuilding (HA.140a–b)
- Gas Station (HA.142)\*
- House (HA.143)
- House (HA.144)
- House (HA.146)
- House (HA.147)
- House (HA.148)
- House (HA.149)
- Industrial Building (HA.150)
- House (HA.151)
- Commercial Building (HA.152)
- House (HA.153)
- Industrial and Commercial Buildings (HA.154)
- Commercial Building (HA.155)
- Industrial Building (HA.159)
- Office/Warehouse (HA.161)
- Motel Complex (HA.162a–e)
- Office/Warehouse (HA.166)
- Former Gas Station (HA.167)
- Commercial Building (HA.169)
- Commercial Building (HA.170)
- Commercial Buildings (HA.171a–b)
- Former Gas Station (HA.172)
- Former Church (HA.173)
- Industrial Building (HA.174)
- Industrial Building (HA.175)
- Industrial Building (HA.177)
- Houses (HA.179a–i)
- House (HA.180)
- Commercial/Office Building (HA.181)
- Industrial Building (HA.183)
- Industrial Building (HA.184)
- Industrial Building (HA.185)
- House and Outbuilding (HA.187a–b)
- House and Outbuildings (HA.188a–c)
- Industrial Building (HA.189)
- House and Outbuildings (HA.190a–c)
- Commercial Buildings (HA.191a–l)
- House and Outbuilding (HA.192a–b)
- Industrial Building (HA.194)
- Former House (HA.197)
- Commercial Building (HA.198)
- Commercial Buildings (HA.199a–b)
- Grain Elevator Complex (HA.200a–i)
- Gas Station (HA.201)
- Commercial Buildings (HA.202a–c)
- Northwest Mall (HA.205a–b)
- Industrial Building (HA.206)
- Industrial Complex (HA.207a–e)
- Industrial Building (HA.209)
- Industrial Building (HA.213)

\* Please double check the use of the correct site numbers for these properties throughout the report

**TEXAS HISTORICAL COMMISSION**

*real places telling real stories*

October 12, 2017

Laura Shick, Federal Preservation Officer  
Environmental & Corridor Planning  
Office of Railroad Policy and Development  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: Project review under Section 106 of the National Historic Preservation Act of 1966 and Antiquities Code of Texas, Review of Draft Interim Report: *Dallas to Houston High-Speed Rail Archeological Resources Survey, Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris Counties* (FRA/TAC #7497/THC #201800399)

Dear Ms. Shick:

Thank you for submitting to us the second, draft interim report referenced above. This letter serves as comment on the federal undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

The review staff, led by Rebecca Shelton, has completed its initial review of the above referenced interim report. For brevity, each Interim report should include new information, or new sections of the project area surveyed. The first interim report under permit 7497 covered Ellis County, therefore the results from that report (and site discussions) do not need to be included in subsequent interim reports. However, the results from all the counties should be included in the Final report once the interim reports are completed and approved by all review parties.

In order for us to complete our review, we require additional information and clarification. Please refer to the attached comments.

Thank you for your cooperation in this federal and state review process, and for your efforts to preserve the irreplaceable heritage of Texas. **If you have any questions please contact Rebecca Shelton of our staff, at (512) 463-6043 or [Rebecca.Shelton@thc.texas.gov](mailto:Rebecca.Shelton@thc.texas.gov).**

Sincerely,



for  
Mark Wolfe  
State Historic Preservation Officer  
MW/rls

Cc: Kevin Wright, FRA Environmental Protection Specialist



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

Page	Text	THC Comments
Abstract	---	Please list all the sites revisited and isolated finds identified during survey. In addition, include current eligibility determinations for sites already evaluated from previous investigations, or AECOM recommendations for eligibility for listing on the NRHP or as SALs for sites that do not currently have eligibility determinations.
Abstract	---	Concur that sites 41EL268 and 41EL270 are <b>ineligible</b> for listing on the National Register of Historic Places (NRHP) or as State Antiquities Landmarks (SALs). We also concurred that 41EL270 in the Right-of-Way was <b>ineligible</b> , yet the remainder of the site was of <b>undetermined</b> eligibility.
Abstract/ 217	"It is recommended that the development, construction, and operation of the Project within the surveyed areas in Ellis, Navarro, Freestone, and Leon counties should have no effect on historic properties or SALs."	Do not concur with this assessment. The evaluation of sites and cemeteries for this project is not complete. Probably too early in the project to state this.
84	---	If a cemetery is unknown or abandoned as defined within the Texas Health Code, Chapter 711, a Notice of Existence (NOE) should be filed. In addition, please refer to the Texas Administrative Code 22.5 (G) for requirements on documenting unknown or abandoned cemeteries under Texas Antiquities Code permitted projects. <b>Normangee Cemetery</b> in Leon County needs to have a NOE filed and a cemetery number assigned.
120	Table 7. Previously Recorded Sites and Historic Cemeteries Within the APE	41LN402 – needs to be included in table
129, 131	Table 10: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Honey Springs Cemetery (DL-C168)</b> Segment 1, the THC concurs with it being eligible for listing on the NRHP, archeological investigations will be necessary to determine the actual cemetery boundaries and to develop a mitigation plan. Additional investigations will also be required at the



Page	Text	THC Comments
135		<b>Smith/Kinnard Family Cemetery (DL-C247)</b> since it is also within the Segment 1 APE.
173	Table 13: Archeological Sites and Historic Cemeteries within 1000 m of APE Table 21: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Geaslin Cemetery (EL-C061)</b> - due to the historic cemetery location in project Segment 2a, archeological investigations may be necessary. due to the proximity of the historic cemetery (~30 m) to the project Segment 4, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.
186	Table 28: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Nettles Cemetery (LN-C070)</b> due to the proximity of the historic cemetery (~35 m) to the project Segment 3c, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.
192	Table 28: cont.	Unknown Cemetery in Segment 4 – needs a cemetery number assigned.
197-198	Leon County Recommendations	41LN389 – do not concur with eligibility recommendation, change to <b>undetermined</b> ; the site revisit was incomplete, did not include shovel tests. 41LN402 - do not concur with eligibility recommendation, change to <b>undetermined</b> ; the site revisit was incomplete, will need shovel testing and archival research.
191-192	Table 28. Recommendations	<b>41LN54</b> – need to correct eligibility recommendations to <b>undetermined</b> <b>41LN389</b> – do not concur with eligibility recommendation, change to <b>undetermined</b> ; the site revisit was incomplete, did not include shovel tests. <b>41LN402</b> - do not concur with eligibility recommendation, change to <b>undetermined</b> ; the site revisit was incomplete, will need shovel testing and archival research.
200	Segment 4. Table 32	<b>Randolph Cemetery (MA-C032)</b> – concur, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.

Page	Text	THC Comments
201	Table 32: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Ten Mile Cemetery (MA-C032)</b> – due to the proximity of the historic cemetery (~15 m) to the project Segment 4, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.
204	Table 35: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Singleton Cemetery (GM-C112)</b> - due to the historic cemetery location in project Segment 5, archeological investigations may be necessary.
209	Table 41	<b>41HR399</b> – undetermined eligibility for listing on the NRHP, revisit and evaluation will be required if segment 5 is selected.
210	Table 41: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Beth Israel Memorial Garden Cemetery</b> in Harris County needs a cemetery number, and if it is not in the deed records or on historic maps, needs a NOE filed. In addition, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.
212	Table 44: Isolated Finds	Revise per the following comments.
126	Site Recording 4.3	Do not concur with assessment. In accordance with site recording/site definition in the report methodology, all “water tanks or cisterns... are assigned trinomials”. Water storage features are evidence of historic land use and/or occupation. Archival research should include two of three possible sources; archival research, oral history, and archeology. In addition to examining historic maps, this could include a title search, examination of tax records, deed records, etc.
214	IF-NV-2	Do not concur. See above comment.
215-216	IF-FT-1	Do not concur. See above comment.
217	Summary	Revise according to all applicable preceding comments.



## TECHNICAL MEMORANDUM

**To:** Jerry Smiley, AICP, AECOM

**From:** Megan Inman, AECOM

**Date:** November 1, 2017

**RE: Dallas to Houston High-Speed Rail Project – Trainset Maintenance Facility Alternatives Analysis**

---

### INTRODUCTION

The United States Department of Transportation's (DOT) Federal Railroad Administration (FRA) is preparing this Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA) (42 U.S.C. § 4231 et seq) to assess the potential beneficial and detrimental effects of implementing the proposed Dallas to Houston High-Speed Rail Project (Project). The EIS documents FRA's evaluation of Texas Central High-Speed Railway's, LLC (TCR) and its affiliates' proposal to construct and operate a 240-mile, for-profit, high-speed passenger rail (HSR) system connecting Dallas and Houston using the Japanese N700 Tokaido Shinkansen technology.

As part of the development of the EIS, FRA completed an alternatives analysis on Trainset Maintenance Facility (TMF) locations in Dallas and Harris counties (see **Figures 1-8**). TMFs serve as dedicated maintenance facilities to repair and maintain the HSR trainset and track. TCR based the program, layout and sizing of these facilities on similar systems located in Japan. For the Project, TMFs would be located in proximity to the terminal stations to serve as cleaning and maintenance facilities of the HSR trainsets. The TMFs would provide for all periodic inspections, scheduled maintenance and unexpected repairs, as well as serve as the location for delivery and assembly of the trainsets. Each facility would accommodate the final operating scenario and occupy approximately 100 acres. Each TMF would include sidings for train storage, paint shop, train sheds, wash facilities and other facilities. The Dallas TMF would house the Operations Control Center for the system.

TCR proposed two TMF locations in Dallas County. The Dallas North TMF site would be located north of Interstate Highway (IH) 20 within the City of Dallas, about 7.5 miles from the Dallas Terminal Station. The Dallas South TMF site would be located north of Belt Line Road, approximately 12 miles from the Dallas Terminal Station. TCR also proposed two TMF locations in Harris County. The Houston North TMF site would be located near U.S. Highway (U.S.) 290 and Katy Hockley Road, approximately 27 miles from the Houston Terminal Station options. The Houston South TMF site would be located east of Beltway 8 and south of Hempstead Road, approximately 8.5 miles from the Houston Terminal Station options.

The Dallas South and Houston North TMF sites would also require an additional Maintenance-of-Way (MOW) facility to support the operations of the HSR system. Each MOW facility would be approximately 20 acres and have sidings for equipment and sweeper vehicles and additional tracks for shunting MOW equipment. The additional MOW facility results in an evaluation of three sites and three pieces of



mainline track within Dallas County, as well as three sites and three pieces of mainline track in Harris County. Given this added facility, the potential total impact of the Dallas North TMF site would be compared against the Dallas South TMF site combined with the Dallas MOW site. In a similar manner, the impact of the Houston North TMF site combined with the Houston MOW site would be compared to the Houston South TMF site. This alternatives analysis identified one TMF site in Dallas County and one TMF site in Harris County to be carried forward for detailed evaluation in the EIS.

## **METHODOLOGY**

FRA completed an alternatives analysis using 16 environmental criteria to determine areas of potential environmental impact. A similar approach was used to evaluate the Project's alignment alternatives that are the six end-to-end Build Alternatives carried forward for detailed evaluation in the EIS.

The environmental criteria included prime farmland, wetlands and floodplains, community facilities, historical properties, threatened and endangered species, and road crossings. This analysis was based on desktop level research and data collection. No field surveys or site verification was conducted to complete this analysis. Fieldwork, modeling and detailed technical evaluation in accordance with NEPA and FRA's procedures will be completed as part of the EIS on the TMF site alternatives identified in this analysis.

Each criterion is weighted equally and the scoring for the environmental evaluation criteria was based on the lowest score having the least potential to create an environmental impact (best). Environmental criteria that were equal (same level of impact or showed no impact) were removed from consideration because they did not provide a meaningful comparison between alternatives. Only one TMF site per county was identified for evaluation with the EIS. With that in mind, the Limits of Disturbance (LOD) or permanent footprint for each TMF site, as well as the mainline track alignment without the facility, was evaluated using the 16 criteria. Two sets of data were calculated for each county to compare the appropriate facility and mainline track to one another.

For example, in Dallas County:

The Dallas North site calculation includes:

MOW site mainline track + Dallas North site LOD + Dallas South site mainline track

The Dallas South site calculation includes:

MOW LOD + Dallas North site mainline track + Dallas South site LOD

In Houston:

The Houston North site calculation includes:

Houston North site LOD + MOW site + Houston South site mainline track

The Houston South site calculation includes:

Houston North site mainline track + MOW site mainline track + Houston South site LOD

This combination allowed FRA to compare one TMF location against the other and choose the site with the potential to have the least environmental impacts.

The evaluation data is included in **Appendix A**.

## RESULTS

### Dallas County

There were several criteria that did not have any impact and therefore did not differentiate between the two sites:

- Community facilities
- Direct impacts to historic properties
- Parks
- Indirect impact to a cemetery
- Hazardous materials

Those that showed an equal impact and therefore did not differentiate between the two sites include:

- Indirect impacts to historic properties
- Population below the poverty level
- Minority population
- Direct impact to a cemetery
- Adjacency to existing infrastructure

**Tables 1 and 2** summarize the findings for the remaining environmental criteria. The highlighted section is the “best” option for each criterion.

	Land Use	Structures	Parcel Takes	Prime Farmland	Ecology
	Acres	Count	Count	Acres	Acres
North TMF Site	586.82	11.00	38.00	393.97	3.56
South TMF Site	533.65	14.00	49.00	421.11	3.72
Net Change	53.17	3.00	11.00	27.14	0.16

	Wetlands	Waterways	Floodplains	Road Crossings
	Acres	Count	Acres	Count
North TMF Site	11.46	7.00	44.71	15.00
South TMF Site	8.94	6.00	34.22	19.00
Net Change	2.52	1.00	10.49	4.00

In general, the two TMF sites in Dallas have the potential to create very comparable environmental impacts. The biggest potential impact associated with land use is the conversion of the land use to a transportation use. Currently, 83 percent of the land use is categorized as agriculture, commercial or transportation. Given the lack of agriculture use the conversion is not deemed a differentiating potential impact. As noted above, this area is not used for agricultural purposes; therefore, prime farmland in Dallas County is also not a differentiating potential impact. Road crossings would be mitigated by either rerouting or regrading roads, so this potential impact does not differentiate between the sites. The state level data on ecology shows very little differentiation between the two sites. Also, there is no habitat for federally listed species within the Dallas County area.



FRA decided to reexamine parcel takes and structures, as well as wetlands, waterway crossings and floodplains to determine if a more detailed analysis would reveal the potential for one site to create more impacts compared to the other. The acquisitions and displacements of the two sites would each impact approximately \$10M in property value regardless of the difference in the number of structures impacted (11 versus 14); therefore, this criterion does not differentiate between the two sites.

The wetlands data was broken down by types of wetlands – forested, emergent, pond and other (riverine). **Table 3** summarizes the types of wetlands impacted by the two TMF sites in Dallas County. The highlighted section is the “best” option for each criterion.

Table 3 – Wetlands (Acres)			
	Forested/Shrub	Emergent	Pond
Dallas North TMF	0.82	7.03	3.60
Dallas South TMF	0.76	5.54	2.63

Note: Wetlands categories of riverine and other were removed from the wetlands data; they are accounted for in the waterways crossing data included in Table 4.

Waterway crossings were categorized by streams, canals and artificial paths. A total length (in feet) of the waterway within the LOD is also included. **Table 4** summarizes the detailed data. The highlighted section is the “best” option for each criterion.

Table 4 – Waterways*						
	Stream/River		Canal/Ditch		Artificial Path	
	Number	Length (feet)	Number	Length (feet)	Number	Length (feet)
Dallas North TMF	6.00	2,563.68	2.00	611.39	1.00	223.05
Dallas South TMF	6.00	2,452.22	1.00	426.40	1.00	223.05

\*The detailed analysis identified different components of each waterway crossing so it is possible to have a greater number of “crossings” in the detailed analysis compared to the initial analysis shown in Table 2. For example, one crossing could contain a portion of a stream, canal and/or artificial path, which means the same crossing would be accounted for within multiple types.

Floodplains were categorized by zones. **Table 5** summarizes the data. The highlighted section is the “best” option for each criterion.

Table 5 – Floodplains Zones (Acres)		
	A	AE
Dallas North TMF	1.25	43.46
Dallas South TMF	1.26	32.96

Note:  
 Zone A: An area inundated by 100 year flooding, for which no Base Flood Zone Elevations have been established.  
 Zone AE: An area inundated by 100-year flooding, for which Base Flood Zone Elevations have been determined.

Based on the above data, the Dallas South TMF site would have the potential to impact fewer wetlands, waterways and floodplains compared to the Dallas North TMF site.

### Harris County

There were several criteria that did not have any differentiation on the Houston TMF sites, including:

- Community facilities

- Direct impacts to historic properties
- Indirect impacts to historic properties
- Parks
- Population below the poverty level
- Minority population
- Cemeteries

Those that showed an equal impact and therefore did not differentiate between the two sites include:

- Adjacency to existing infrastructure
- Indirect impact to a cemetery

Tables 6 and 7 summarize the findings for the remaining environmental criteria. The highlighted section is the “best” option for each criterion.

<b>Table 6 – Houston TMF Results</b>					
	Land Use	Structures	Parcel Takes	Prime Farmland	Ecology
	Acres	Count	County	Acres	Acres
North TMF Site	360.49	14.00	13.00	304.07	27.49
South TMF Site	258.45	32.00	35.00	185.79	119.61
Net Change	102.04	18.00	22.00	118.28	92.12

<b>Table 7 – Houston TMF Results</b>					
	Wetlands	Waterways	Floodplains	Road Crossings	Hazardous Materials Sites (Low Risk)
	Acres	Count	Acres	Count	Count
North TMF Site	12.90	10.00	10.55	10.00	2.00
South TMF Site	13.81	7.00	16.77	13.00	3.00
Net Change	0.91	3.00	6.22	3.00	1.00

In general, the two TMF sites in Houston have the potential to create comparable potential environmental impacts. The greatest potential impact associated with land use is the conversion of the land use to a transportation use. Much of the area is already a transportation use, so this conversion does not differentiate between the two sites. Given the lack of agricultural use, prime farmland in Harris County is also not a differentiating potential impact. Road crossings would be mitigated by either rerouting or regrading roads, so this potential does not differentiate between the two sites. The hazardous materials sites identified in the analysis are comparable and all are low risk sites; therefore, there is no differentiation between the sites. The state level data on ecology shows a significant differentiation in favor of the Houston North TMF site, but the area does not contain habitat for federally listed species.

FRA decided to reexamine parcel takes and structures, as well as wetlands, waterway crossings and floodplains to determine if a more detailed analysis would reveal the potential for one site to create more potential impacts compared to the other.

The acquisitions and displacements of the two sites would each primarily impact commercial structures. The Houston North TMF site would potentially impact 10 commercial structures with a property value of approximately \$49M. The Houston South TMF site would impact 28 commercial structures that represent a potential property value of approximately \$119M. This indicates that the Houston South TMF site has the potential to displace approximately \$70M more taxable property compared to the Houston North TMF site. This could have a significant impact on the property tax revenues for the City of Houston and Harris County.

The wetlands data was broken down by types of wetlands – forested, emergent, pond and other (riverine). **Table 8** summarizes the types of wetlands impacted by the two Houston TMF sites in Harris County. The highlighted section is the “best” option for each criterion.

Table 8 – Wetlands (Acres)			
	Forested/Shrub	Emergent	Pond
Houston North TMF	11.68	1.08	0.14
Houston South TMF	12.68	0.74	0.39

Note: Wetlands categories of riverine and other were removed from the wetlands data; they are accounted for in the waterways crossing data included in Table 9.

Waterway crossings were categorized by streams, canals and artificial paths. A total length (in feet) of the waterway within the LOD is also included. **Table 9** summarizes the detailed data. The highlighted section is the “best” option for each criterion.

Table 9 – Waterways				
	Stream/River		Canal/Ditch	
	Number	Length (feet)	Number	Length (feet)
Houston North TMF	4	1,349.47	11	9,303.89
Houston South TMF	5	784.43	5	3,712.89

\*The detailed analysis identified different components of each waterway crossing so it is possible to have a greater number of “crossings” in the detailed analysis compared to the initial analysis shown in Table 7. For example, one crossing could contain a portion of a stream and/or canal, which means the same crossing would be accounted for in both categories.

Floodplains were categorized by zones. **Table 10** summarizes the detailed the data. The highlighted section is the “best” option for each criterion.

Table 10 – Floodplain Zones (Acres)		
	A	AE
Houston North TMF	0.00	10.55
Houston South TMF	4.31	12.46

Note:

Zone A: An area inundated by 100 year flooding, for which no Base Flood Zone Elevations have been established.

Zone AE: An area inundated by 100-year flooding, for which Base Flood Zone Elevations have been determined.

The more detailed desktop analysis indicated that the Houston North TMF site would have the potential to create fewer environmental impacts through acquisitions and displacements, as well as impacts to wetlands and floodplains compared to the Houston South TMF site. Overall, the Houston South site would impact fewer streams. Due to the potential property value impacts and overall impacts to wetlands and floodplains, the Houston North site would be the preferred TMF location.

#### **FINAL RECOMMENDATIONS**

FRA determined that the Dallas South TMF site and its accompanying MOW site and the Houston North TMF site and its accompanying MOW site will be carried forward for evaluation in the EIS. The Dallas North TMF site and the Houston South TMF site were eliminated from further consideration due to their potential to create greater environmental impacts.

Figure 1 – Dallas County TMF and MOW Locations

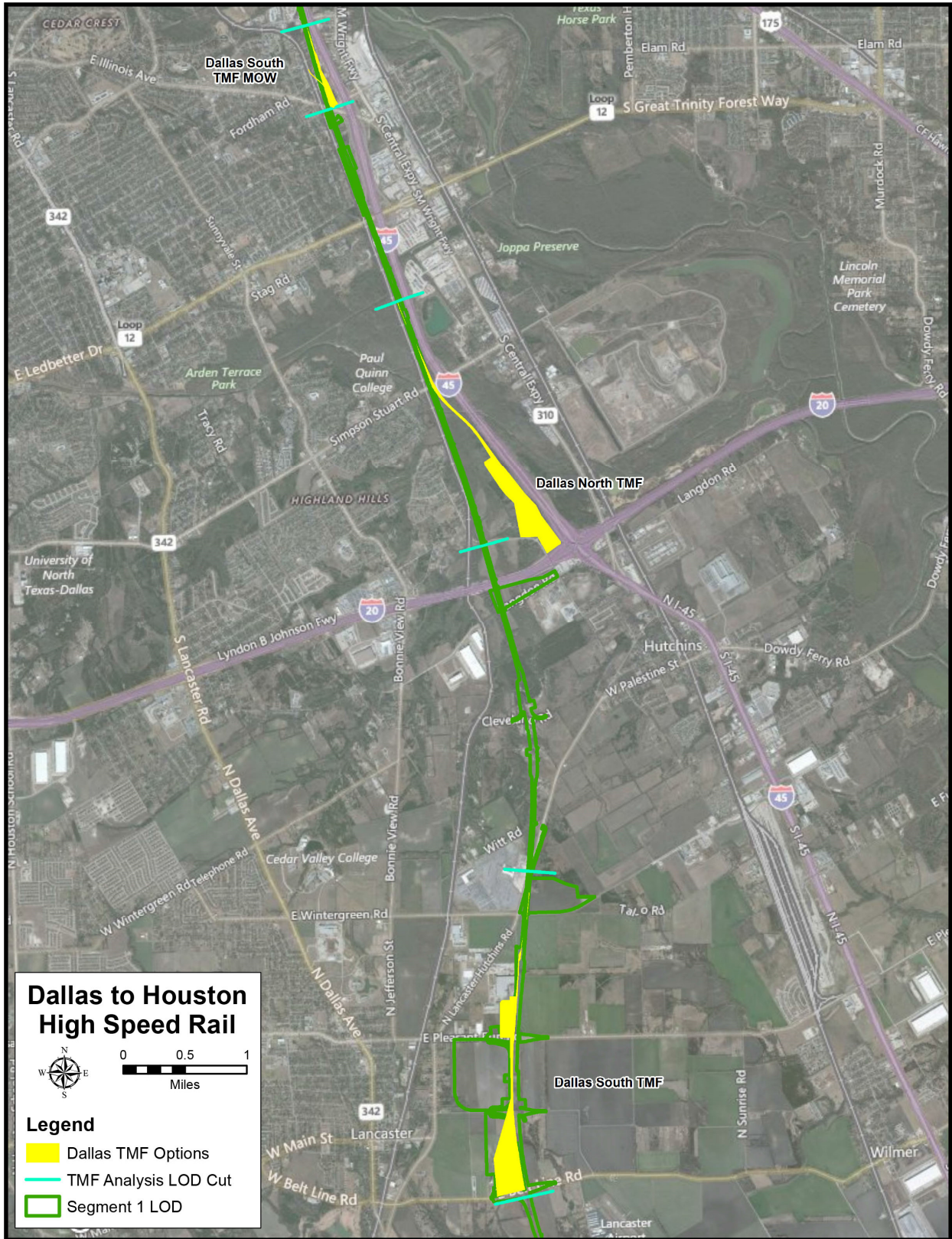


Figure 2 – Dallas MOW Site

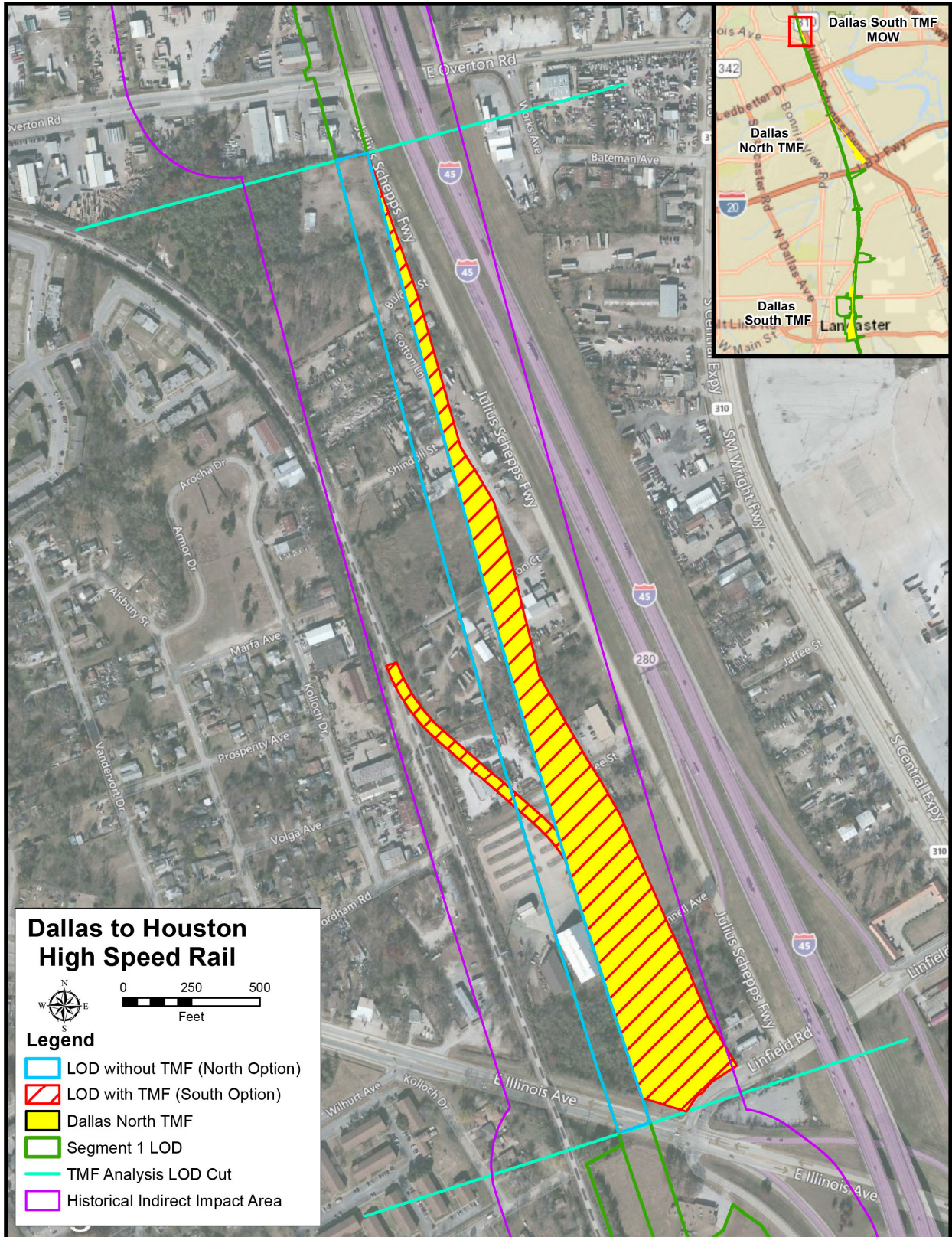


Figure 3 – Dallas North TMF Site

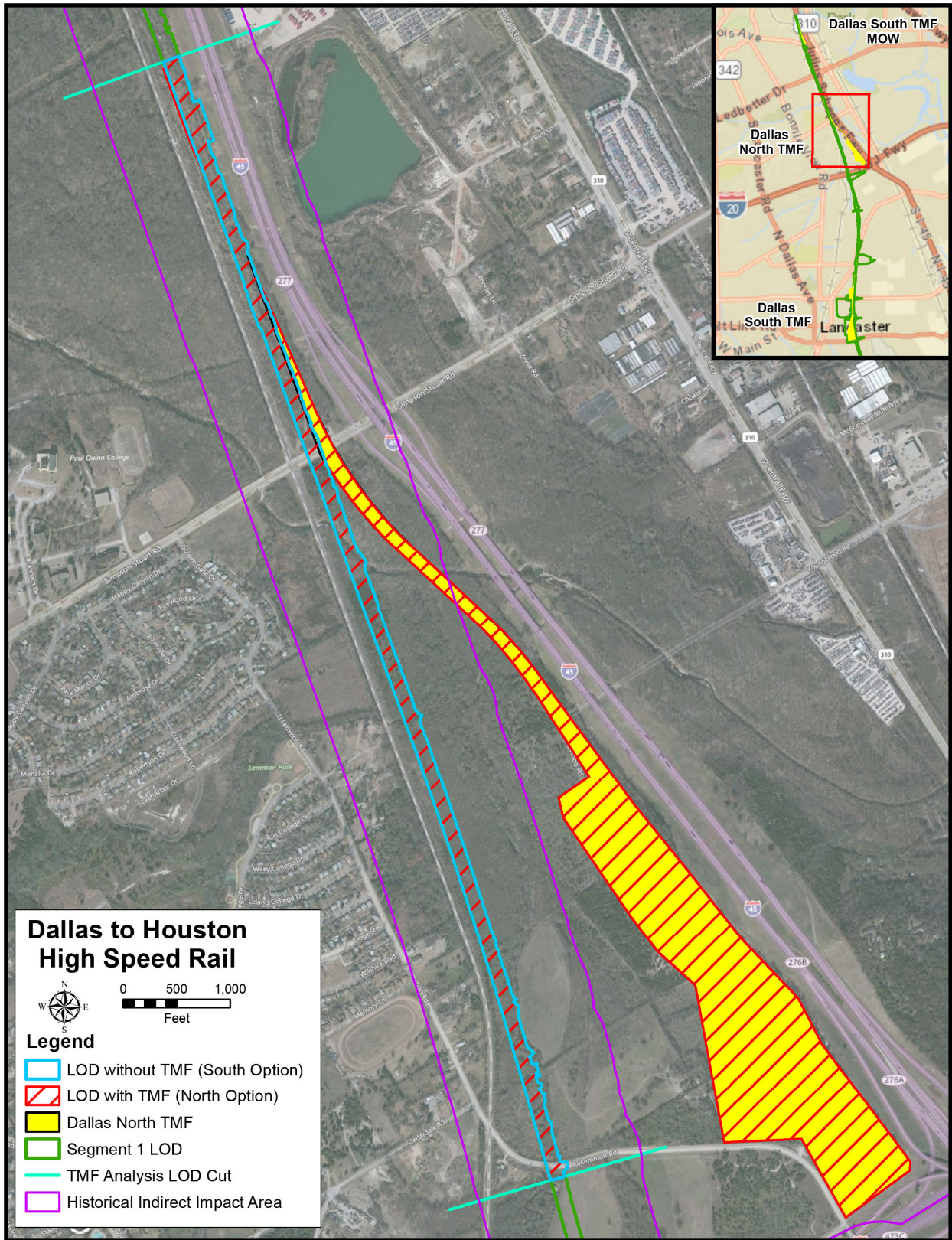


Figure 4 – Dallas South TMF Site

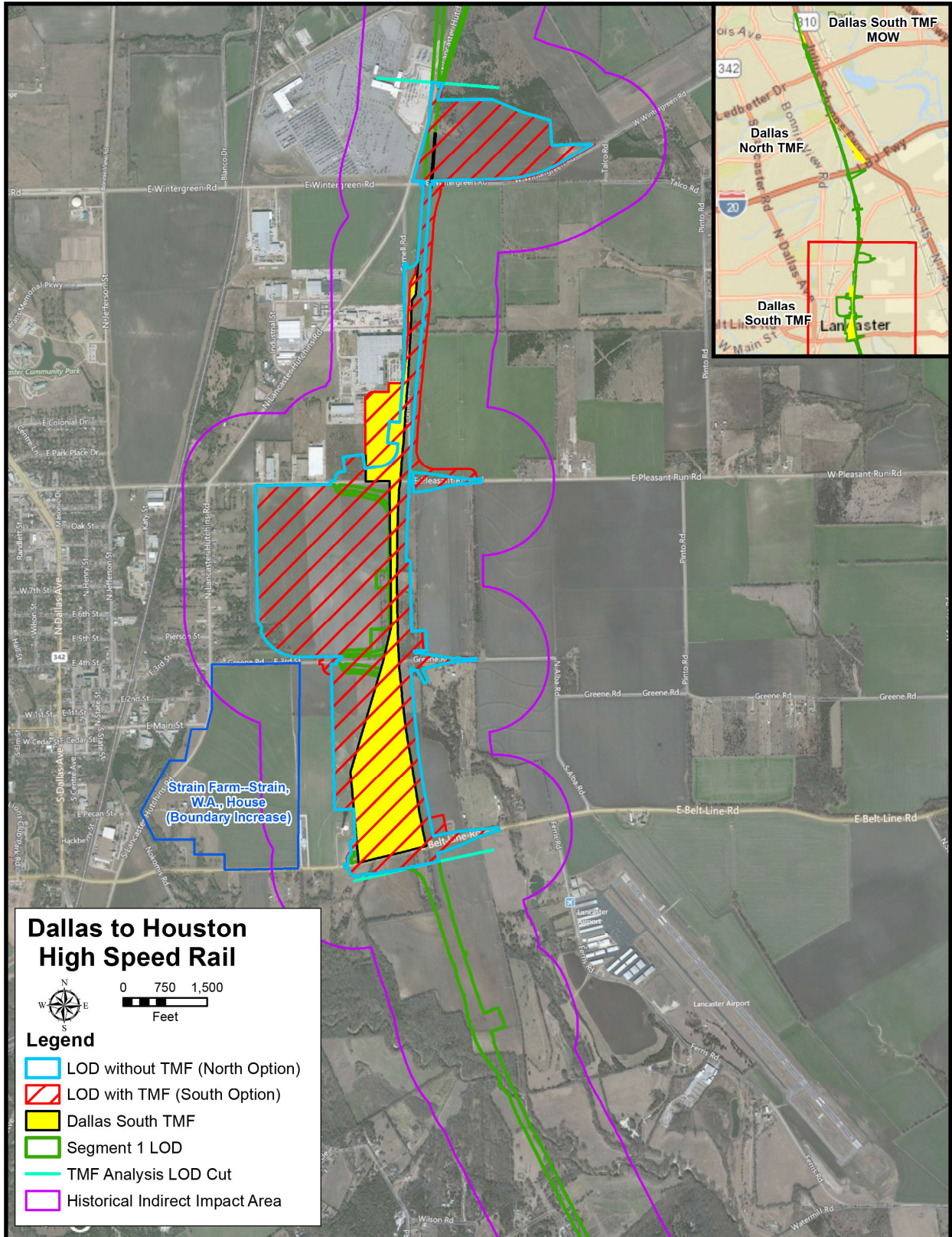




Figure 5 – Houston TMF and MOW Locations

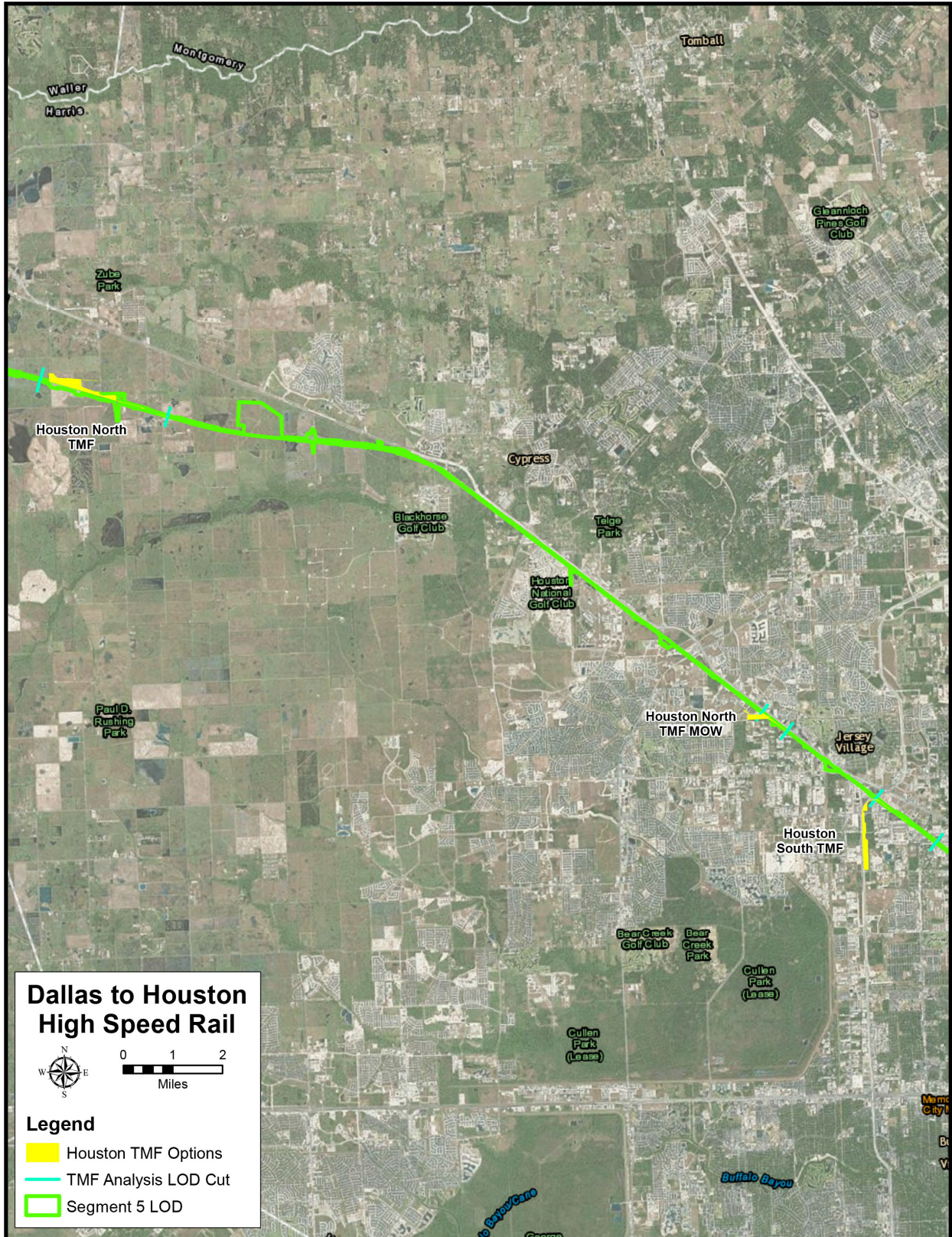


Figure 6 – Houston North TMF Site

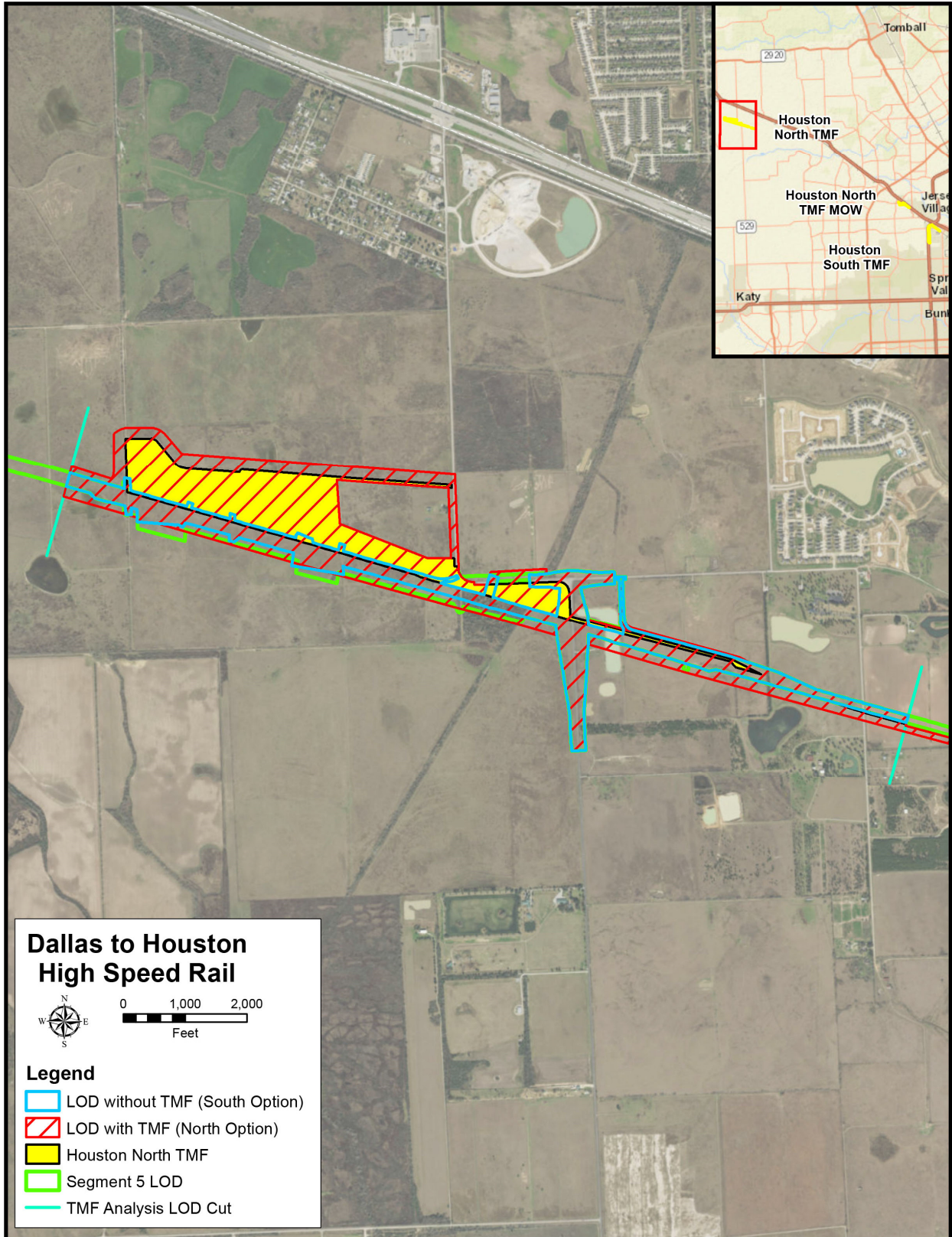


Figure 7 – Houston MOW Site

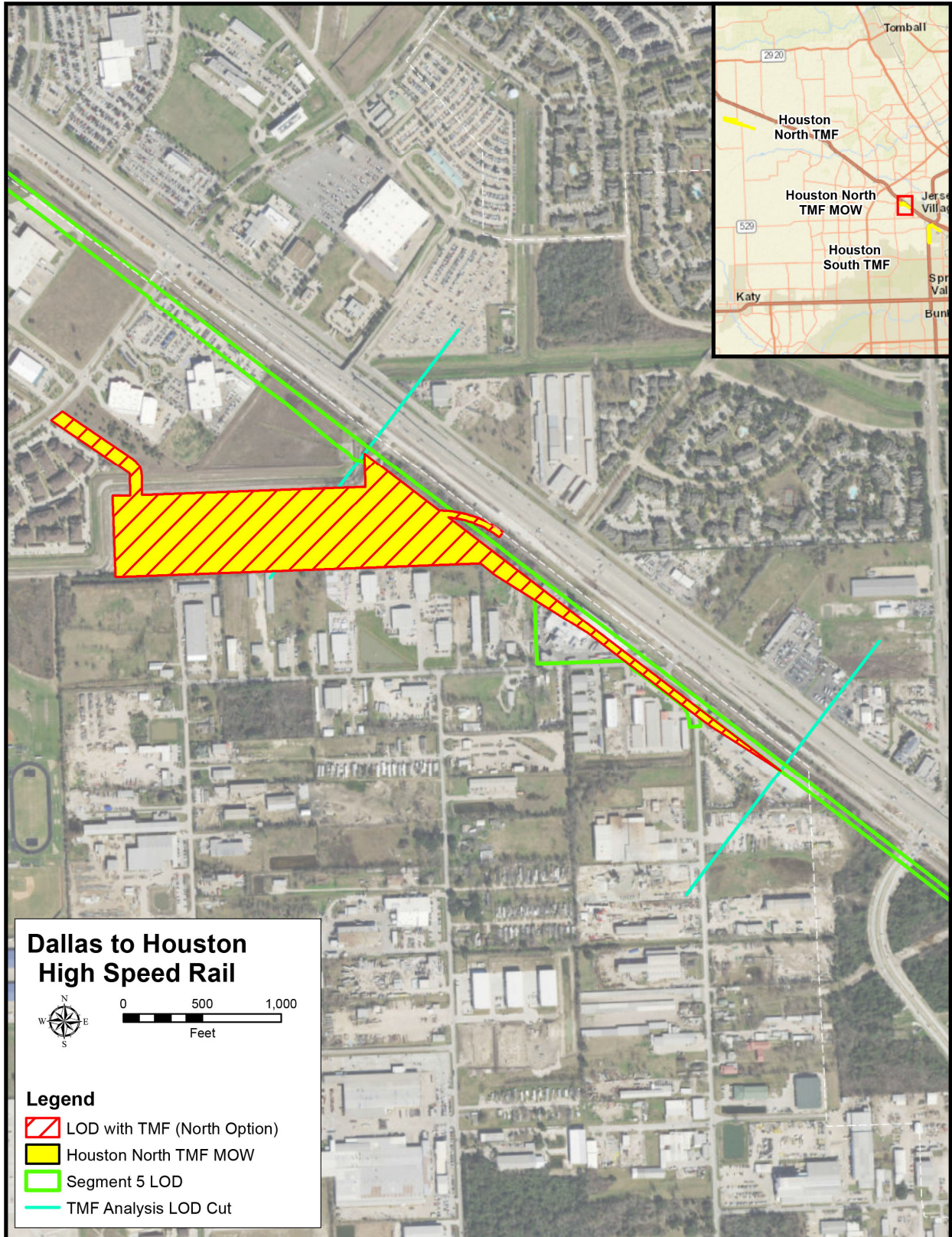
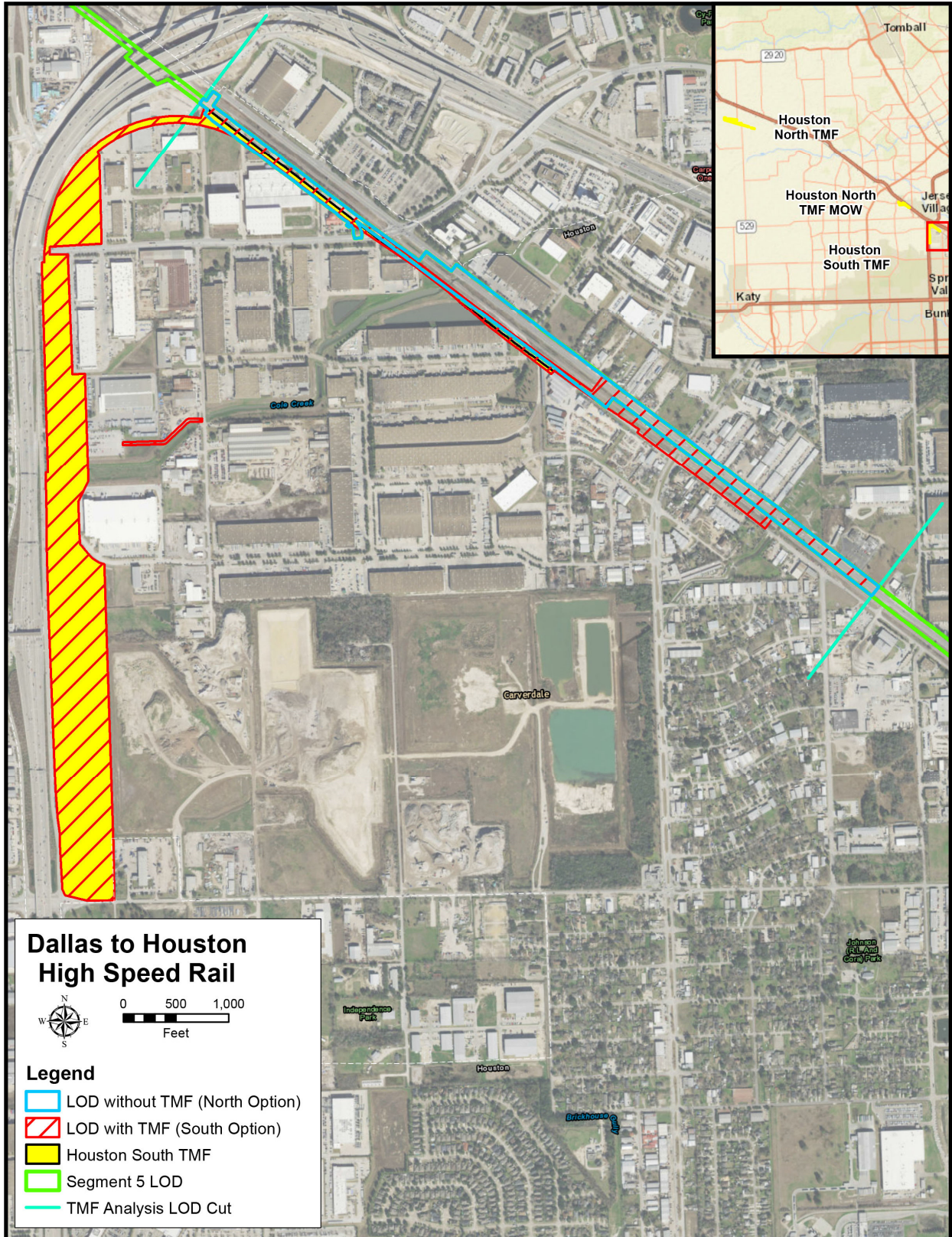


Figure 8 – Houston South TMF Site



**Appendix A – Level I and II Evaluation Data**



		Property Values (30%)			Structures		Wetlands			Waterways*						Floodplain*			
		Land Value	Imp Value	Total Value	Commercial	Residential	Forested/Shrub	Emergent	Pond	Stream/River		Canal/Ditch		Artificial Path		A	AE	AO	X
										Number	Length	Number	Length	Number	Length				
Dallas North TMF	Permanent	\$ 100	\$ 1,289,220	\$ 1,289,320	0	0	0.82	7.03	2.60	4	1940.28	2	611.39	0	0	0.00	43.46	0.00	1.20
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Dallas North TMF Baseline	Permanent	\$ -	\$ 71,150	\$ 71,150	0	0	0.76	5.54	1.63	3	1795.43	1	426.40	0	0	0.00	32.96	0.00	1.20
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Dallas South TMF MOW	Permanent	\$ 441,700	\$ 1,239,540	\$ 1,681,240	6	6	0.00	0.00	0.00	0	0	0	0	0	0	0.00	0.00	0.00	0.00
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Dallas South TMF MOW Baseline	Permanent	\$ 194,990	\$ 543,180	\$ 738,170	4	5	0.00	0.00	0.00	0	0	0	0	0	0	0.00	0.00	0.00	0.00
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Dallas South TMF	Permanent	\$ 12,820	\$ 2,977,870	\$ 2,990,690	0	1	0.00	0.00	0.94	3	656.79	0	0	1	223.05	1.26	0.00	0.00	0.00
	Temporary	\$ 12,820	\$ 4,905,560	\$ 4,918,380	0	0	0.00	0.00	0.06	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Dallas South TMF Baseline	Permanent	\$ 12,820	\$ 2,533,590	\$ 2,546,410	0	1	0.00	0.00	0.94	2	623.40	0	0	1	223.05	1.25	0.00	0.00	0.00
	Temporary	\$ 12,820	\$ 5,611,300	\$ 5,624,120	0	0	0.00	0.00	0.06	0	0	0	0	0	0	0.00	0.00	0.00	0.00

Dallas North TMF	\$ 220,730	\$ 9,977,290	\$ 10,198,020	4	6	0.82	7.03	3.60	6.00	2563.68	2.00	611.39	1.00	223.05	1.25	43.46	0.00	1.20
Dallas South TMF	\$ 467,340	\$ 9,194,120	\$ 9,661,460	6	7	0.76	5.54	2.63	6.00	2452.22	1.00	426.40	1.00	223.05	1.26	32.96	0.00	1.20

\*100-year floodplain impacts analyzed

Criteria that showed no impact

Criteria that showed the same level of impact

More detailed analysis completed





		Property Values (30%)			Structures		Wetlands			Waterways						Floodplain*	
		Land Value	Imp Value	Total Value	Commercial	Residential	Forested/Shrub	Emergent	Pond	Stream/River		Canal/Ditch		Artificial Path		A	AE
										Number	Length	Number	Length	Number	Length		
Houston North TMF																	
	Permanent	\$ 5,326,684	\$ 196,750	\$ 5,523,534	0	1	1.11	0.52	0.05	2.00	995.95	10.00	9229.00	0.00	0.00	0.00	2.12
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Houston North TMF Baseline																	
	Permanent	\$ 72,444	\$ 185,165	\$ 257,709	0	1	0.89	0.00	0.00	0.00	0.00	4.00	3333.51	0.00	0.00	0.00	0.00
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Houston North TMF MOW																	
	Permanent	\$ 4,246,484	\$ 2,969,363	\$ 8,807,847	4	1	10.57	0.00	0.00	0.00	0.00	1.00	74.89	0.00	0.00	0.00	0.00
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Houston North TMF MOW Baseline																	
	Permanent	\$ 2,508,747	\$ 2,969,363	\$ 7,070,110	4	1	1.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Houston South TMF																	
	Permanent	\$ 33,748,852	\$ 77,317,549	\$ 111,486,544	22	0	10.28	0.74	0.39	5.00	784.43	1.00	379.38	0.00	0.00	4.31	12.46
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Houston South TMF Baseline																	
	Permanent	\$ 6,333,889	\$ 28,548,592	\$ 34,882,481	4	0	0.00	0.56	0.09	2.00	353.52	0.00	0.00	0.00	0.00	0.00	8.43
	Temporary	\$ -	\$ -	\$ -	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Houston North TMF	\$ 15,907,057	\$ 31,714,705	\$ 49,213,862	8	2	11.68	1.08	0.14	4.00	1349.47	11.00	9303.89	0.00	0.00	0.00	10.55
Houston South TMF	\$ 36,330,043	\$ 80,472,077	\$ 118,814,363	26	2	12.68	0.74	0.39	5.00	784.43	5.00	3712.89	0.00	0.00	4.31	12.46

\*100-year floodplain impacts analyzed

Criteria that showed no impact

Criteria that showed the same level of impact

More detailed analysis completed