

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.

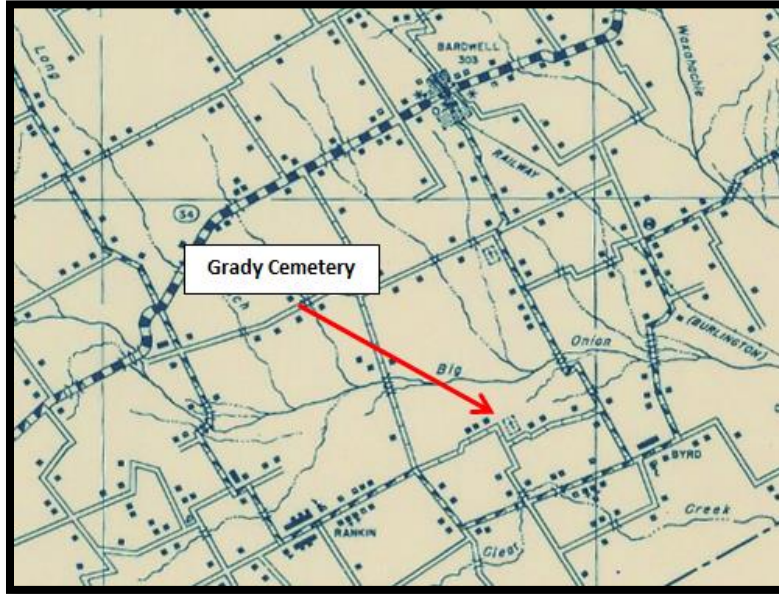


Figure 15: The communities of Bardwell (north) and Rankin (south), both associated with the historic Grady Cemetery, depicted on the 1936 Texas Highway Map of Ellis County (Texas GLO 2016b).

3.4 Navarro County

The communities crossed by the Build Alternatives in Navarro County are the towns of Barry, Corsicana, Drane, Pursley, Richland, and Currie (Figure 16). A brief discussion of the county and each community is provided below. Corsicana, the county seat of Navarro County, is located a few miles east of the Build Alternatives is also included.

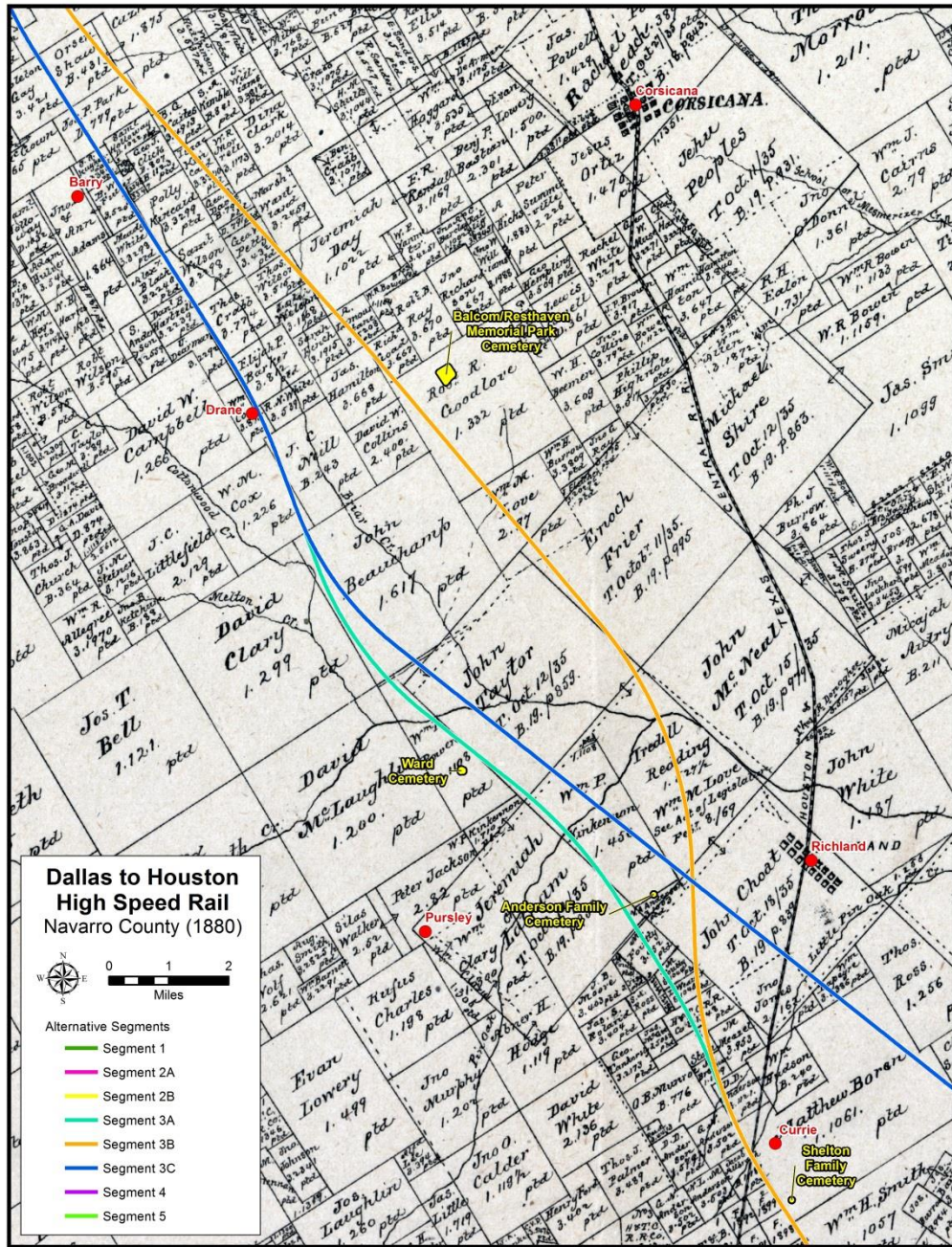


Figure 16: 1880 Texas General Land Office map of Navarro County (Library of Congress 2016f).

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**).

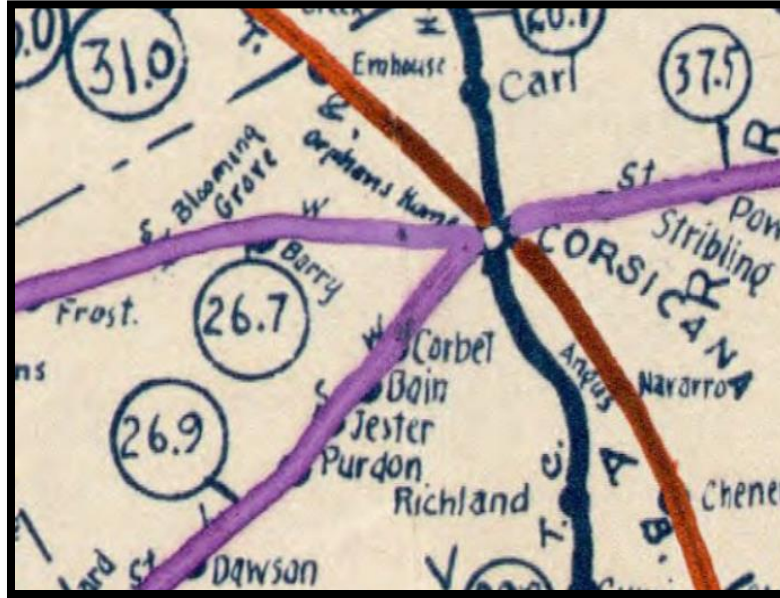


Figure 19: 1926 Railroad Map of Texas depicting Corsicana as the central railroad location in Navarro County (blue [H&TC-1871]; violet [St. Louis, Southwestern-1880]; and orange [T&BV-1912]) (Library of Congress 2016d).

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).

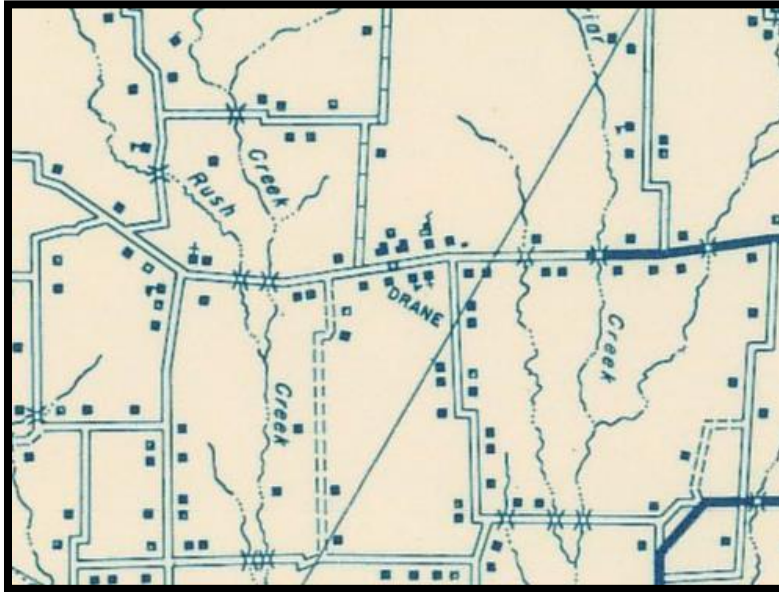


Figure 20: 1939 General Highway Map of Navarro County. The community of Drane is depicted as having numerous farm units, homes, businesses, a school, a factory, and a church (Texas GLO 2016c).

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).

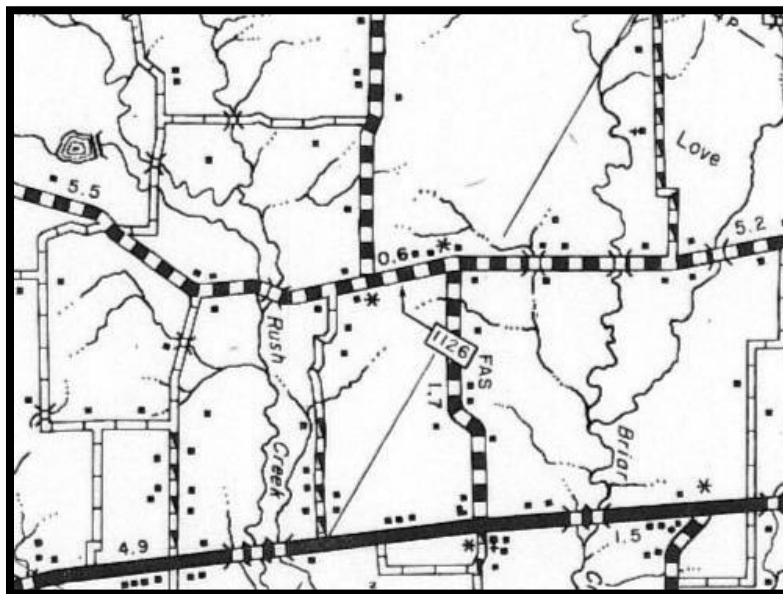


Figure 21: 1961 General Highway Map, Navarro County, Texas. The town of Drane is no longer present (Texas GLO 2016d).

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.

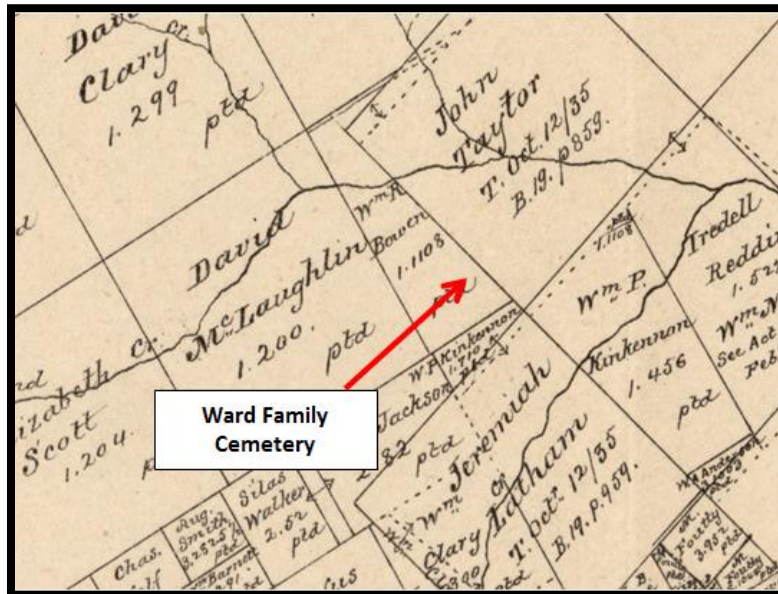


Figure 22: 1880 land grant map of Navarro County depicting the location of the William R. Bowen land patent, location of the historic Ward Family Cemetery (Library of Congress 2016f).

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.

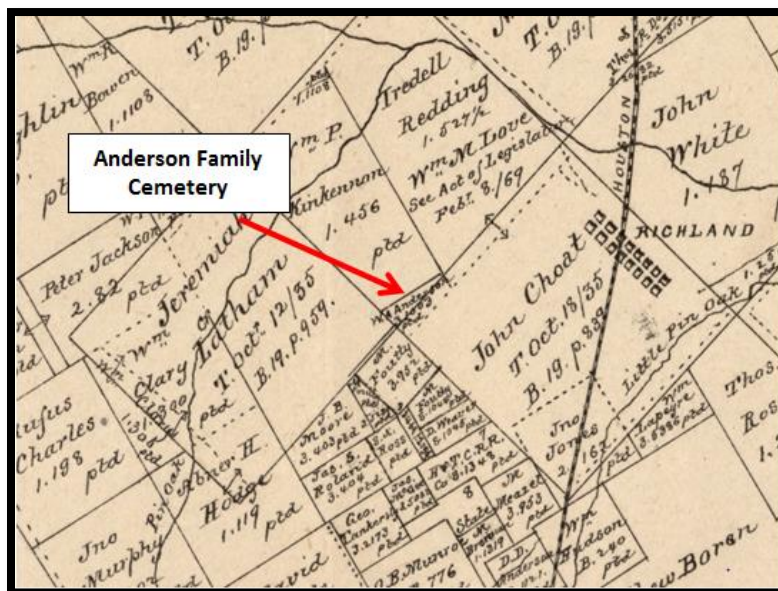


Figure 23: 1880 land grant map of Navarro County depicting the location of the Anderson property and family cemetery (Library of Congress 2016f).

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).

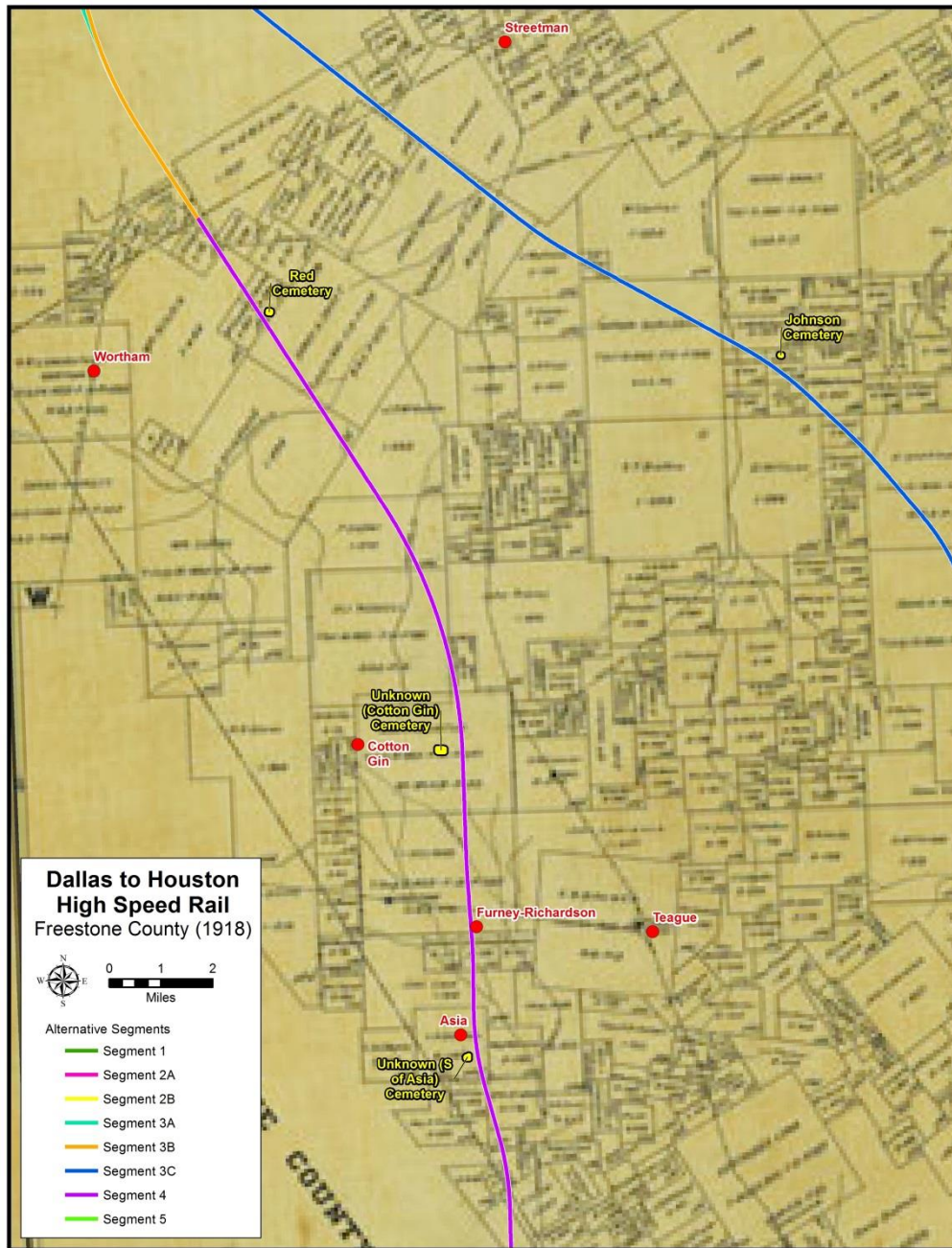


Figure 24: 1918 Texas General Land Office map of Freestone County (Library of Congress 2016i).

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).

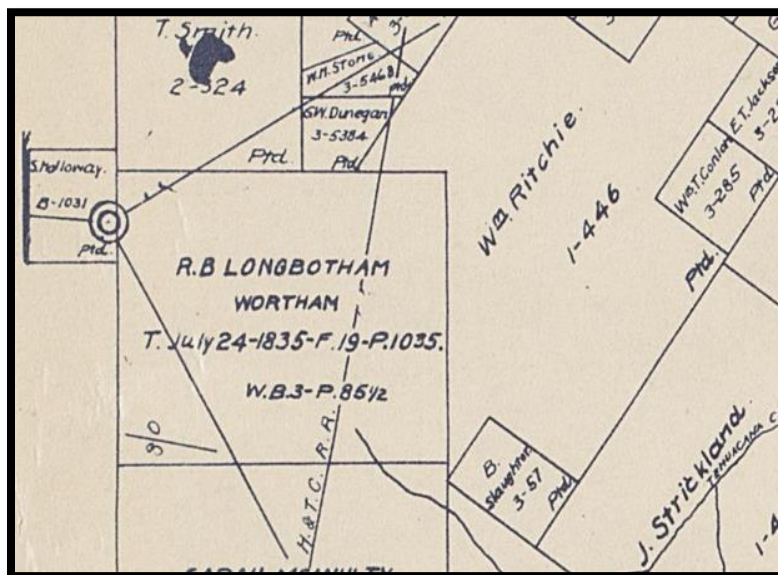


Figure 27: 1918 map showing the Longbotham original land grant of 1835, later to be the town of Wortham and the first railroad ROW in Freestone County (Library of Congress 2016i).

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).

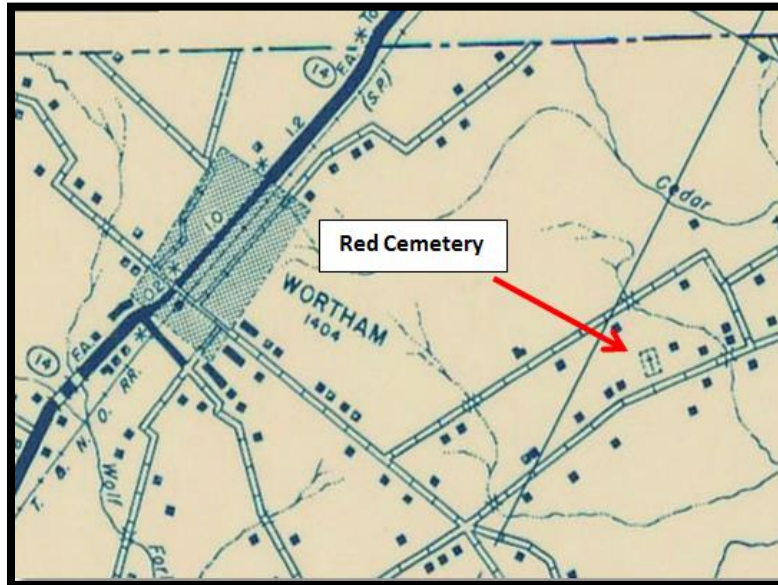


Figure 28: 1940 General Highway Map, Freestone County (Texas GLO 2016d).

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 19th to mid-20th 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.

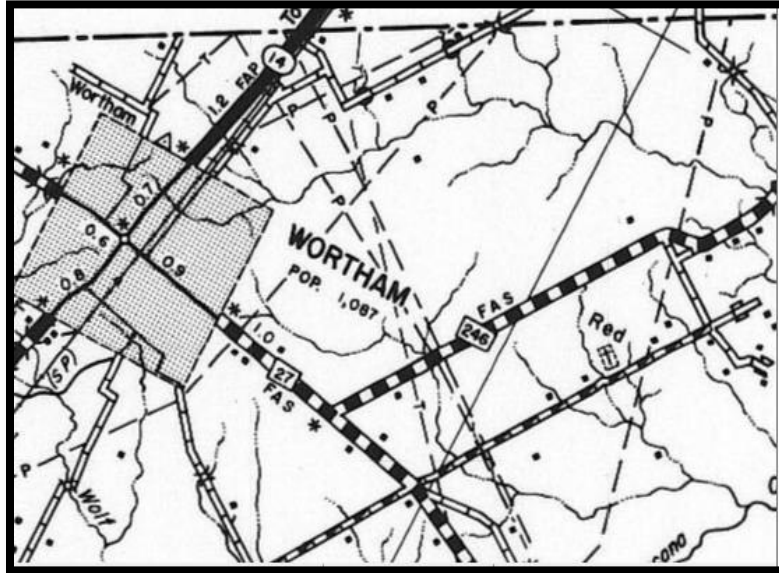


Figure 29: 1961 General Highway Map, Freestone County (Texas GLO 2016f).

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).

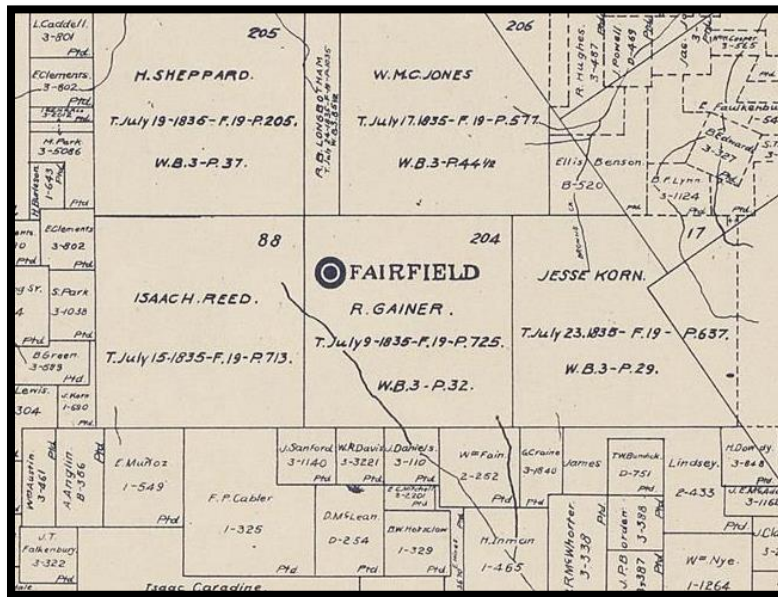


Figure 30: Fairfield, the county seat of Freestone, on the General Land Office map of 1918 (Library of Congress 2016i).

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 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; Rebeck 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; Rebeck 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 (Rebeck 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

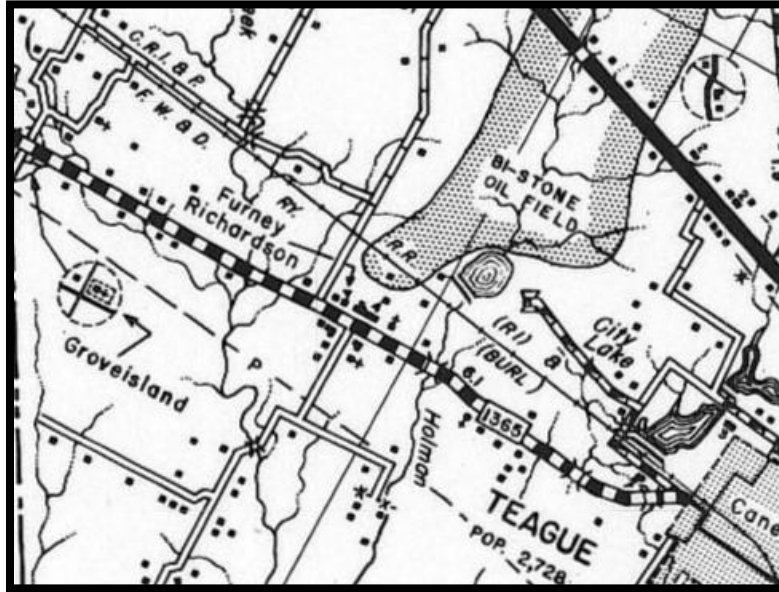


Figure 32: 1961 General Highway Map of Freestone County depicting the locations of Furney-Richardson and Grove Island, west of Teague (Texas GLO 2016f).

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.

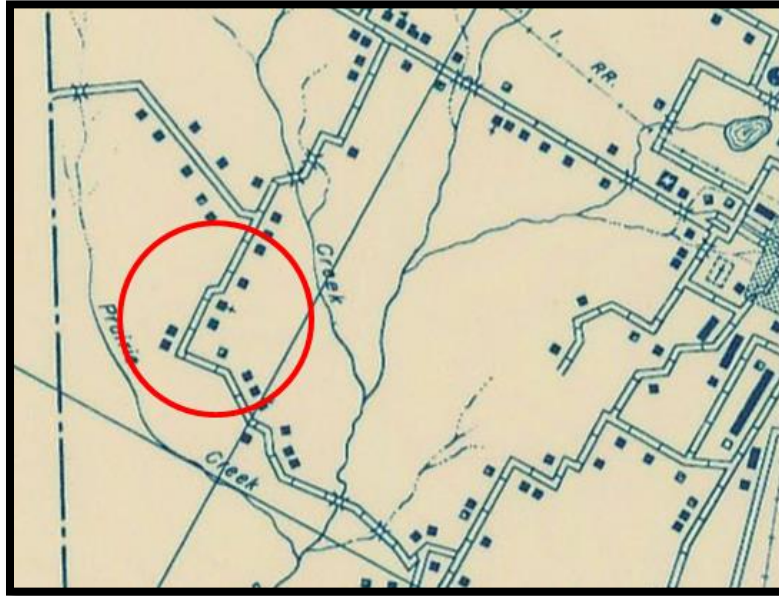


Figure 33: Location of the community of Asia on the 1940 General Highway Map of Freestone County (Texas GLO 2016e).

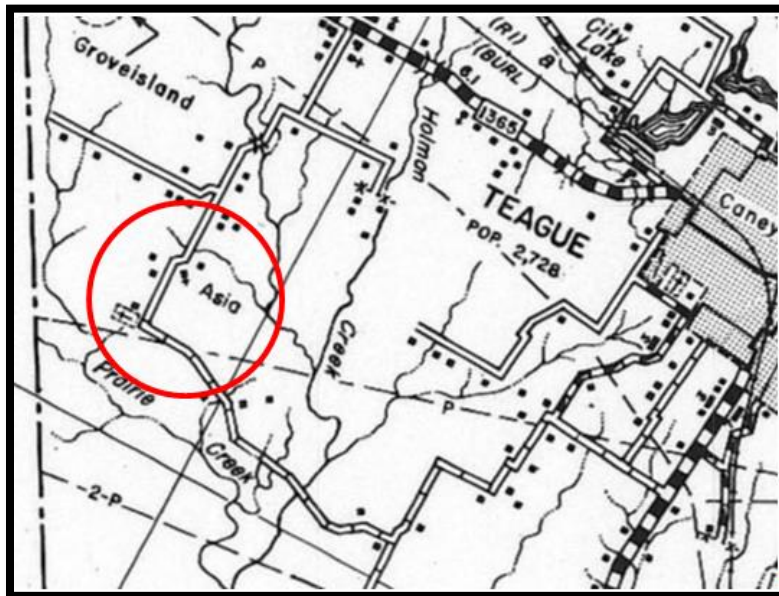


Figure 34: 1961 General Highway Map of Freestone County (Texas GLO 2016f).

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.

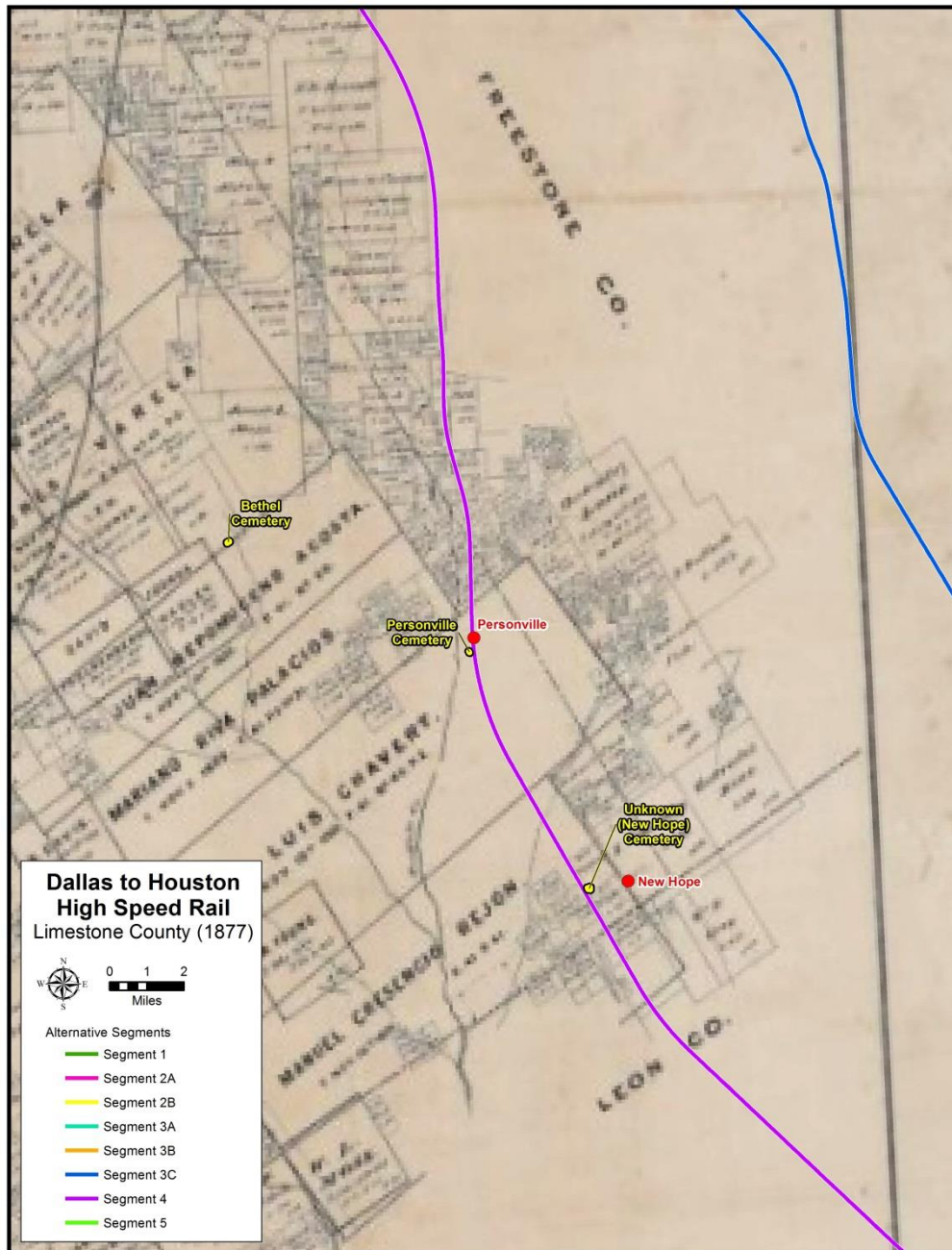


Figure 36: 1877 Texas General Land Office map of Limestone County (Library of Congress 2016j).

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).

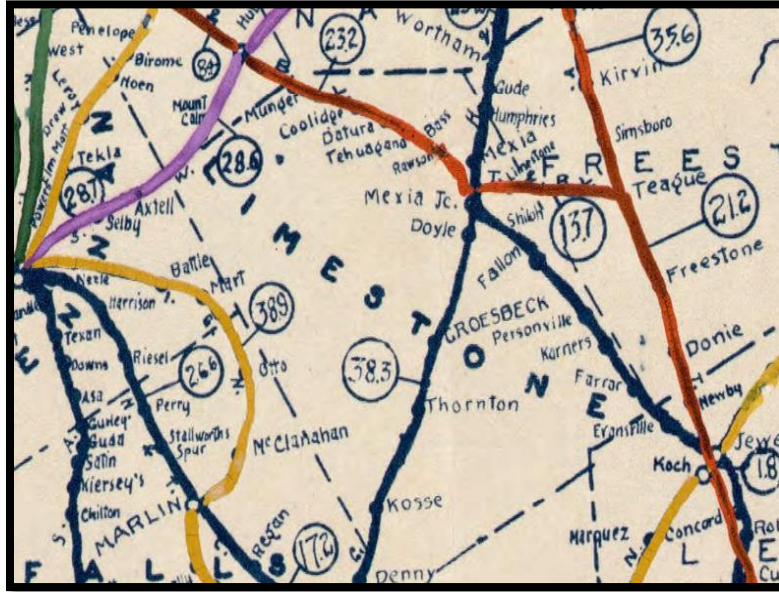


Figure 37: 1926 Railroad Map of Texas, showing H&TC Railroad (blue) in Limestone County (Library of Congress 2016d).

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).

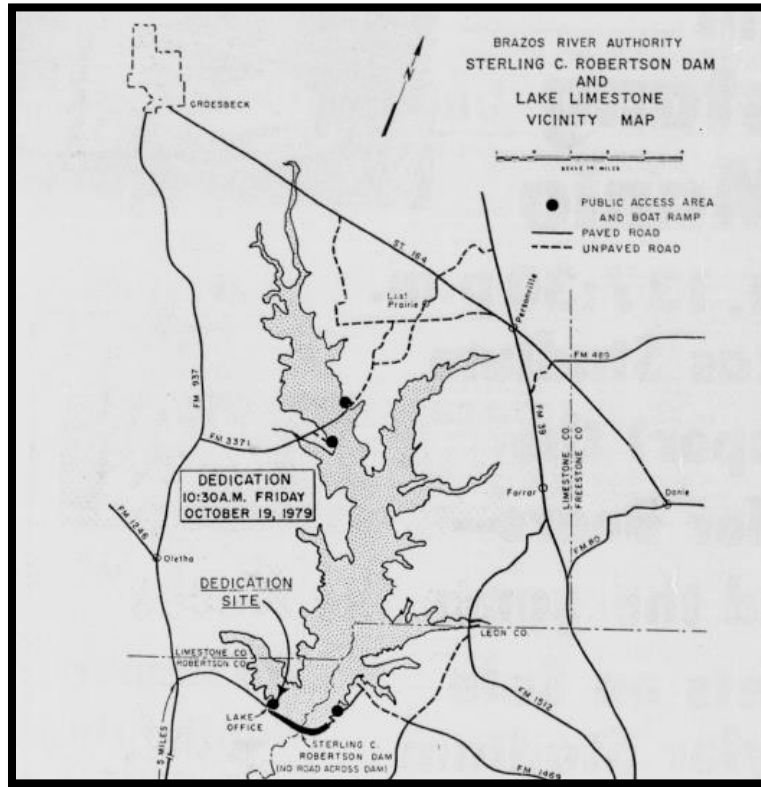


Figure 38: 1979 dedication map of Lake Limestone (Waco Citizen 12 October 1979).

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).

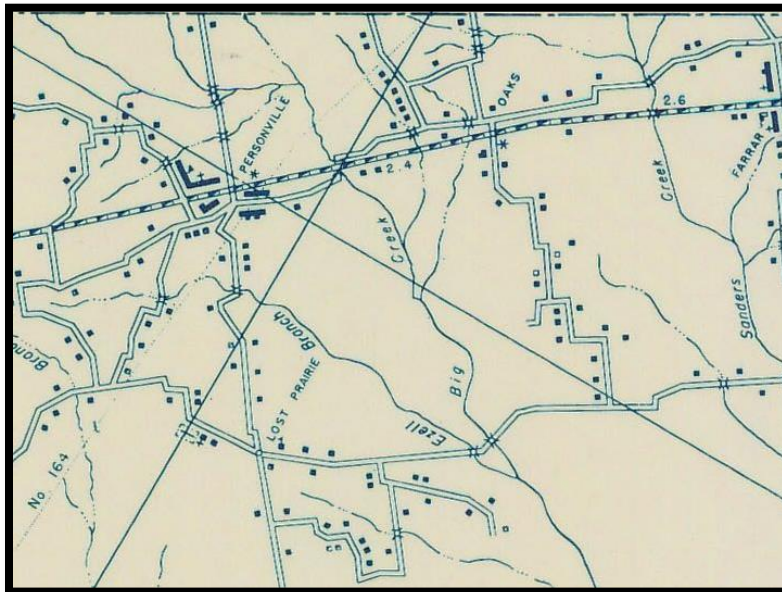


Figure 41: 1936 Limestone County Highway Map, showing Personville (Texas GLO 2016g).

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.

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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).

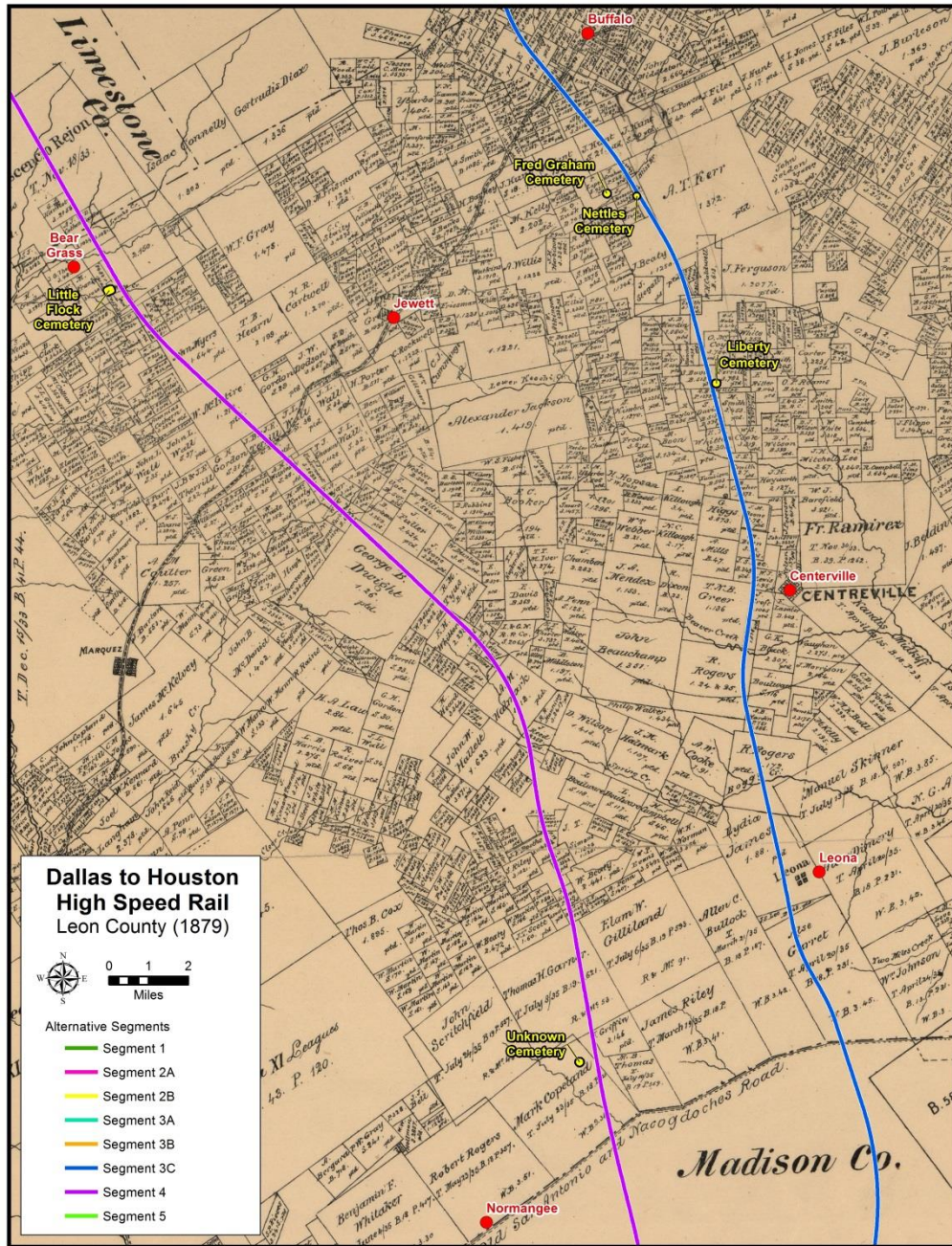


Figure 42: 1879 Texas General Land Office map of Leon County (Library of Congress 2016k).

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).

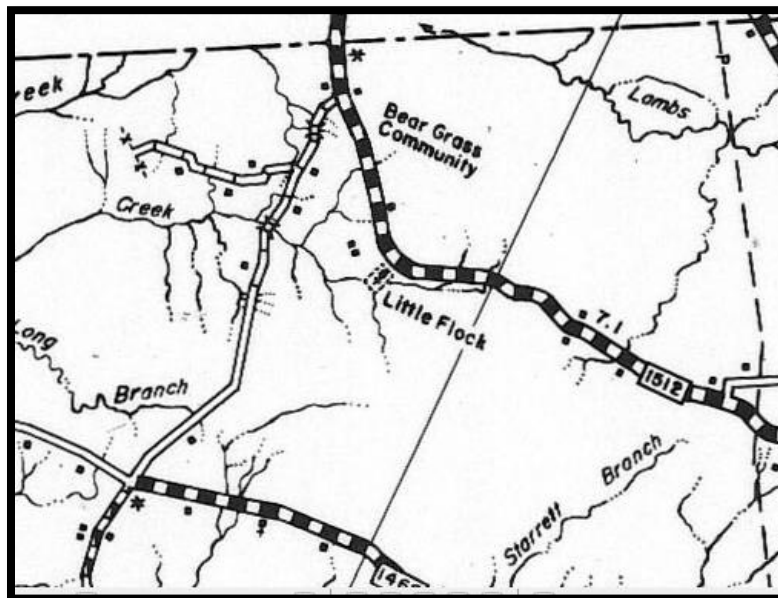


Figure 44: 1961 General Highway Map of Leon County illustrating the Gear Grass Community and Little Flock Cemetery (Texas GLO 2016i).

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 5th 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).

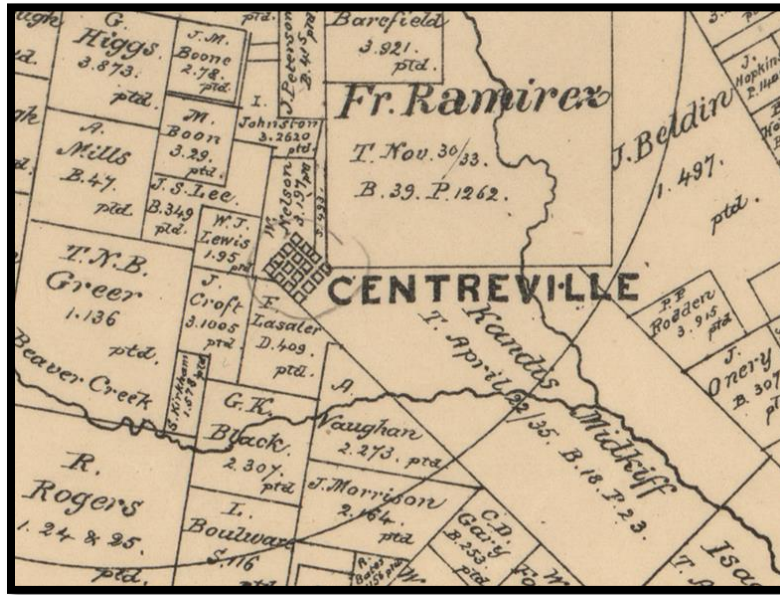


Figure 45: 1879 map of Leon County showing the location and early spelling of Centerville, the county seat (Library of Congress 2016k).

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.

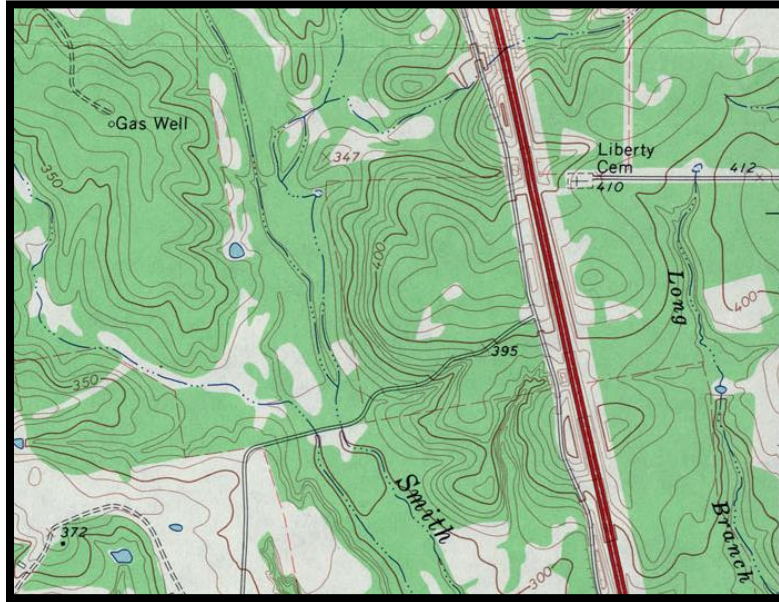


Figure 46: Liberty Cemetery location on the USGS 7.5 minute topographic map of Robbins, Texas (USGS 1965).

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.

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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 Madison County

The primary communities within the vicinity of the Build Alternatives in Madison County are the towns of Normangee (see Leon County Communities), North Zulch, Cottonwood, and Madisonville. None of these towns are within 1,300 feet of the LOD of the Build Alternatives; however, the historic cemeteries of Randolph, Ten Mile, Primitive Baptist, and Oxford could potentially be affected (**Figure 47**). A brief discussion of the county and each community and associated cemetery is provided below.

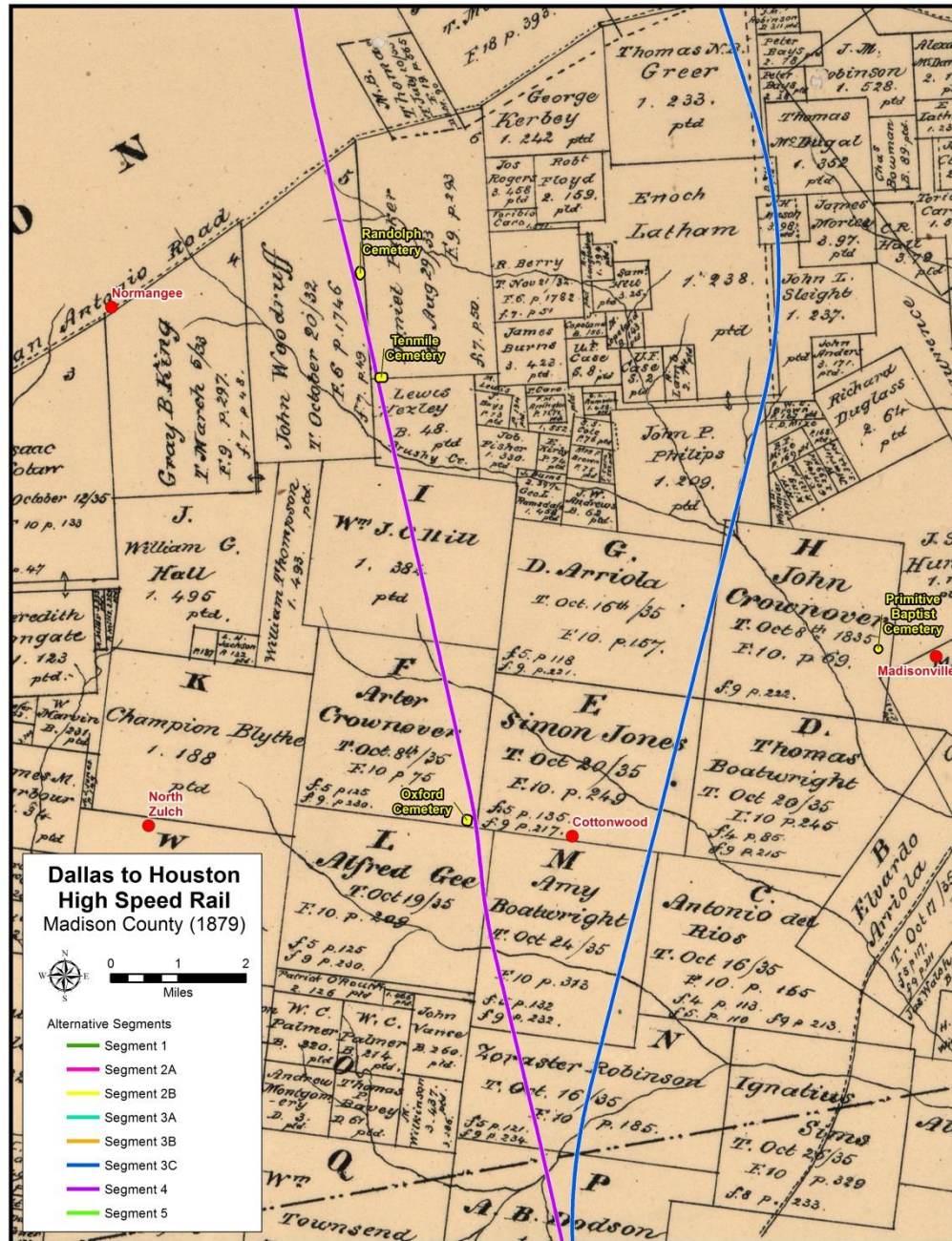


Figure 47: 1879 Texas General Land Office map of Madison County (Library of Congress 2016l).

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.

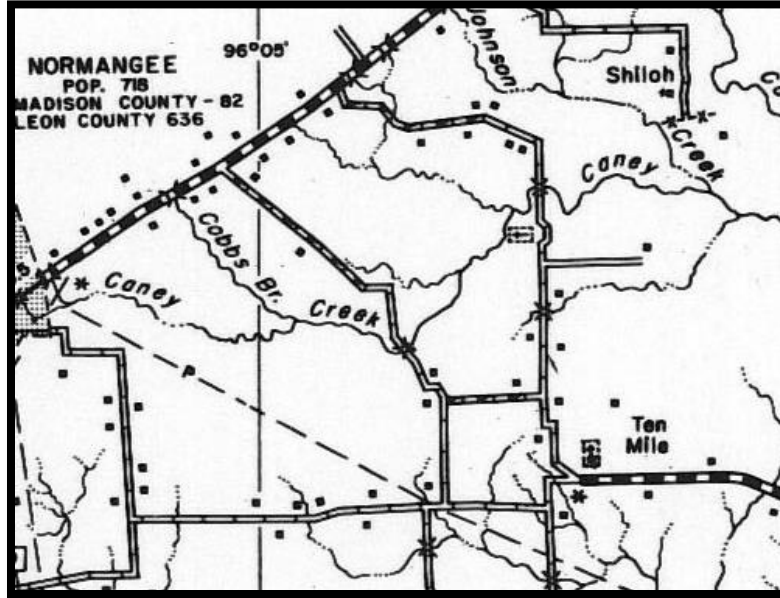


Figure 48: 1961 General Highway Map of Madison County indicating Randolph (north of Ten Mile) and Ten Mile cemeteries (Texas GLO 2016j).

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).

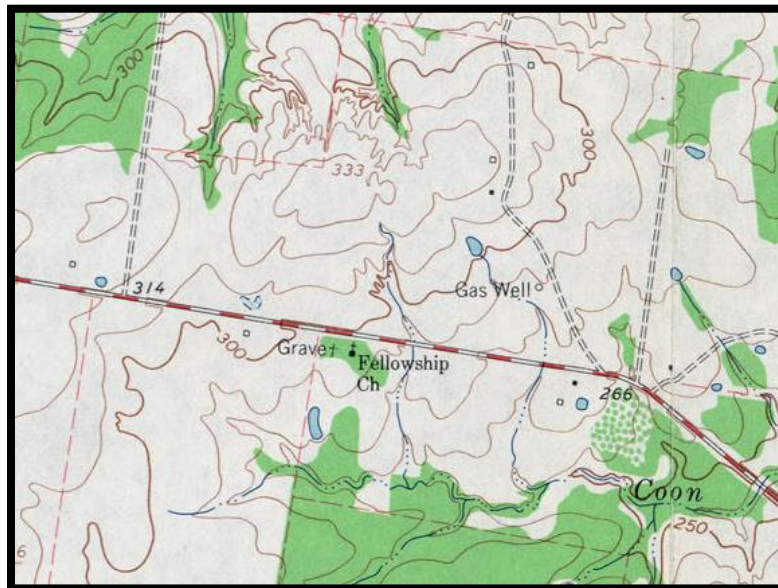


Figure 50: 1963 USGS 7.5 minute Madisonville, Texas topographic quadrangle illustrating the Fellowship Cemetery, marked as a single grave (USGS 1963).

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.

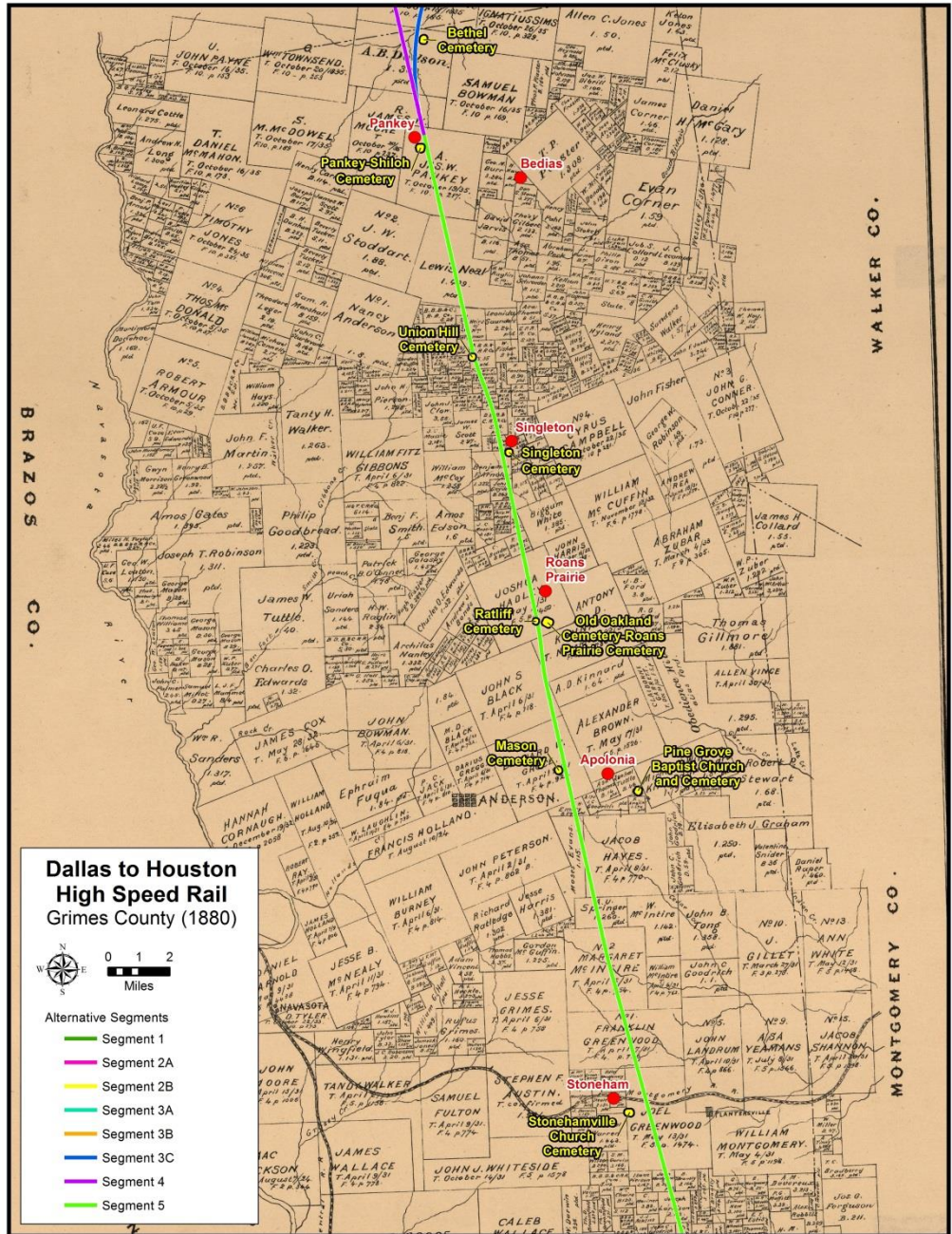


Figure 51: 1880 Texas General Land Office map of Grimes County (Library of Congress 2016m).

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).

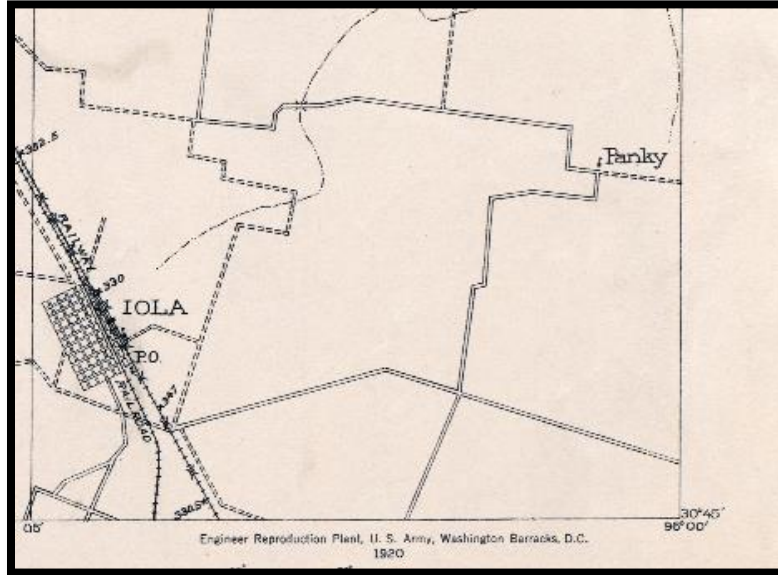


Figure 54: 1920 Iola quadrangle map illustrating the location of the Pankey church (Perry- Castañeda 2016b).

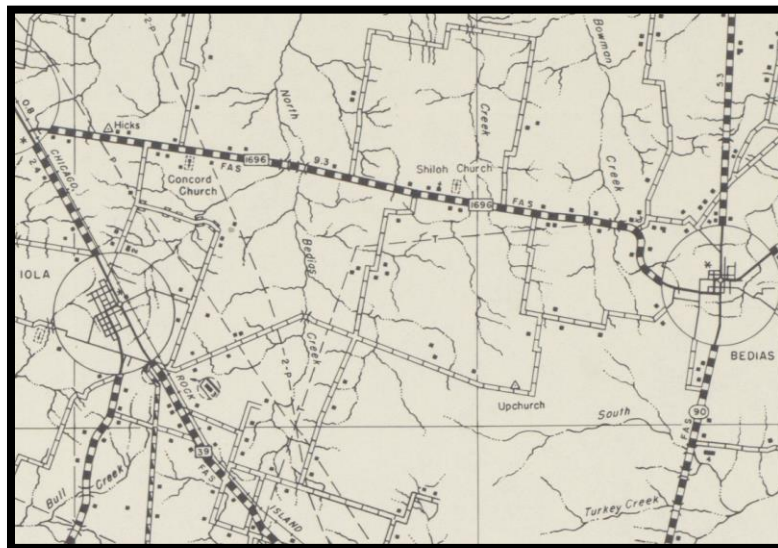


Figure 55: 1958 General Highway Map of Grimes County illustrating the Shiloh-Pankey Church and Cemetery (Texas GLO 2016k).

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).

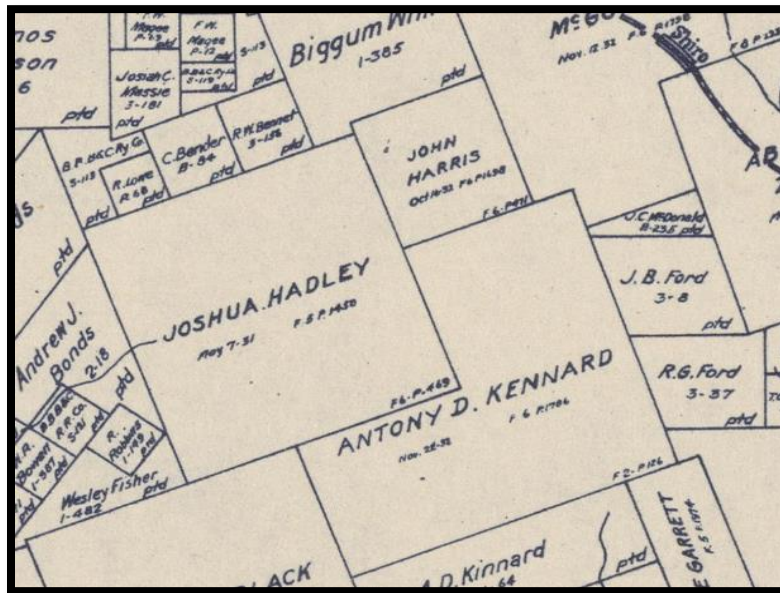


Figure 57: 1880 map of Grimes County. Roans Prairie was originally settled on the Hadley, Harris, and Kennard land grants (Library of Congress 2016m).

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

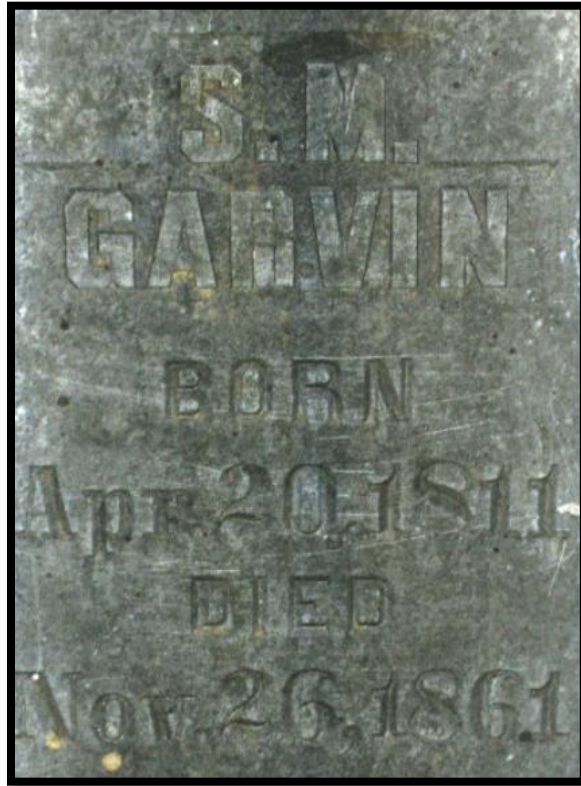


Figure 58: Headstone of the first interment at the Old Oakland Cemetery, Confederate Veteran Sanford Monroe Garwin (Findagrave 2016).

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.

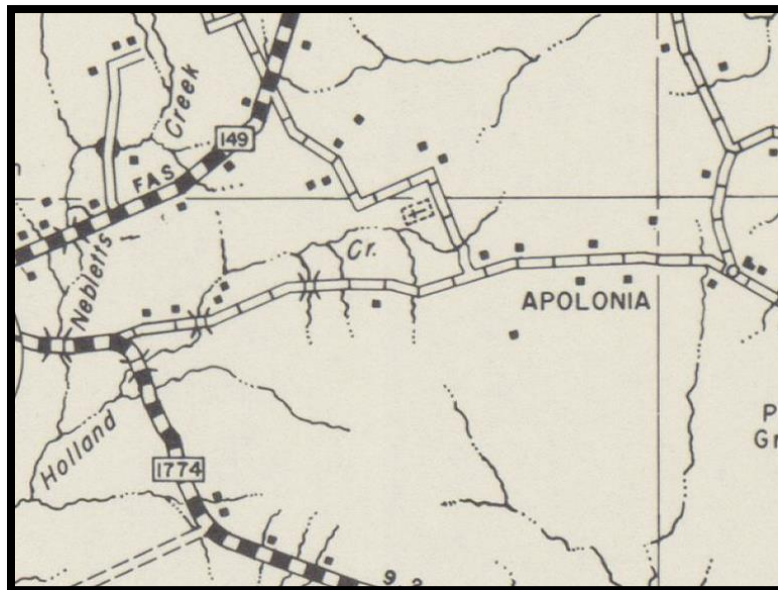


Figure 59: 1940 General Highway Map of Grimes County depicting the community of Apolonia and the nearby Mason Cemetery (Texas GLO 2016).

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).

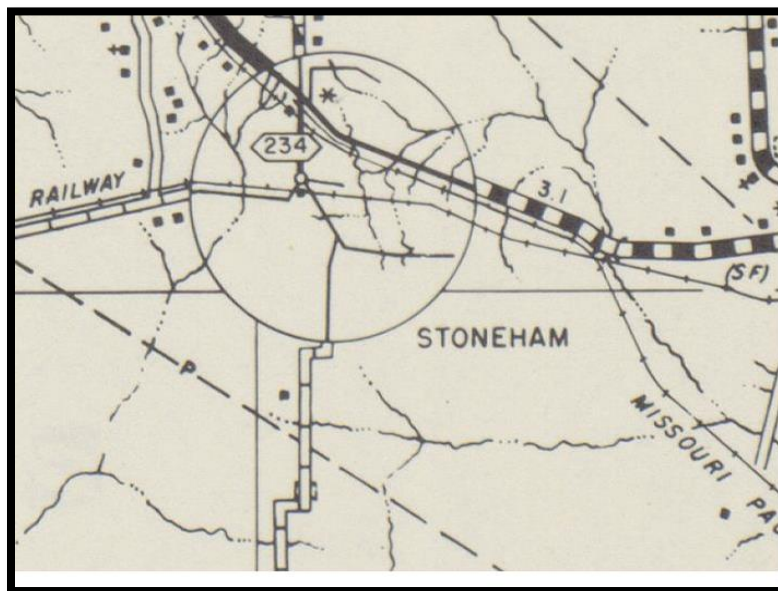


Figure 60: 1958 General Highway Map of Grimes County illustrating the community of Stoneham with no indication of the Stonehamville Church and Simmons Chapel Cemetery established in 1910 (Texas GLO 2016k).

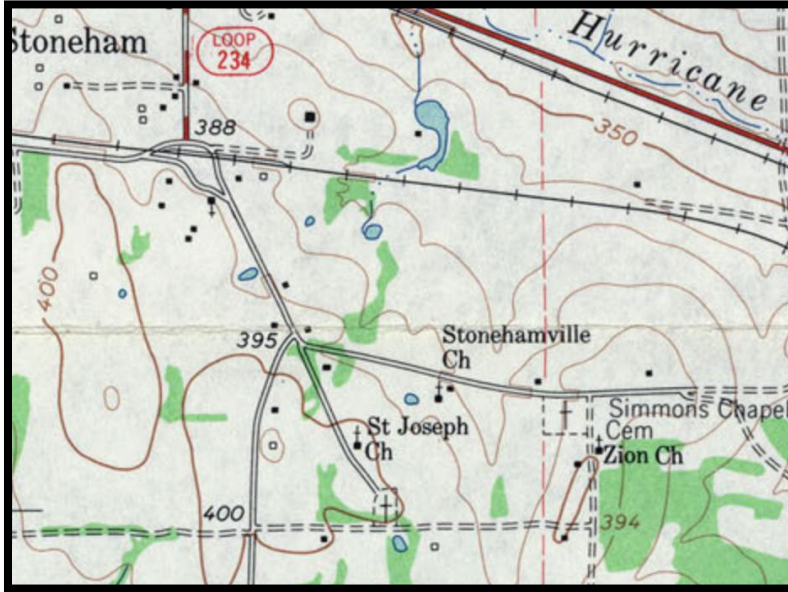


Figure 61: 1961 USGS Stoneham, Texas 7.5 minute topographic quadrangle map illustrating the location of the Simmons Chapel Cemetery (Perry Castañeda 2016c).

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.

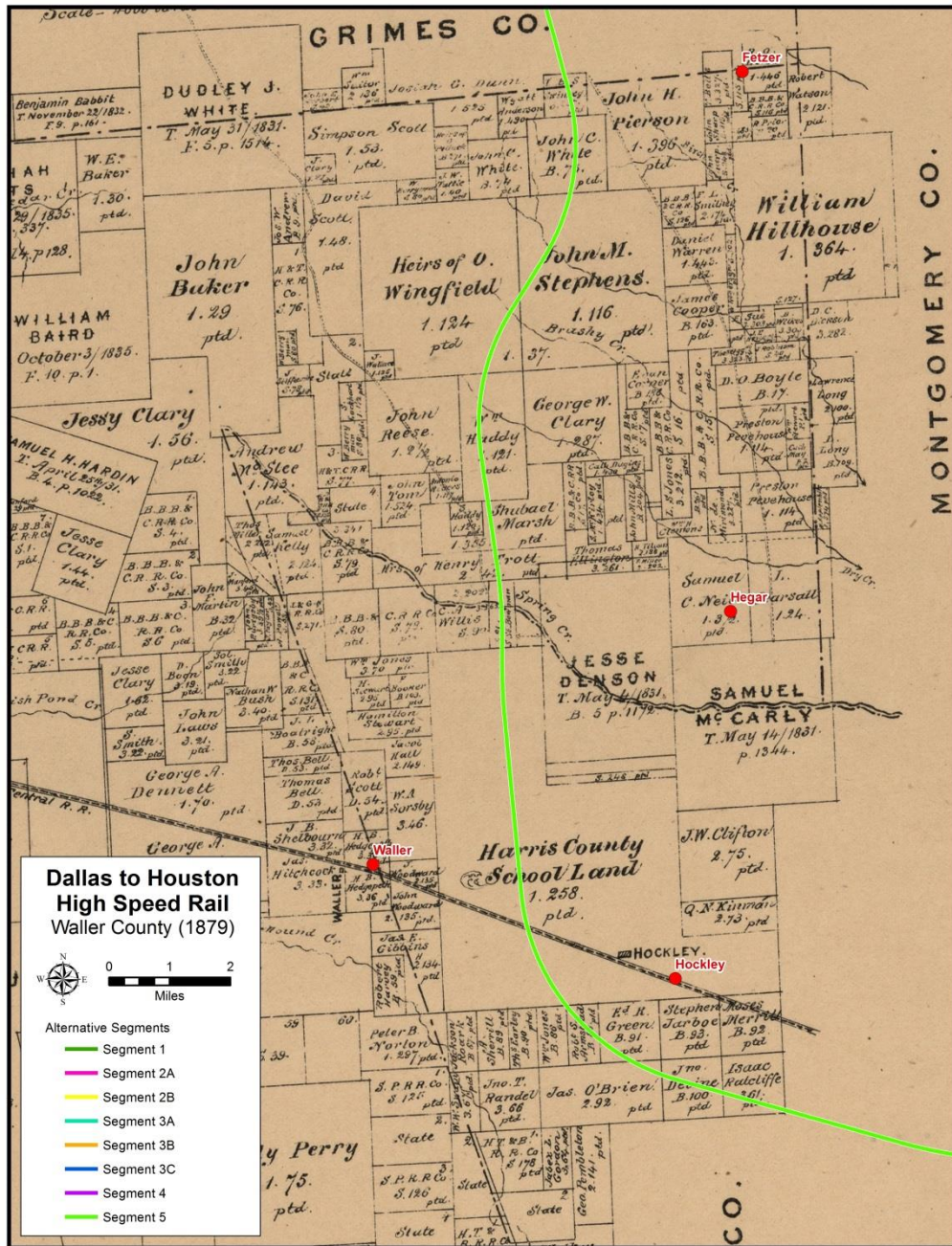


Figure 62: 1879 Texas General Land Office map of Waller County (Library of Congress 2016n).

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.

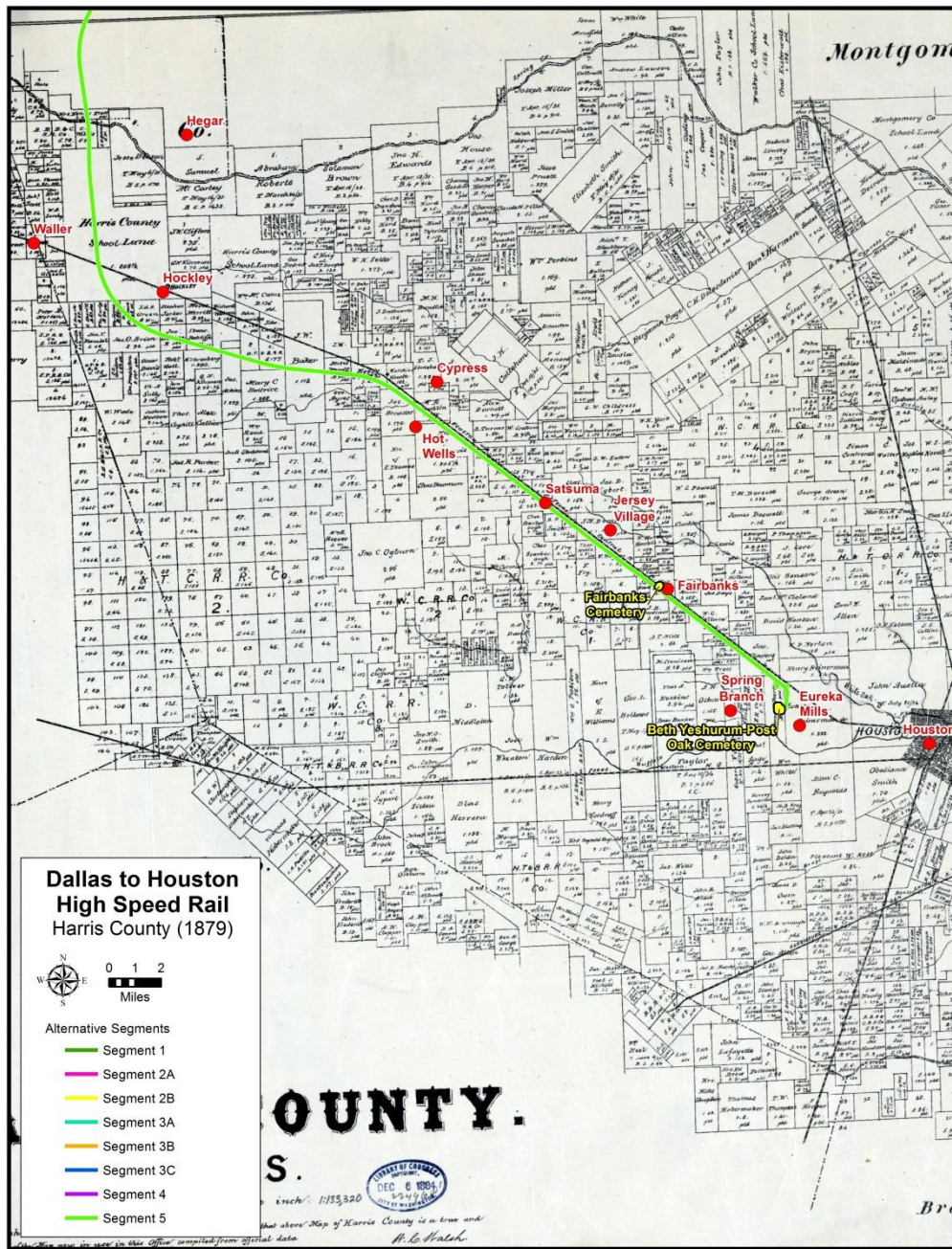


Figure 63: 1879 Texas General Land Office map of Harris County (Library of Congress 2016).

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).

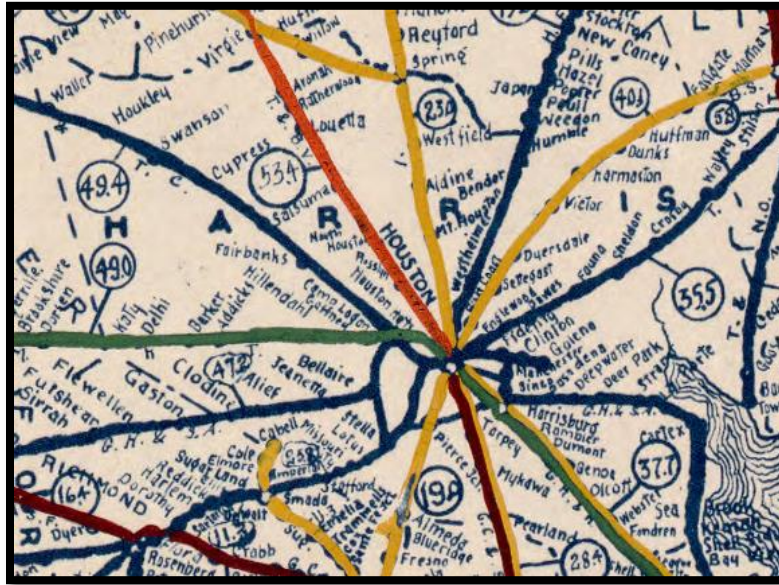


Figure 64: 1926 Railroad Map of Texas showing Houston as a major railroad hub in both Harris County and the State of Texas (Library of Congress 2016d).

At the beginning of 1900, the population of Houston had reached 44,654 and it was the 75th 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.

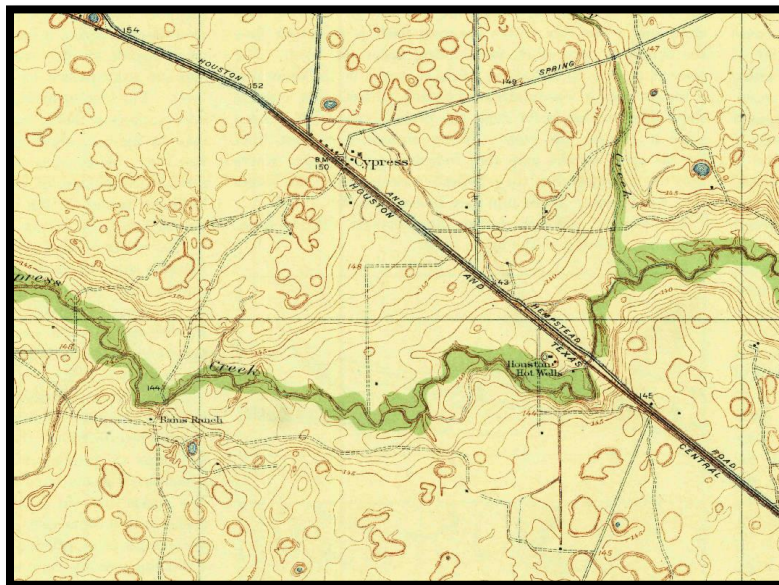


Figure 66: 1918 USGS 1:24,000 Cypress topographic map, showing location of the Houston and Hempstead Road (Perry-Castañeda 2016d).

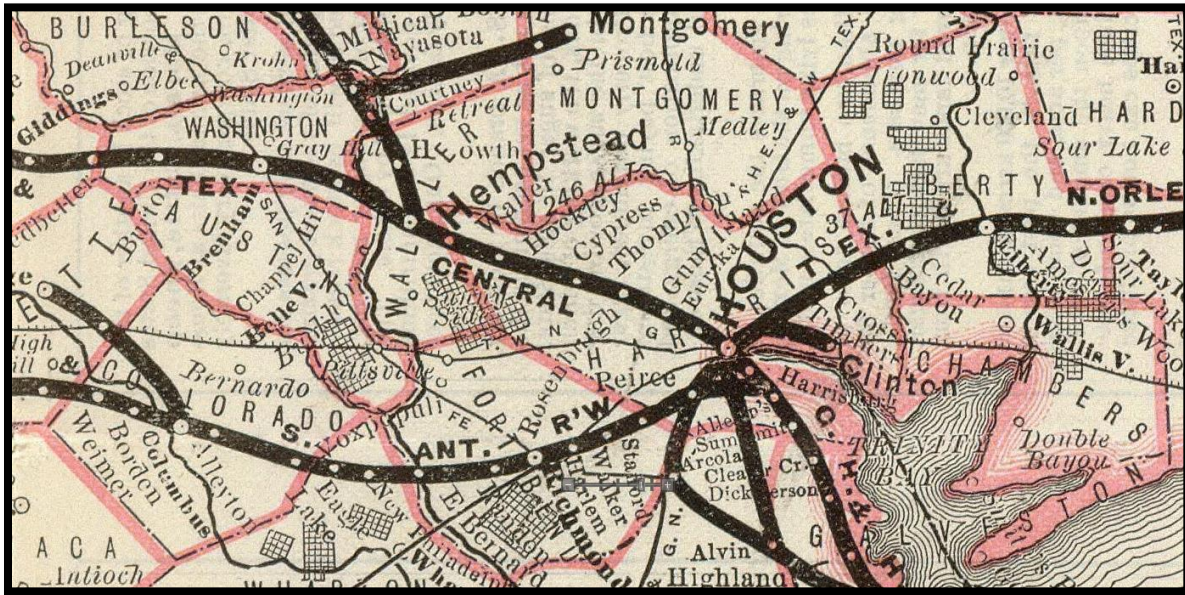


Figure 67: 1885 map of the H&TC Railroad, showing communities of Hockley, Cypress Thompson's (Satsuma), Gum Island (Fairbanks), and Eureka (Rumsey 2016).

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).

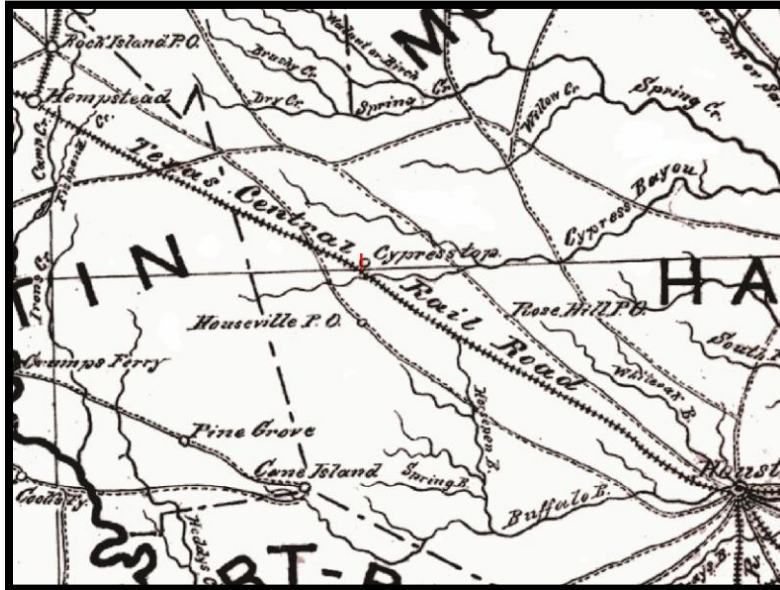


Figure 68: Location of Cypress Top along Texas Central Railroad, as noted on an 1867 map of Texas (TxDOT and PBS&J 2011).

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.

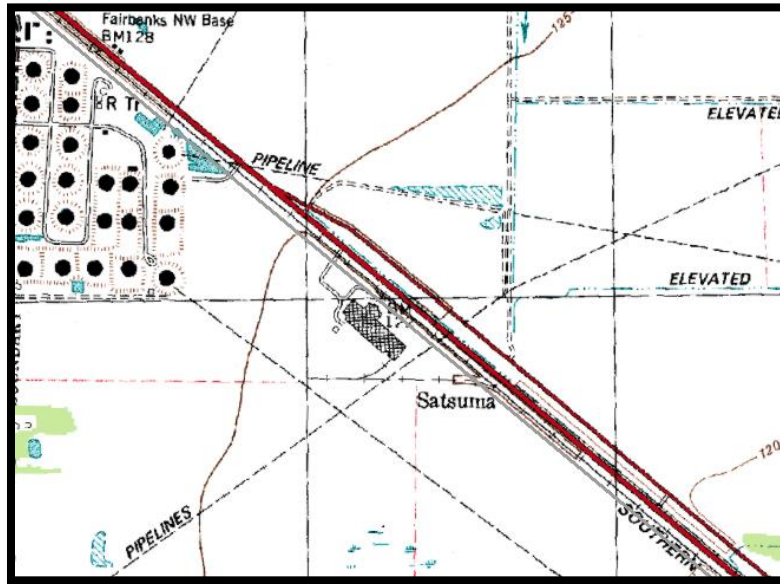


Figure 70: 1983 USGS Satsuma, Texas quadrangle map showing the town of Satsuma and the surrounding area (Perry-Castañeda 2016e).

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.

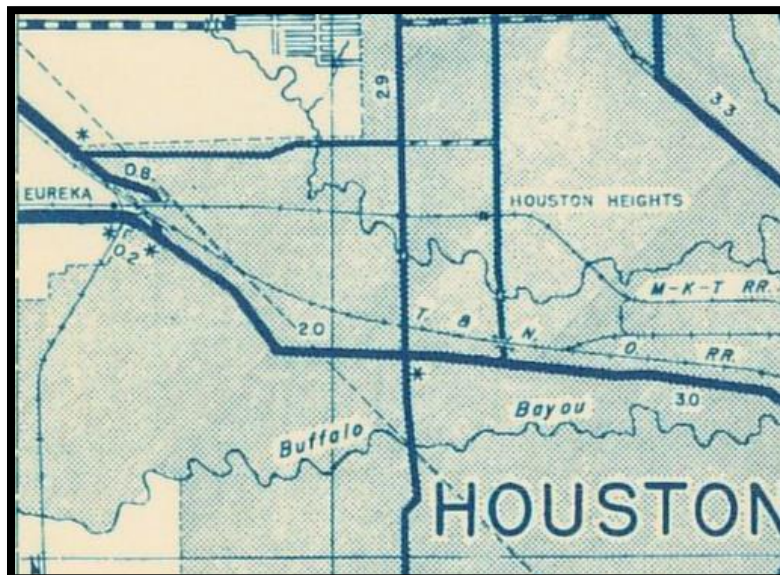


Figure 72: 1939 General Highway Map indicating the community of Eureka on the western edge of Houston (Texas GLO 2016m).

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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
Dallas County					
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

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Historic Resources within Dallas to Houston High-Speed Rail APE As of August 2017

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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

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**Historic Resources within Dallas to Houston High-Speed Rail APE
As of August 2017**

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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

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As of August 2017**

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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

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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

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**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

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As of August 2017**

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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

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**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

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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

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	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

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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 rd St., Lancaster, TX	Not Eligible***	Unevaluated	1	No
DA.190	775 E. 3 rd 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

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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

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**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

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**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
Ellis County					
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

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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

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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

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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

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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

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As of August 2017**

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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

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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
Navarro County					
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

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**Historic Resources within Dallas to Houston High-Speed Rail APE
As of August 2017**

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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

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**Historic Resources within Dallas to Houston High-Speed Rail APE
As of August 2017**

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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

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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

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**Historic Resources within Dallas to Houston High-Speed Rail APE
As of August 2017**

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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

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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

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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

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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

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As of August 2017**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
Freestone County					
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

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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

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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

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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

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Limestone County					
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

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**Historic Resources within Dallas to Houston High-Speed Rail APE
As of August 2017**

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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

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Leon County					
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

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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

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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

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	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

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Madison County					
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

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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

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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

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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

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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

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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

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**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

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**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
Grimes County					
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

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**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

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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

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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

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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

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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

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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

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**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
Waller County					
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

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**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
Harris County (Revised May 2017)					
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

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**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

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**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

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**Historic Resources within Dallas to Houston High-Speed Rail APE
As of August 2017**

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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

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**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

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**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

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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

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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

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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

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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

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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

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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

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** 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.

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****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

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****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

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****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

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****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

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****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

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****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

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****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

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****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.**

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.

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.

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.

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.

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.

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.

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

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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.

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

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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.

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
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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."¹ 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

¹ "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; 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; 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.

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; 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.

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.**

Sincerely,



for
Mark Wolfe
State Historic Preservation Officer
MW/rls

Cc: Kevin Wright, FRA Environmental Protection Specialist



TEXAS HISTORICAL COMMISSION
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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 ineligible 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 ineligible , yet the remainder of the site was of undetermined 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. Normangee Cemetery 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	Honey Springs Cemetery (DL-C168) 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
		<p>Smith/Kinnard Family Cemetery (DL-C247) since it is also within the Segment 1 APE.</p>
135	Table 13: Archeological Sites and Historic Cemeteries within 1000 m of APE	<p>Geaslin Cemetery (EL-C061) - due to the historic cemetery location in project Segment 2a, archeological investigations may be necessary.</p>
173	Table 21: Archeological Sites and Historic Cemeteries within 1000 m of APE	<p>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.</p>
186	Table 28: Archeological Sites and Historic Cemeteries within 1000 m of APE	<p>Nettles Cemetery (LN-C070) 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.</p>
192	Table 28: cont.	<p>Unknown Cemetery in Segment 4 – needs a cemetery number assigned.</p>
197-198	Leon County Recommendations	<p>41LN389 – do not concur with eligibility recommendation, change to undetermined; the site revisit was incomplete, did not include shovel tests. 41LN402 - do not concur with eligibility recommendation, change to undetermined; the site revisit was incomplete, will need shovel testing and archival research.</p>
191-192	Table 28. Recommendations	<p>41LN54 – need to correct eligibility recommendations to undetermined 41LN389 – do not concur with eligibility recommendation, change to undetermined; the site revisit was incomplete, did not include shovel tests. 41LN402 - do not concur with eligibility recommendation, change to undetermined; the site revisit was incomplete, will need shovel testing and archival research.</p>
200	Segment 4. Table 32	<p>Randolph Cemetery (MA-C032) – concur, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.</p>

Page	Text	THC Comments
201	Table 32: Archeological Sites and Historic Cemeteries within 1000 m of APE	Ten Mile Cemetery (MA-C032) – 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	Singleton Cemetery (GM-C112) - due to the historic cemetery location in project Segment 5, archeological investigations may be necessary.
209	Table 41	41HR399 – 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	Beth Israel Memorial Garden Cemetery 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
214	IF-NV-2	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.
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.

Table 6 – Houston TMF Results					
	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

Table 7 – Houston TMF Results					
	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

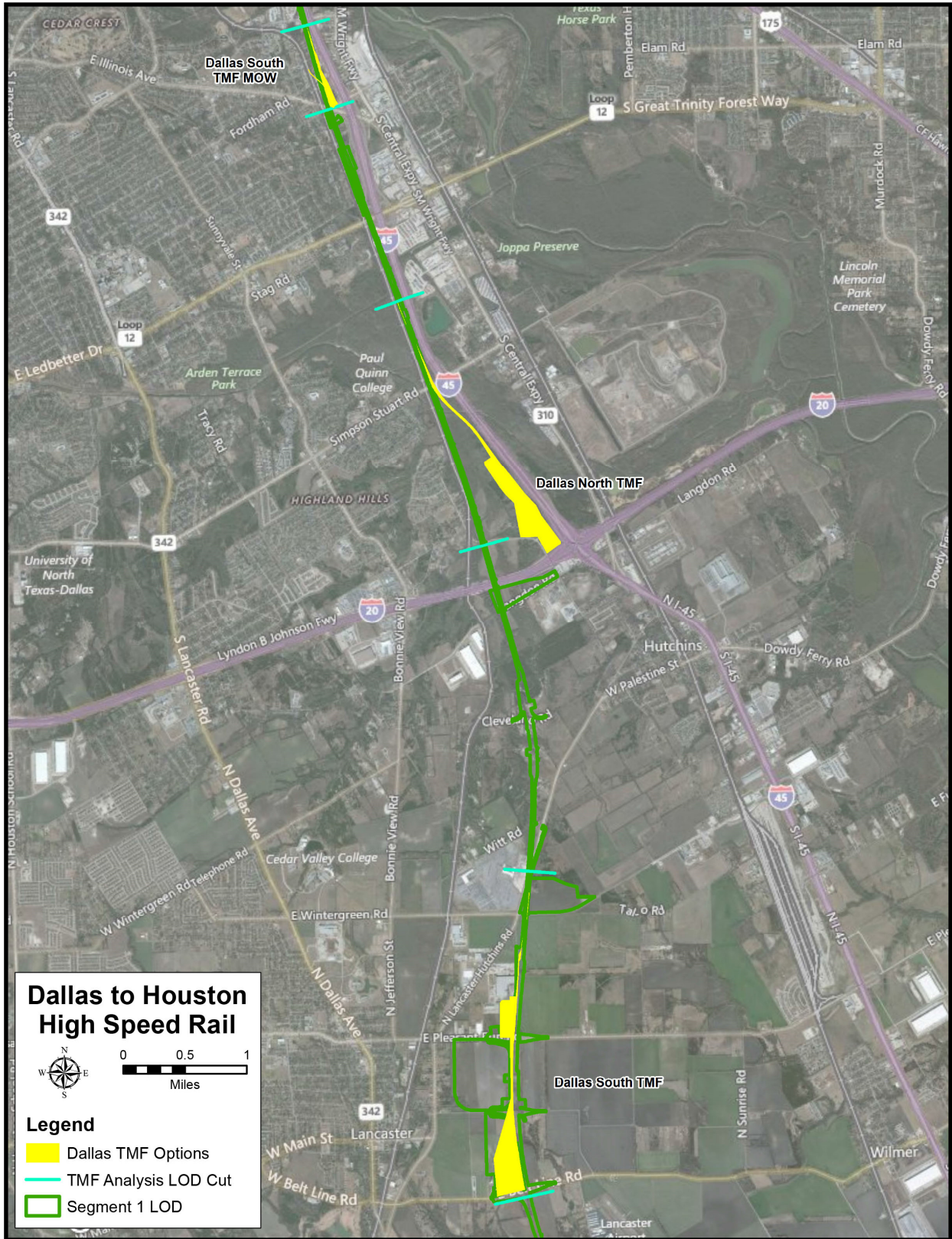


Figure 2 – Dallas MOW Site

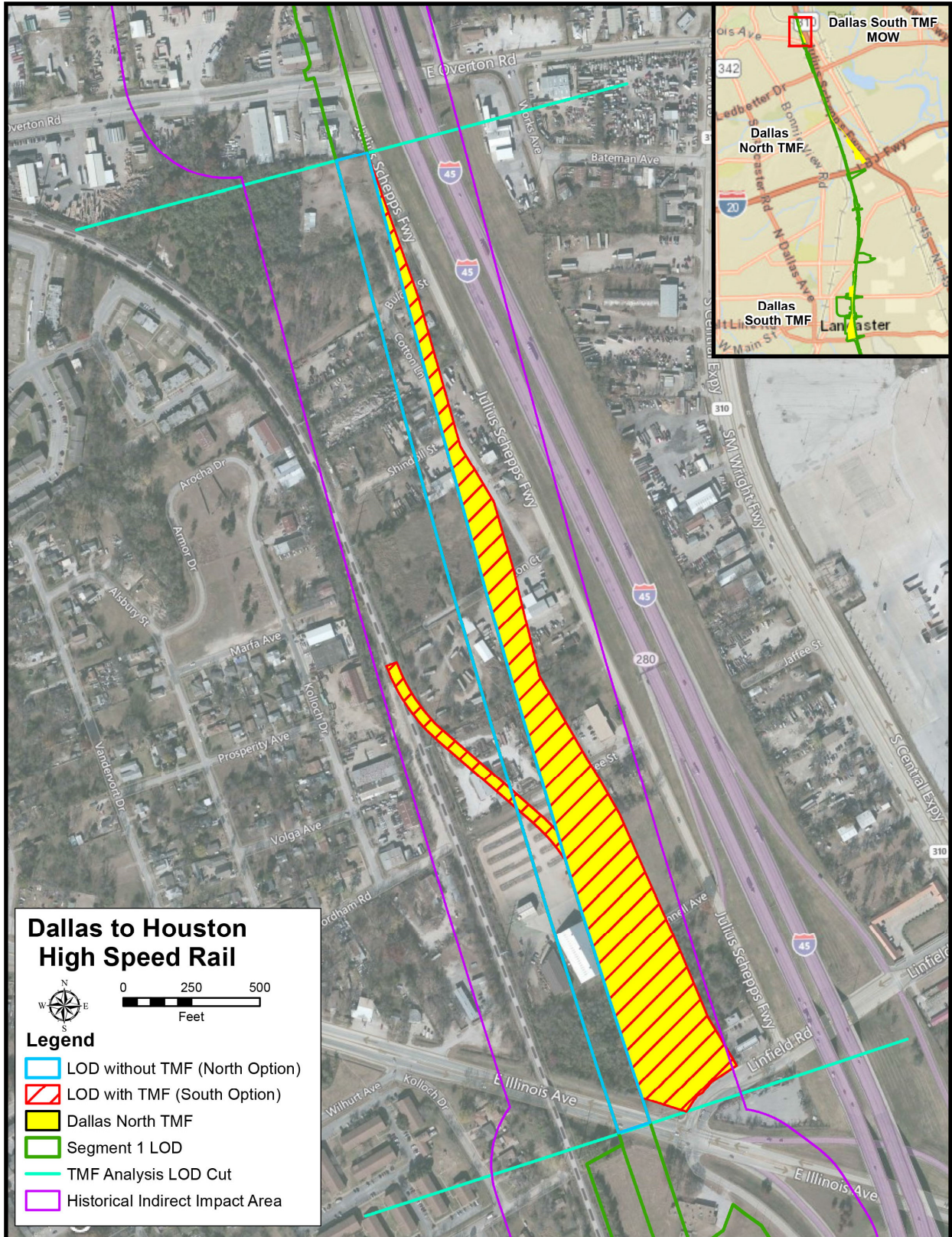


Figure 3 – Dallas North TMF Site

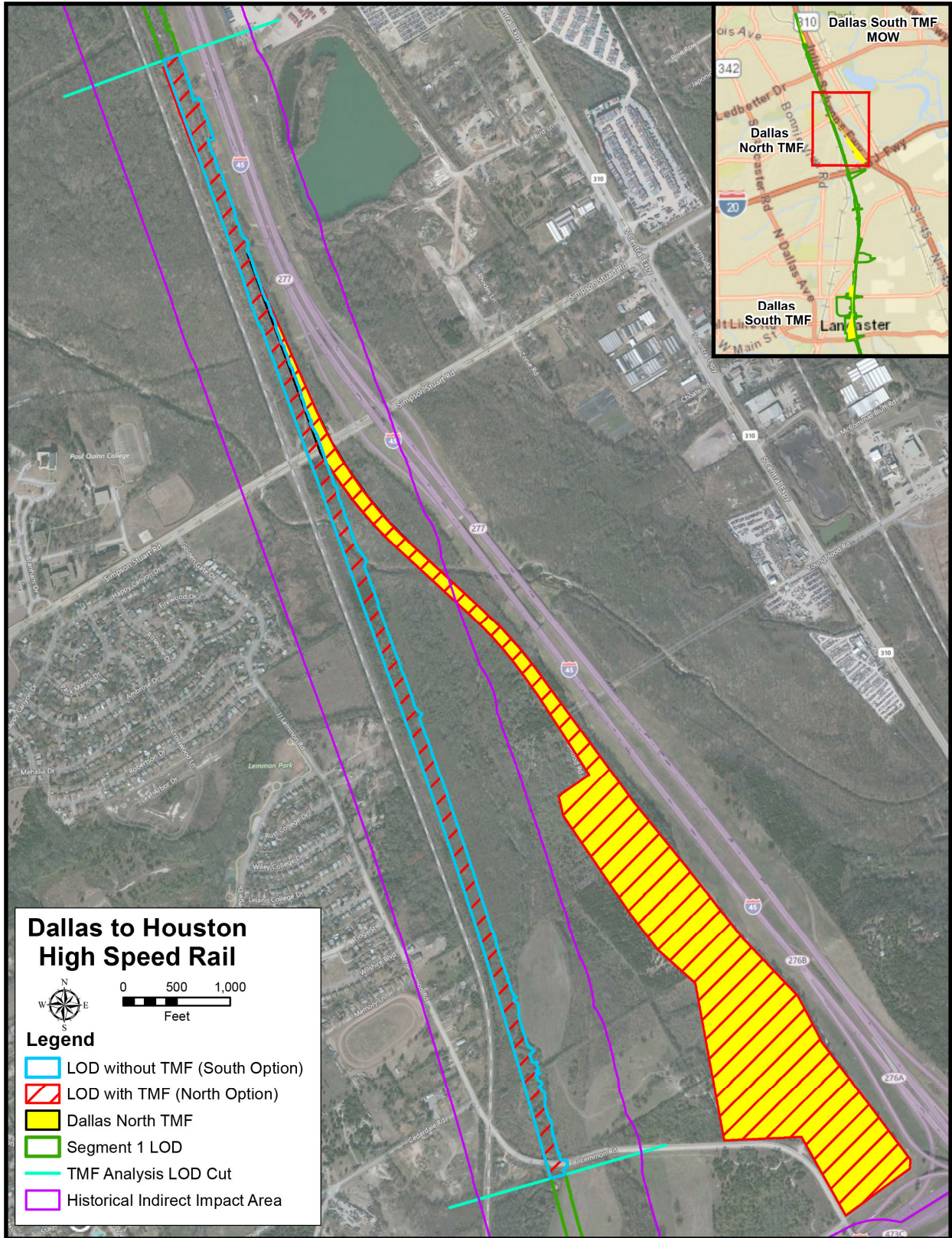


Figure 4 – Dallas South TMF Site

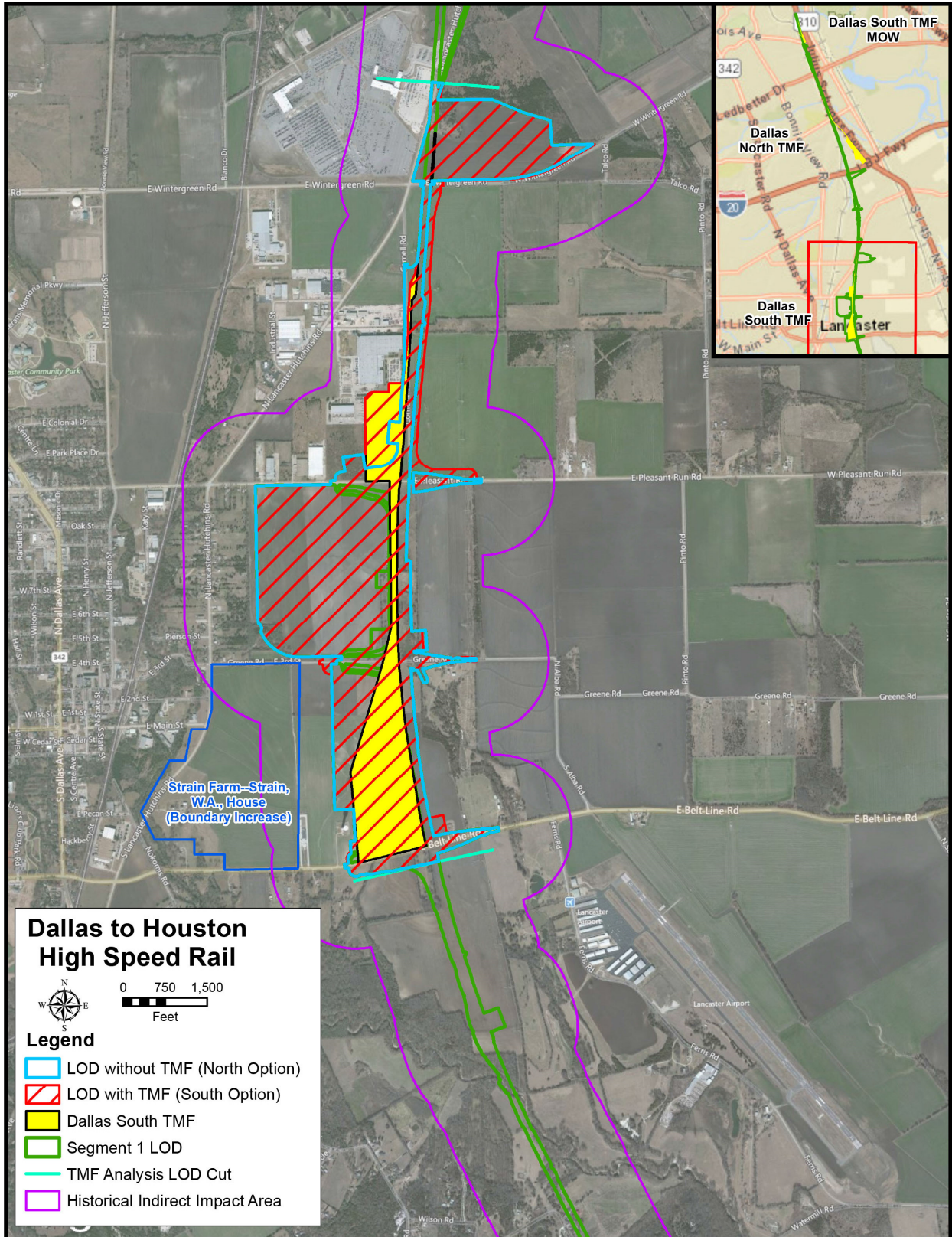


Figure 5 – Houston TMF and MOW Locations

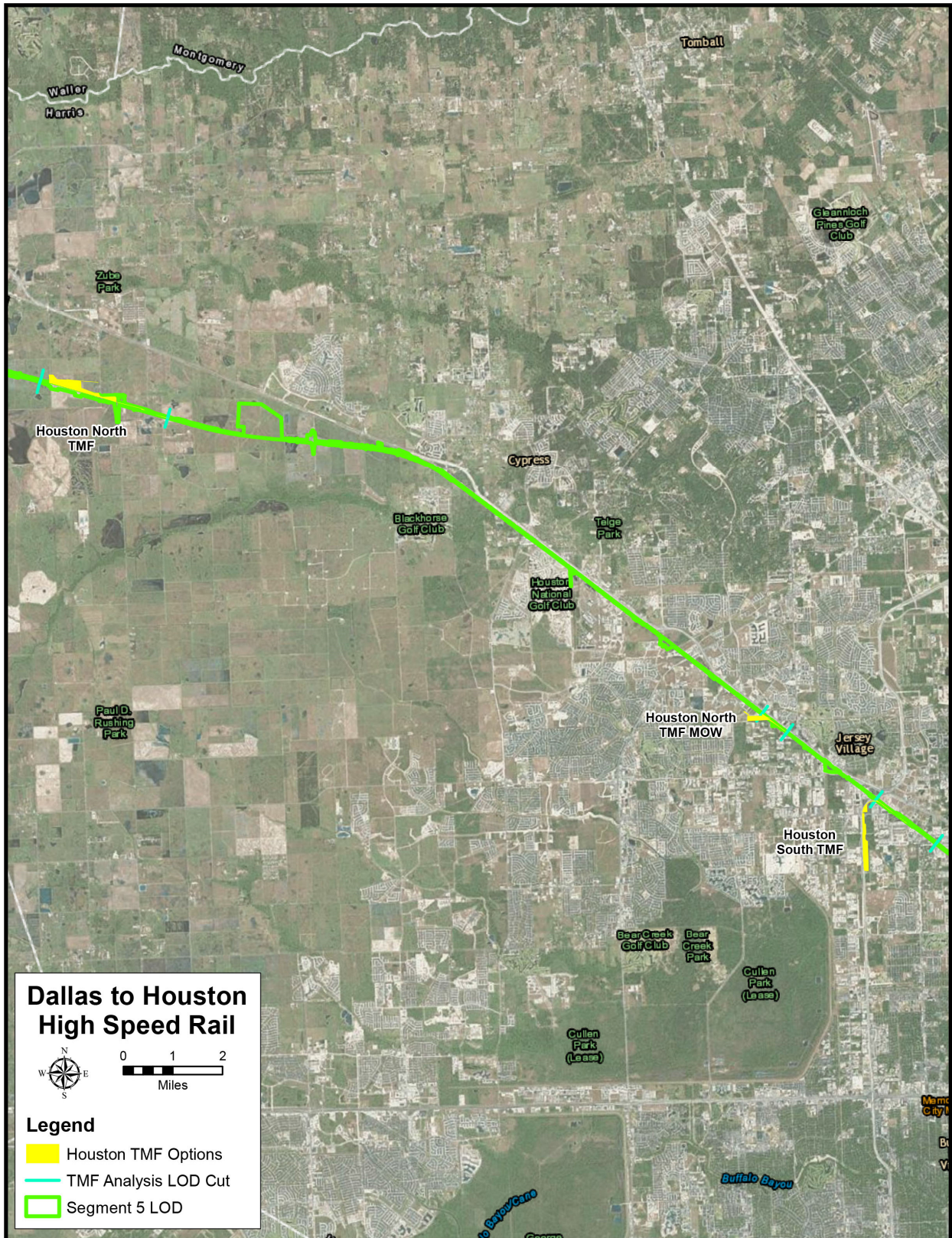


Figure 6 – Houston North TMF Site

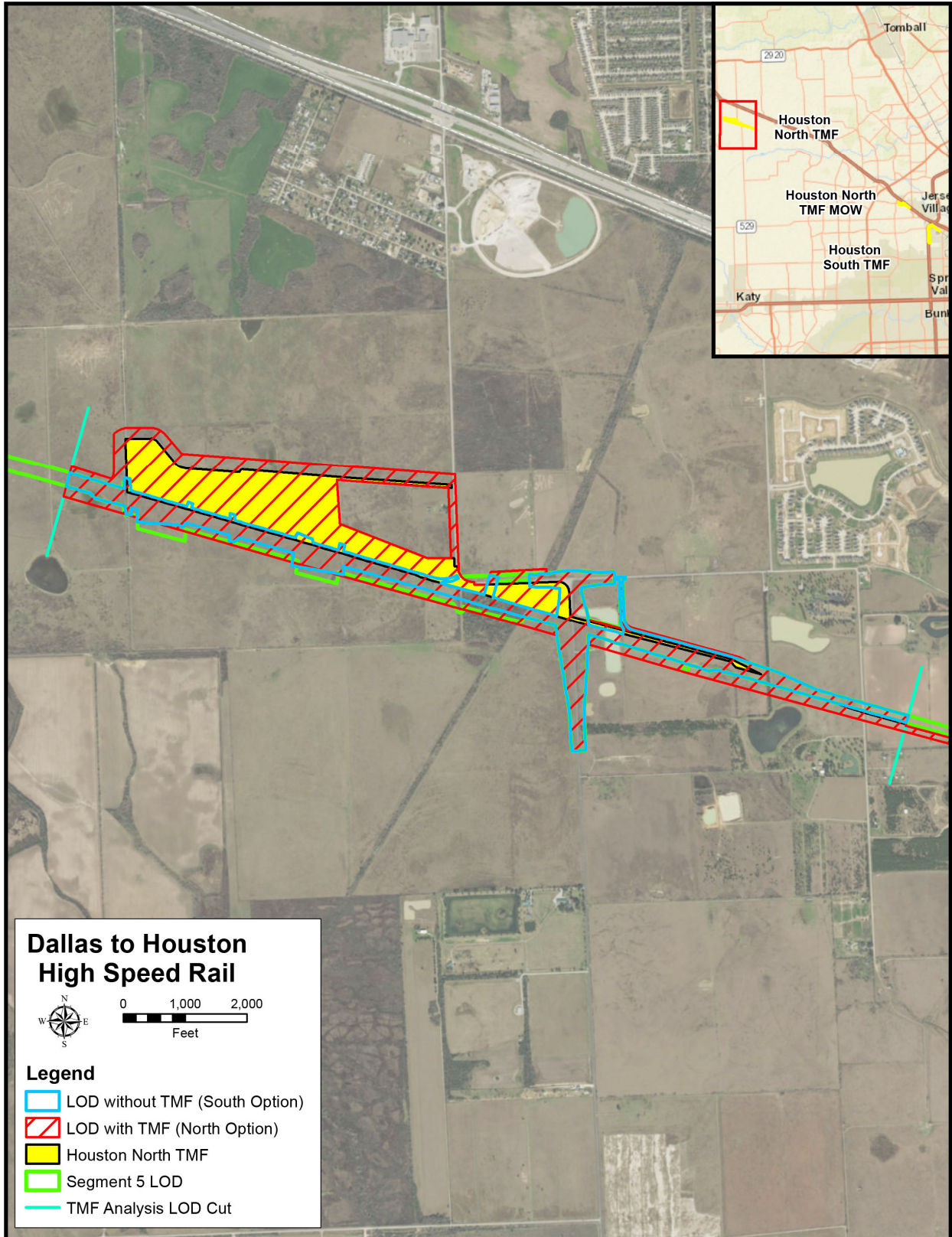


Figure 7 – Houston MOW Site

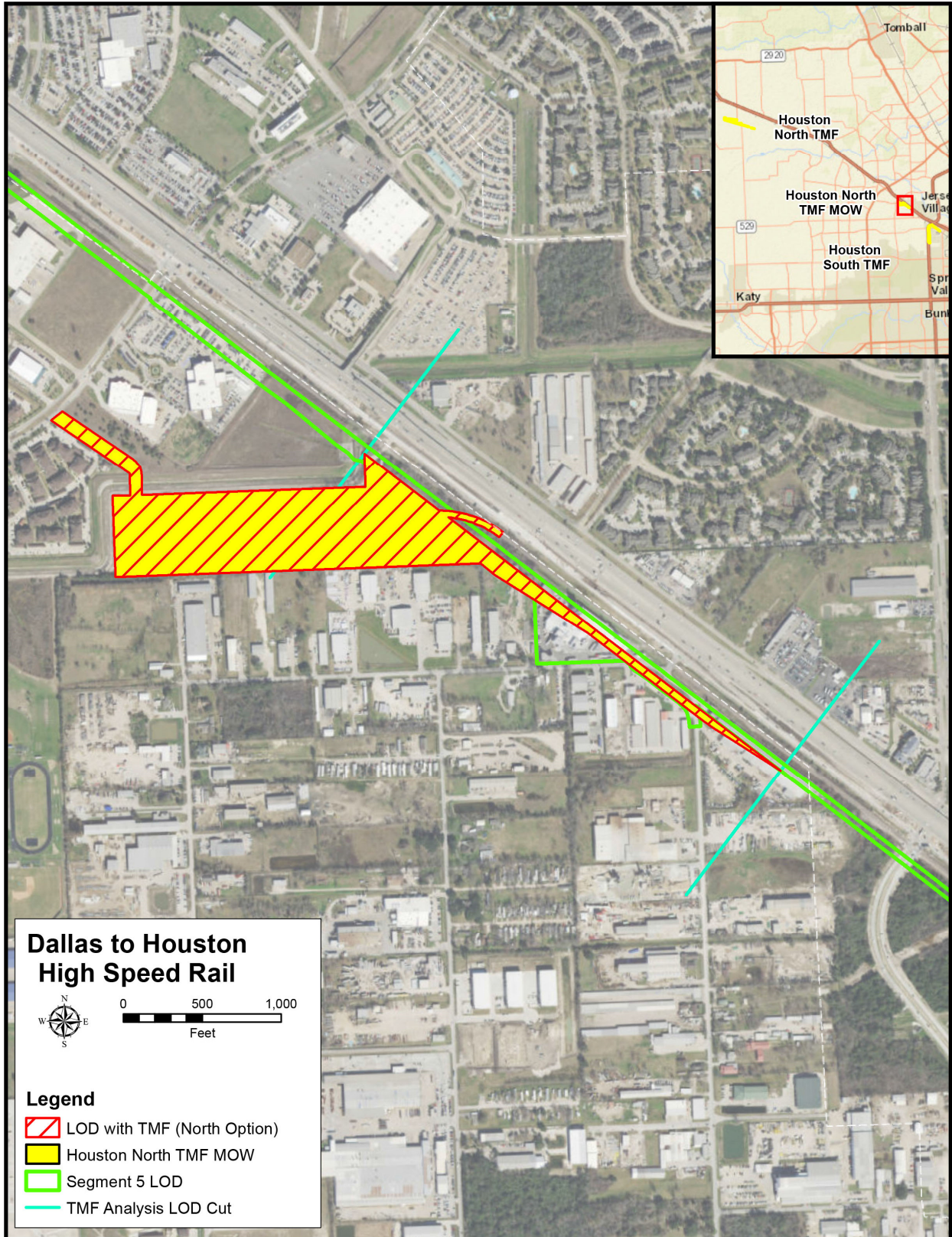
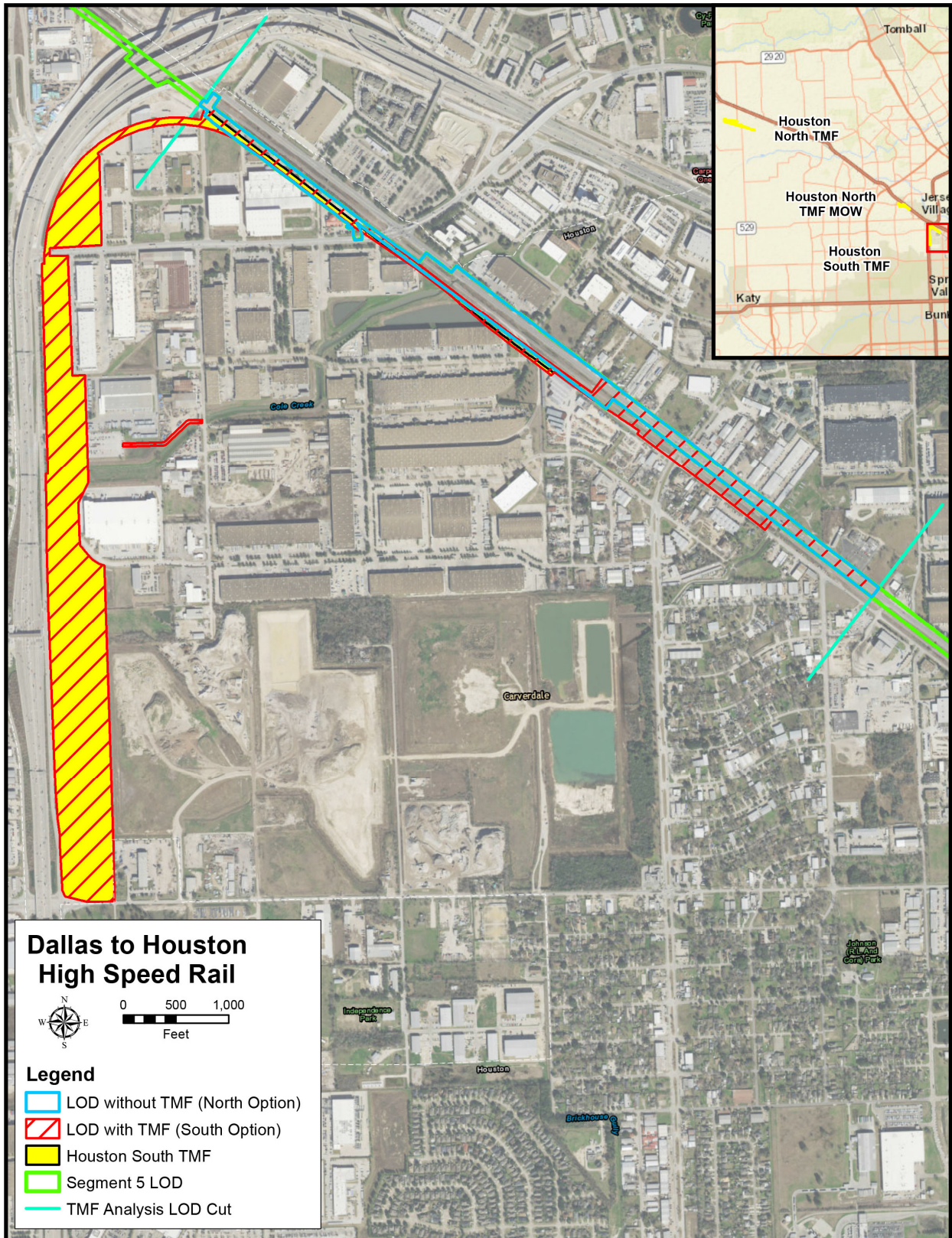


Figure 8 – Houston South TMF Site



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