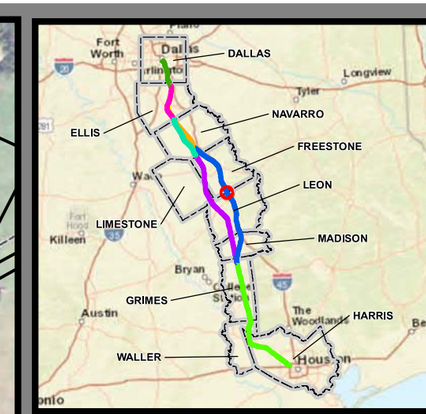

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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
- Segment 2B
- Segment 3A
- Segment 3B
- Segment 3C
- Segment 4
- Segment 5

Limits of Disturbance by Impact Type
- Permanent
- Temporary
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- Property Boundary
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Limits of Disturbance by Discipline
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1 inch = 400 feet

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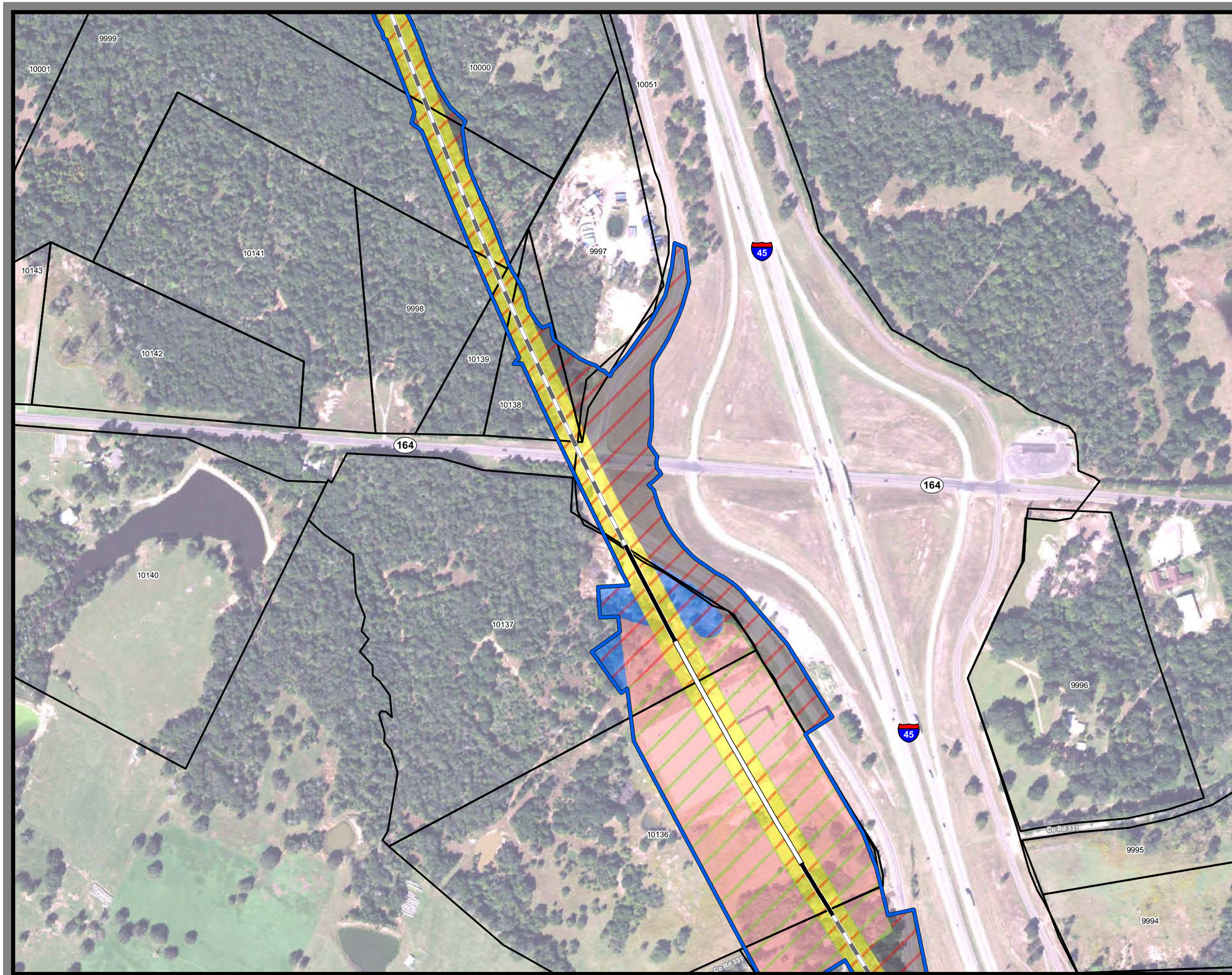

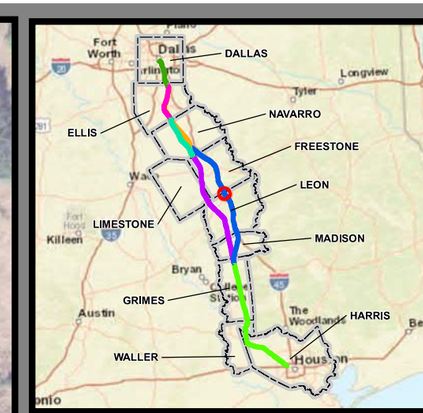

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Track Configuration
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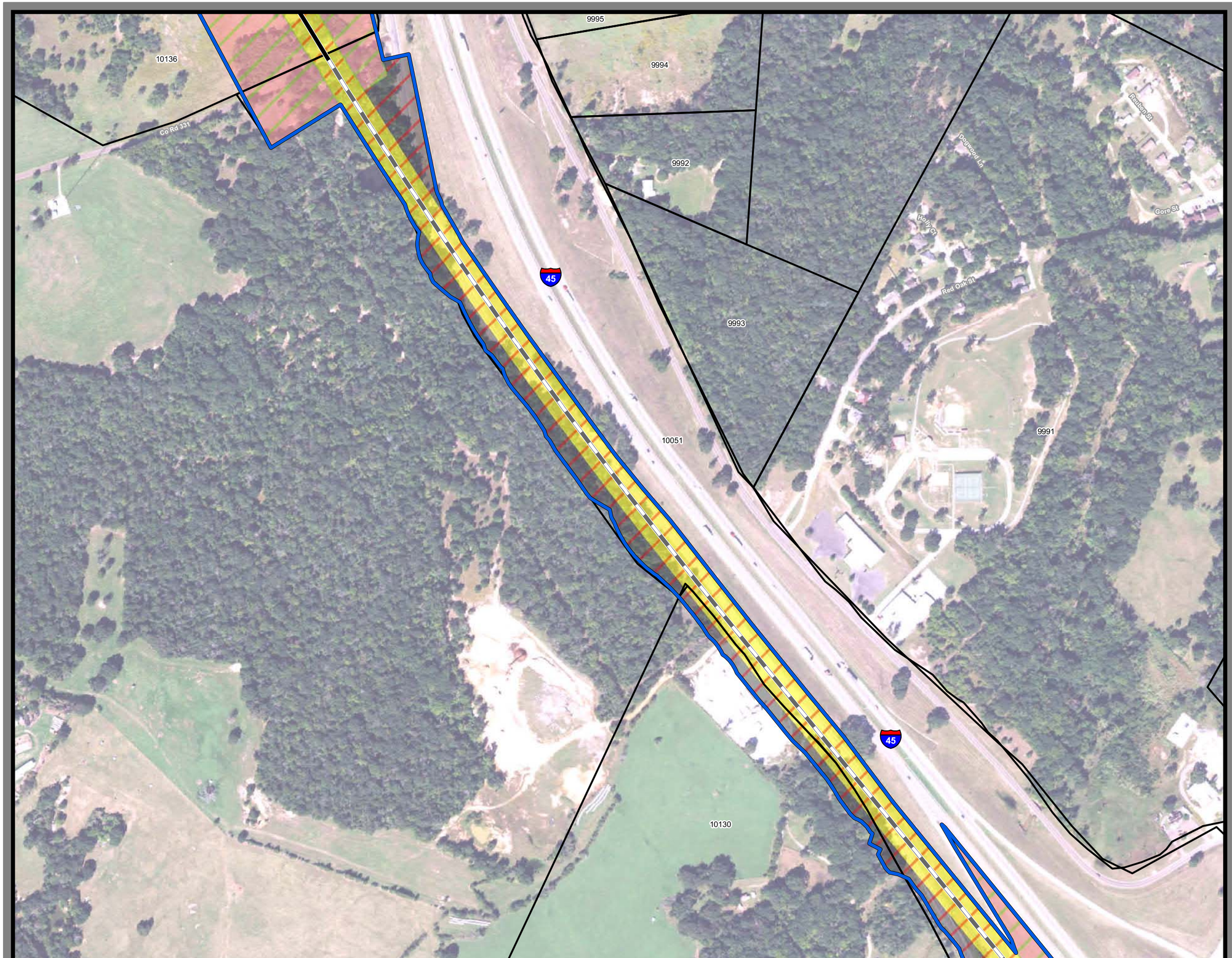

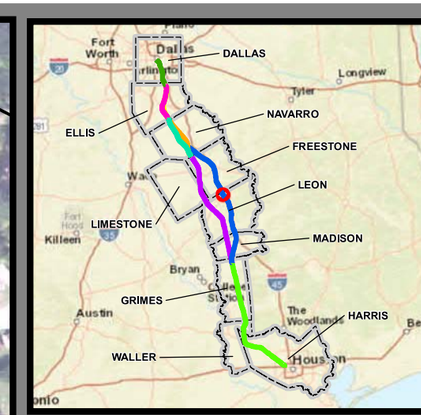

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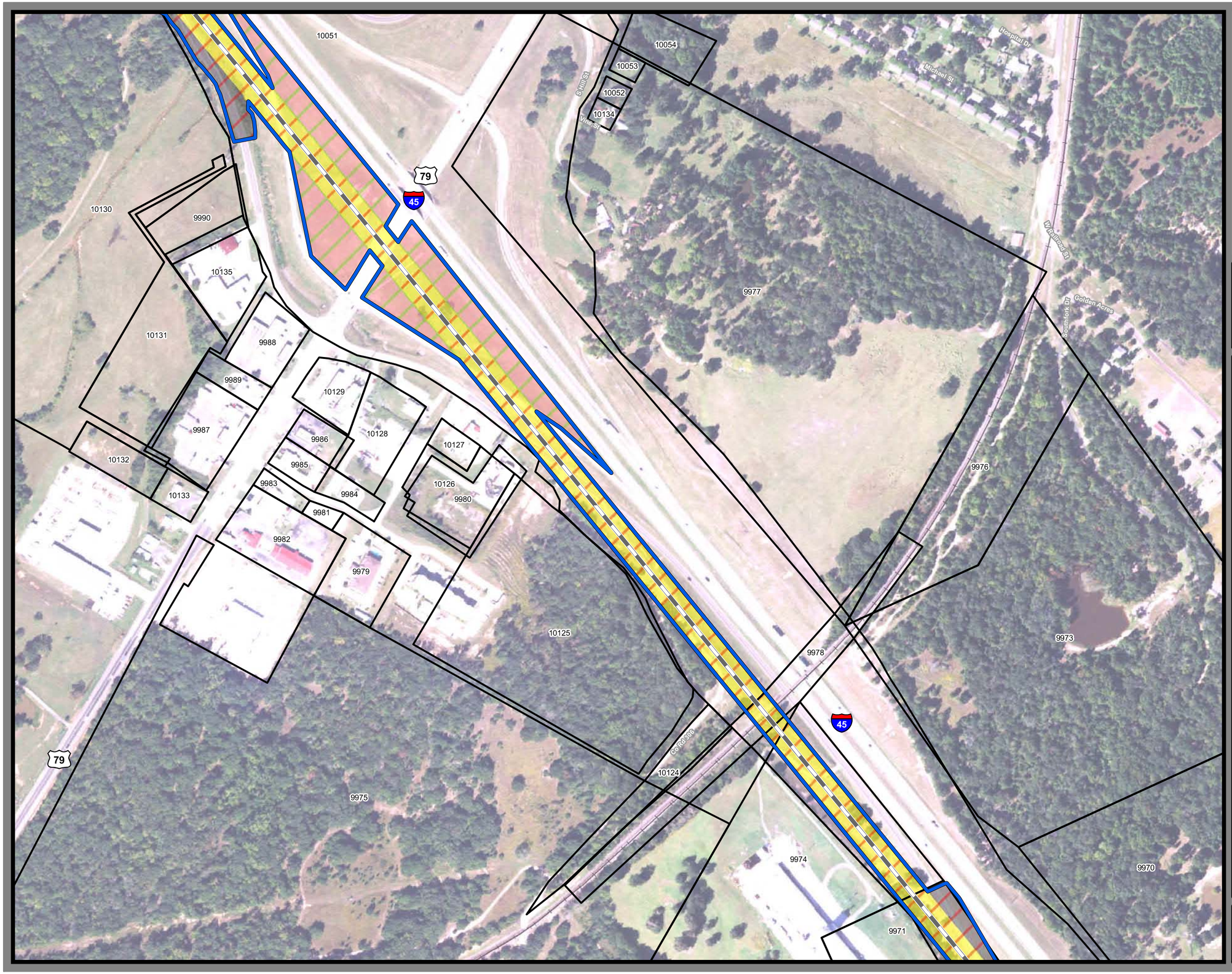

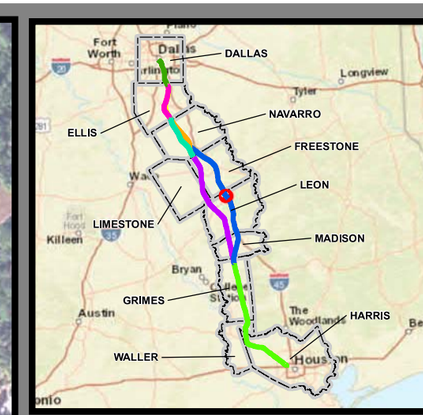

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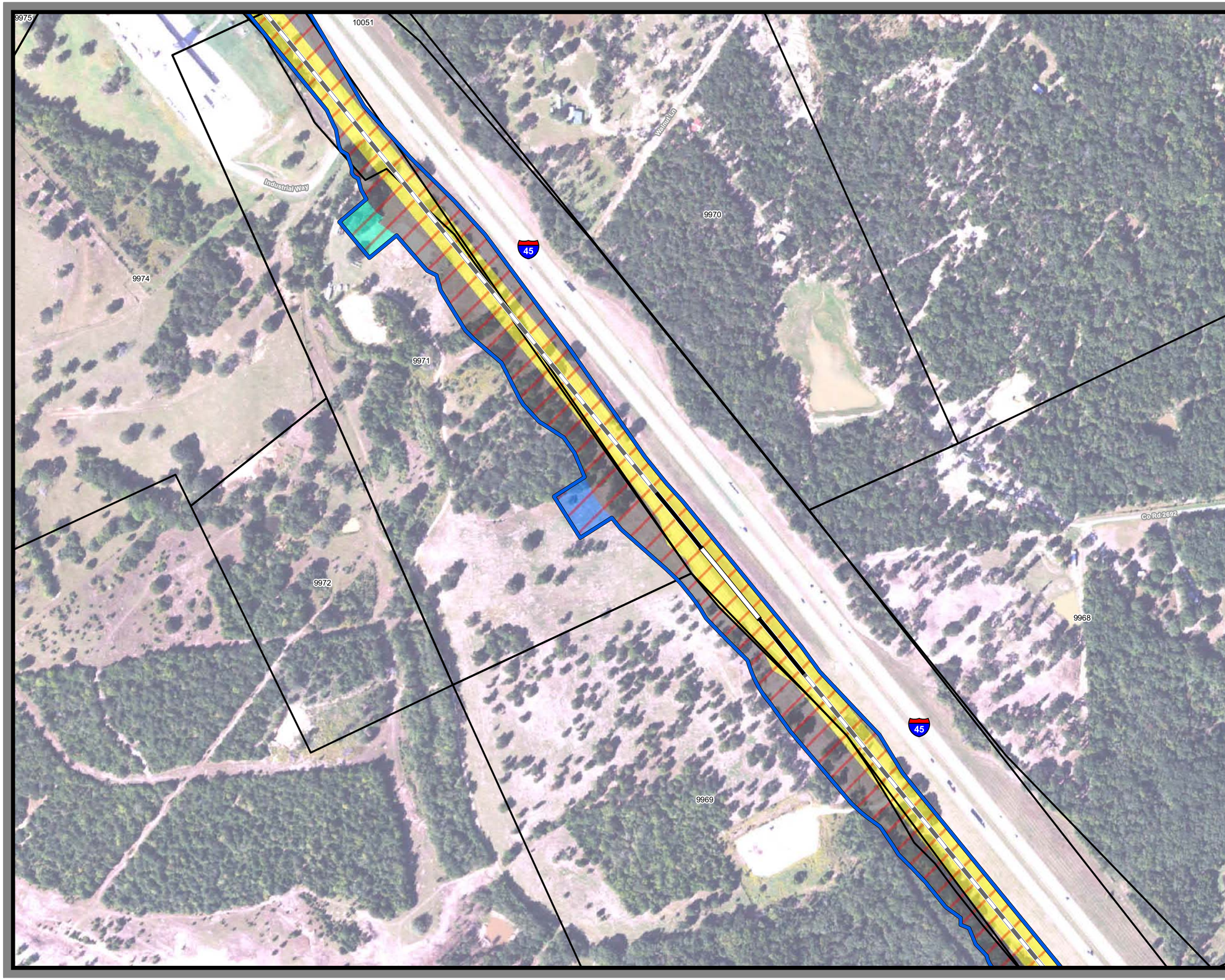

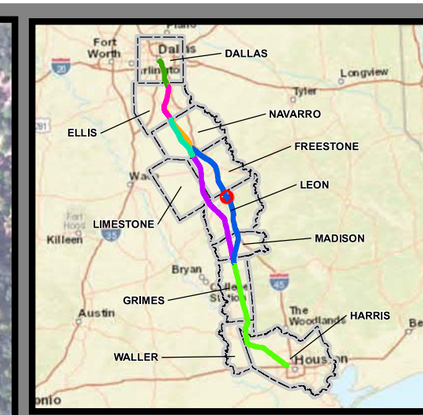

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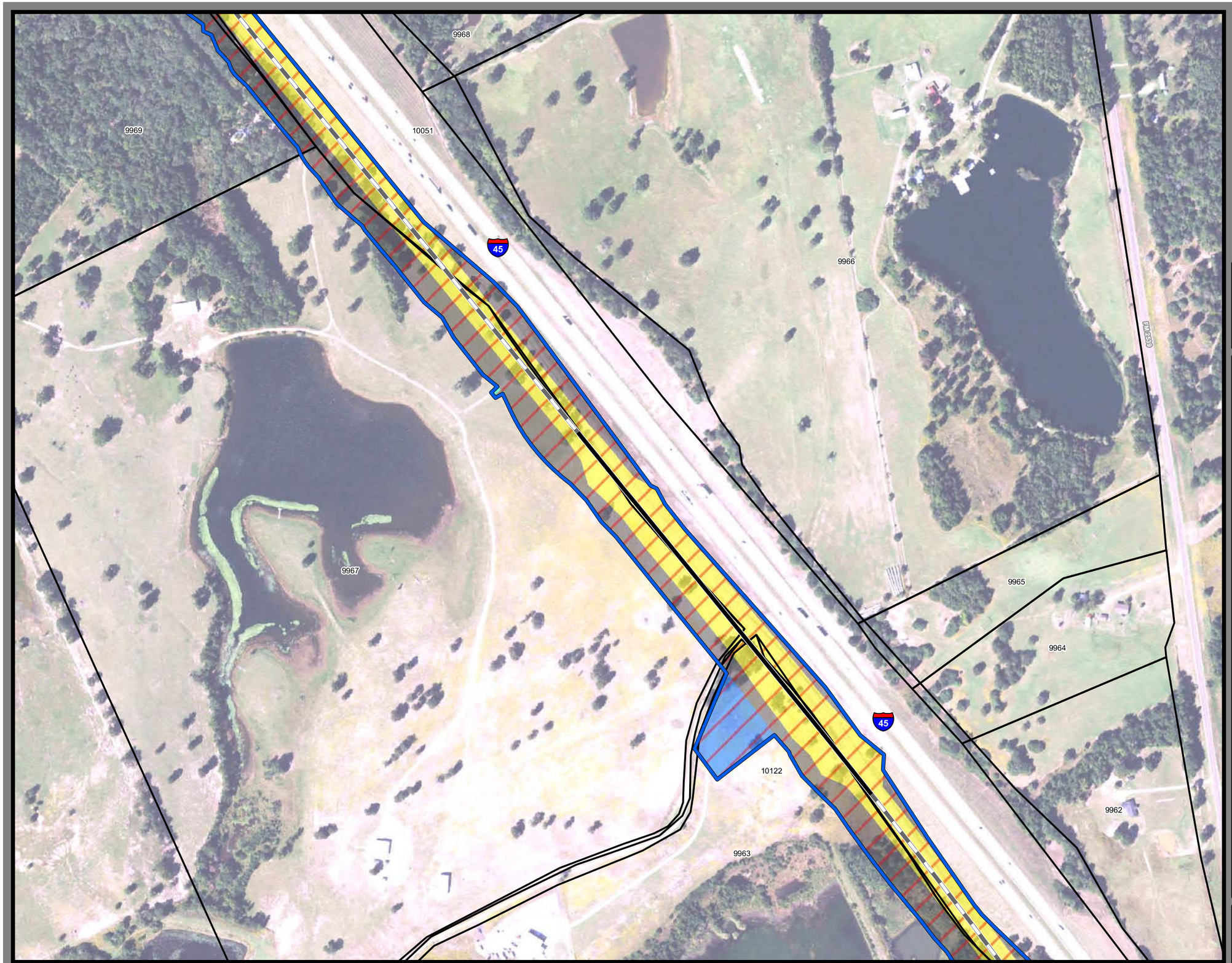

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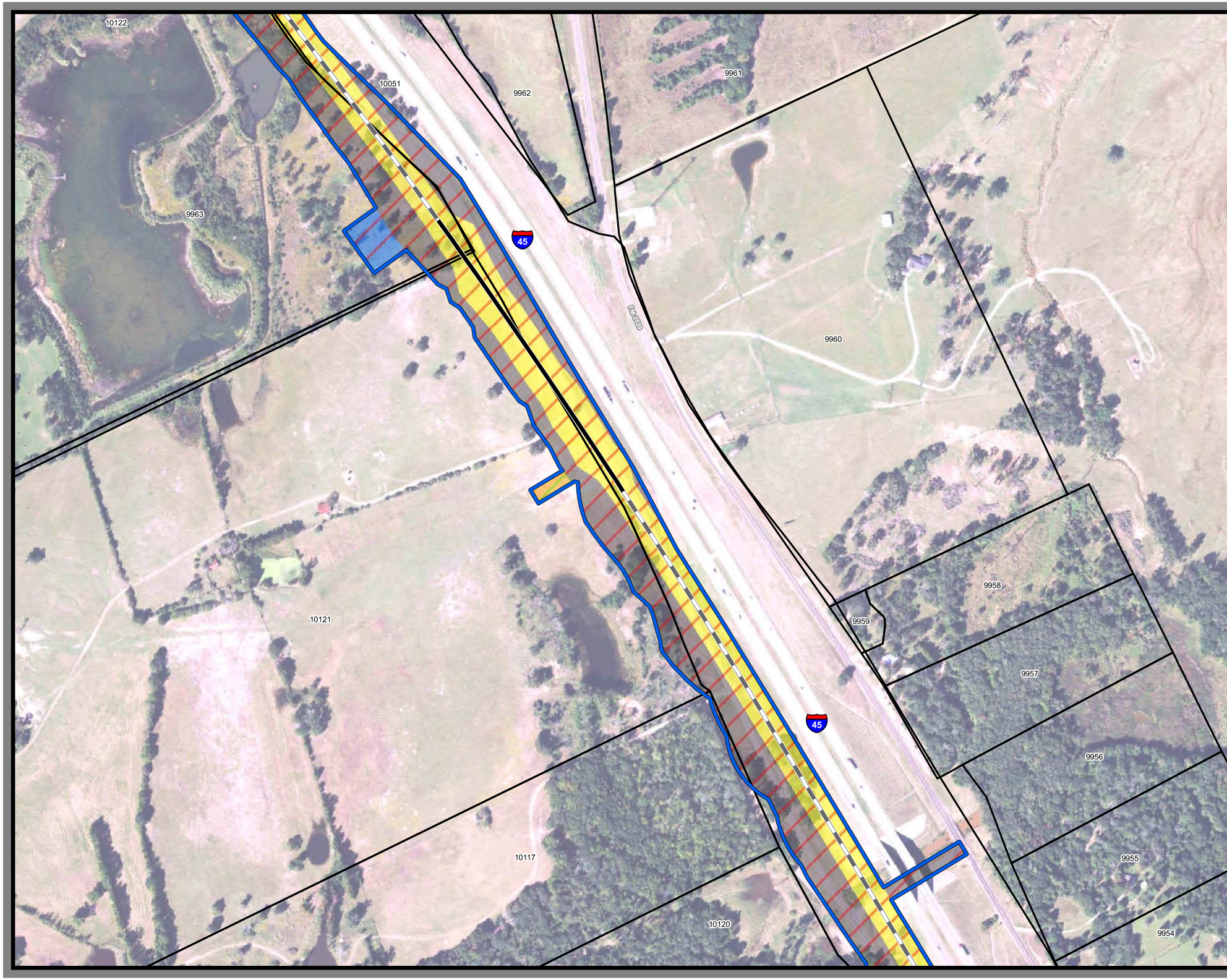

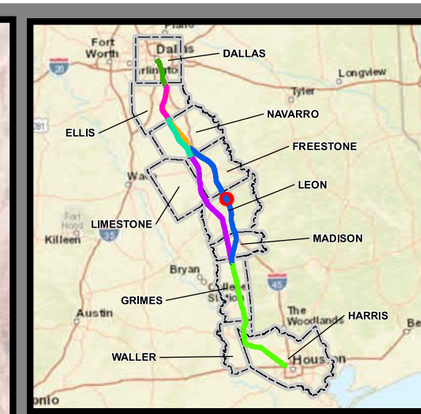

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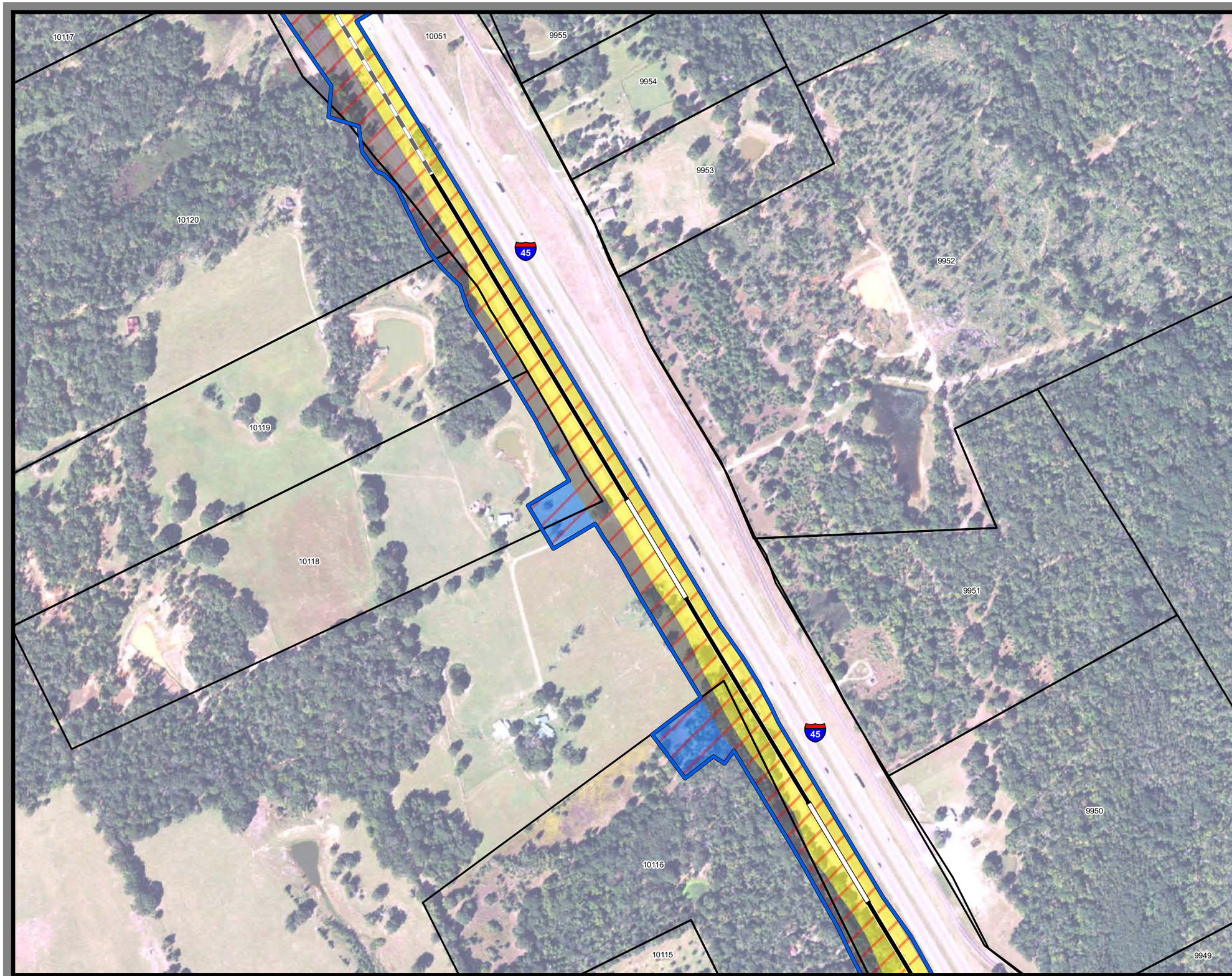

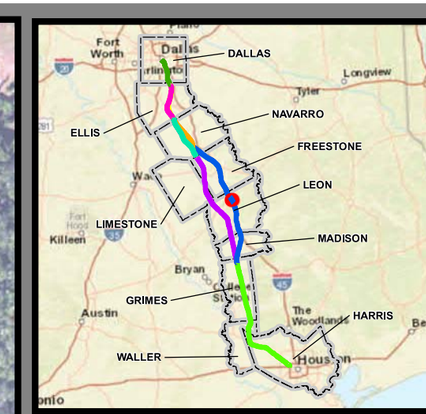

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High-Speed Rail Project
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Legend

Track Configuration
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Limits of Disturbance by Segment
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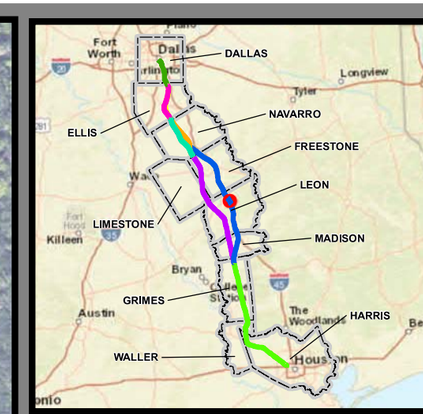

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
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Limits of Disturbance by Segment
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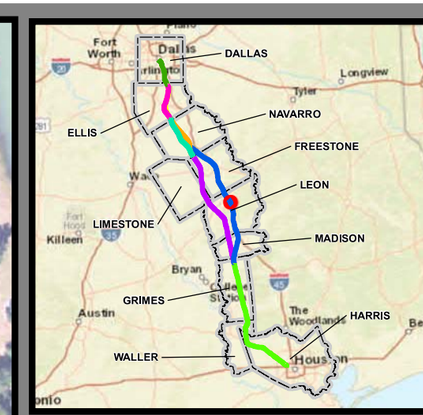

Dallas to Houston
High-Speed Rail Project
Project Footprint
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Track Configuration
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Limits of Disturbance by Segment
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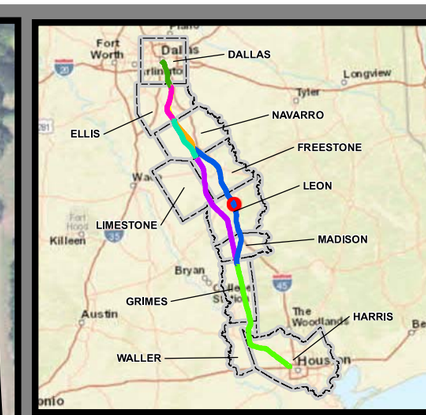

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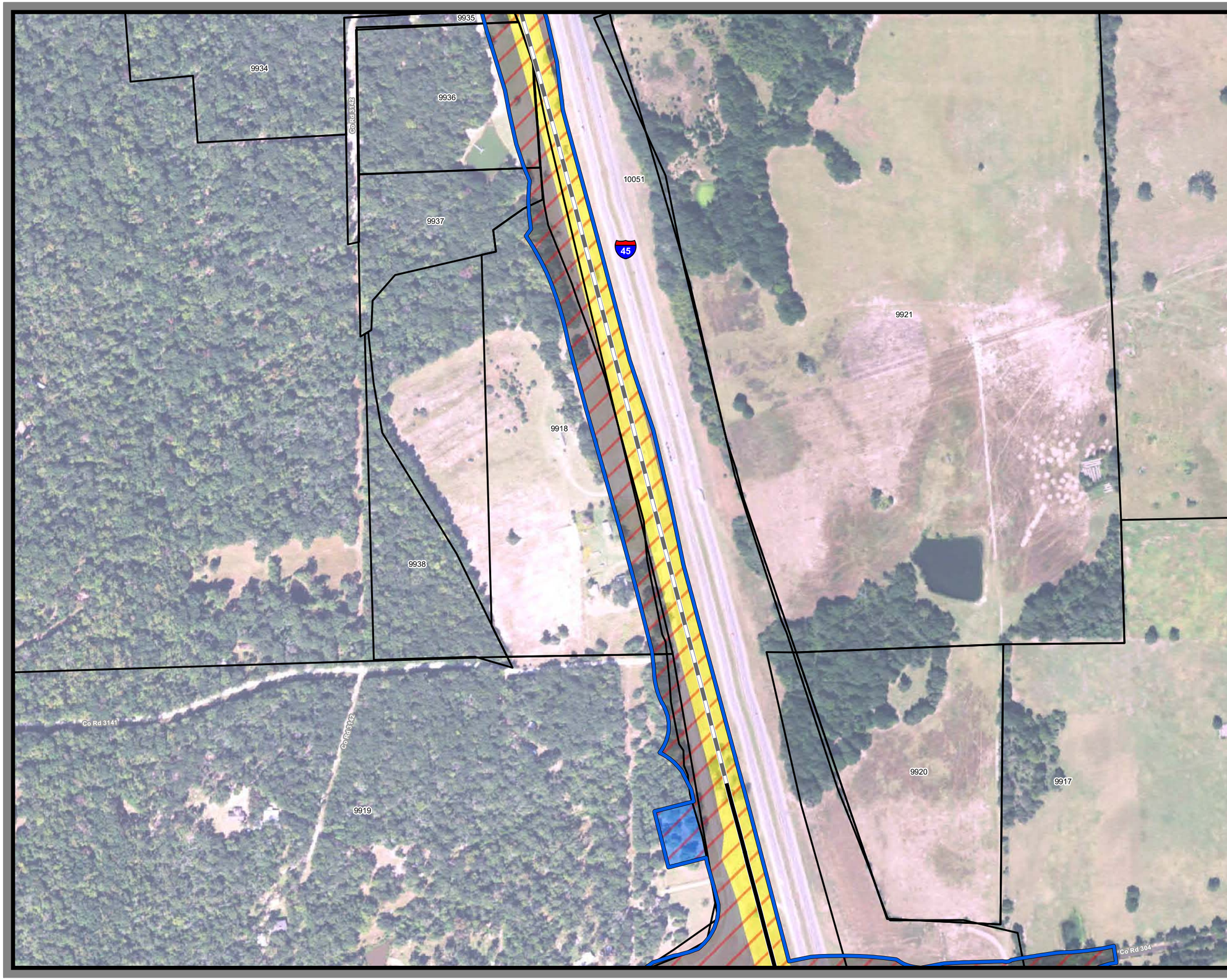

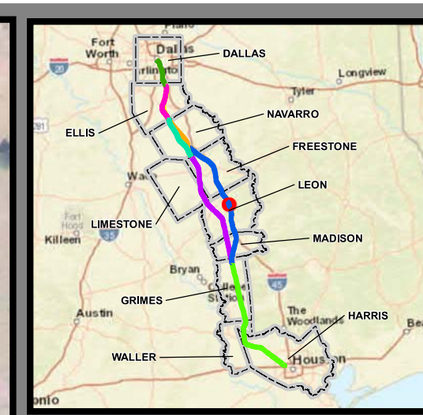

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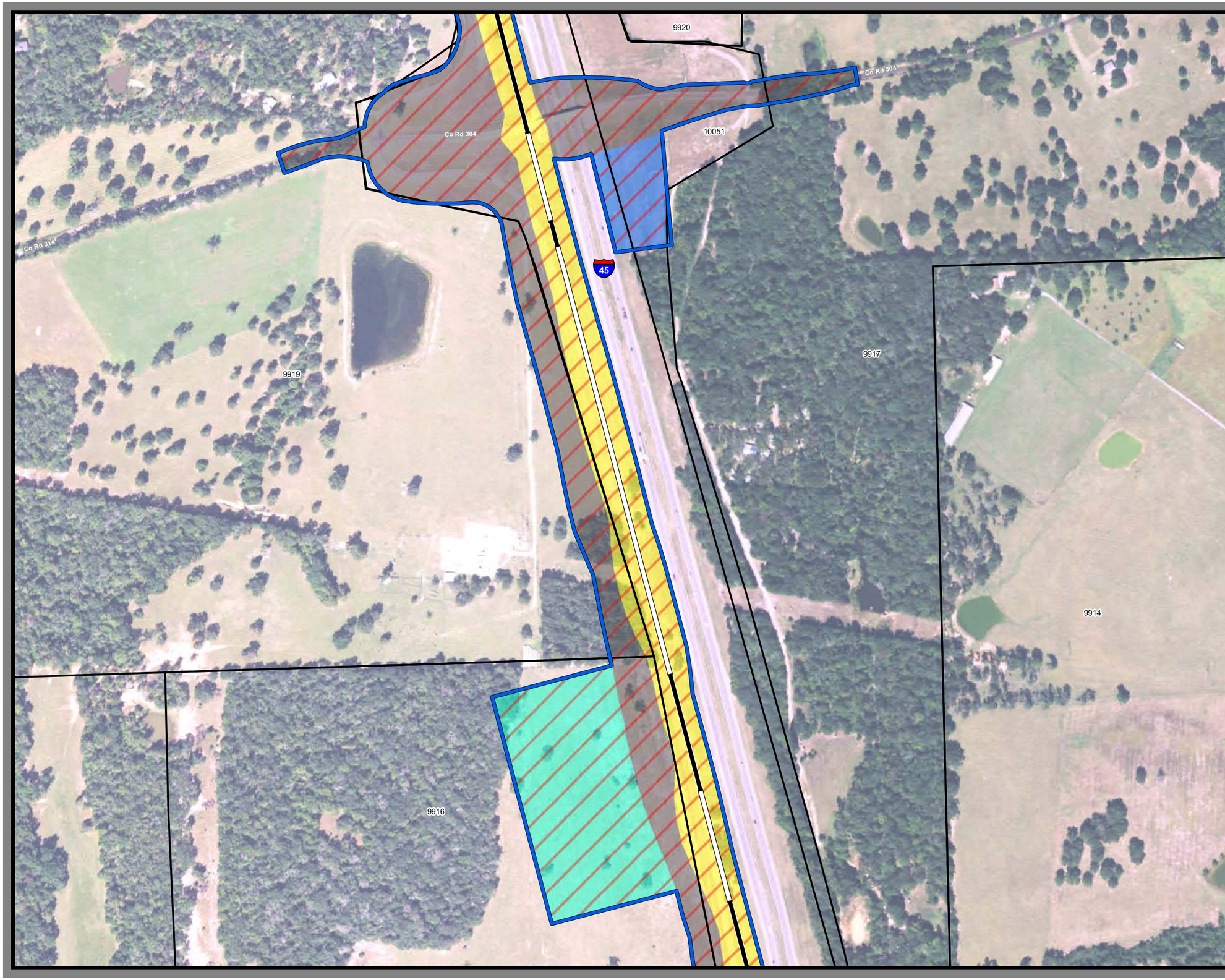

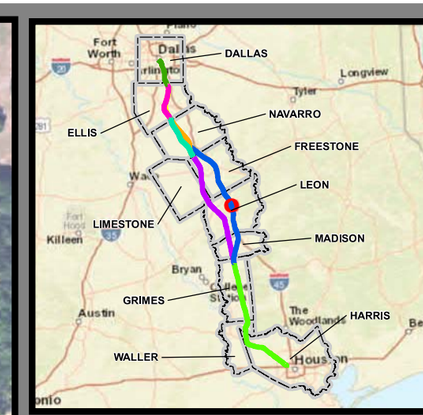

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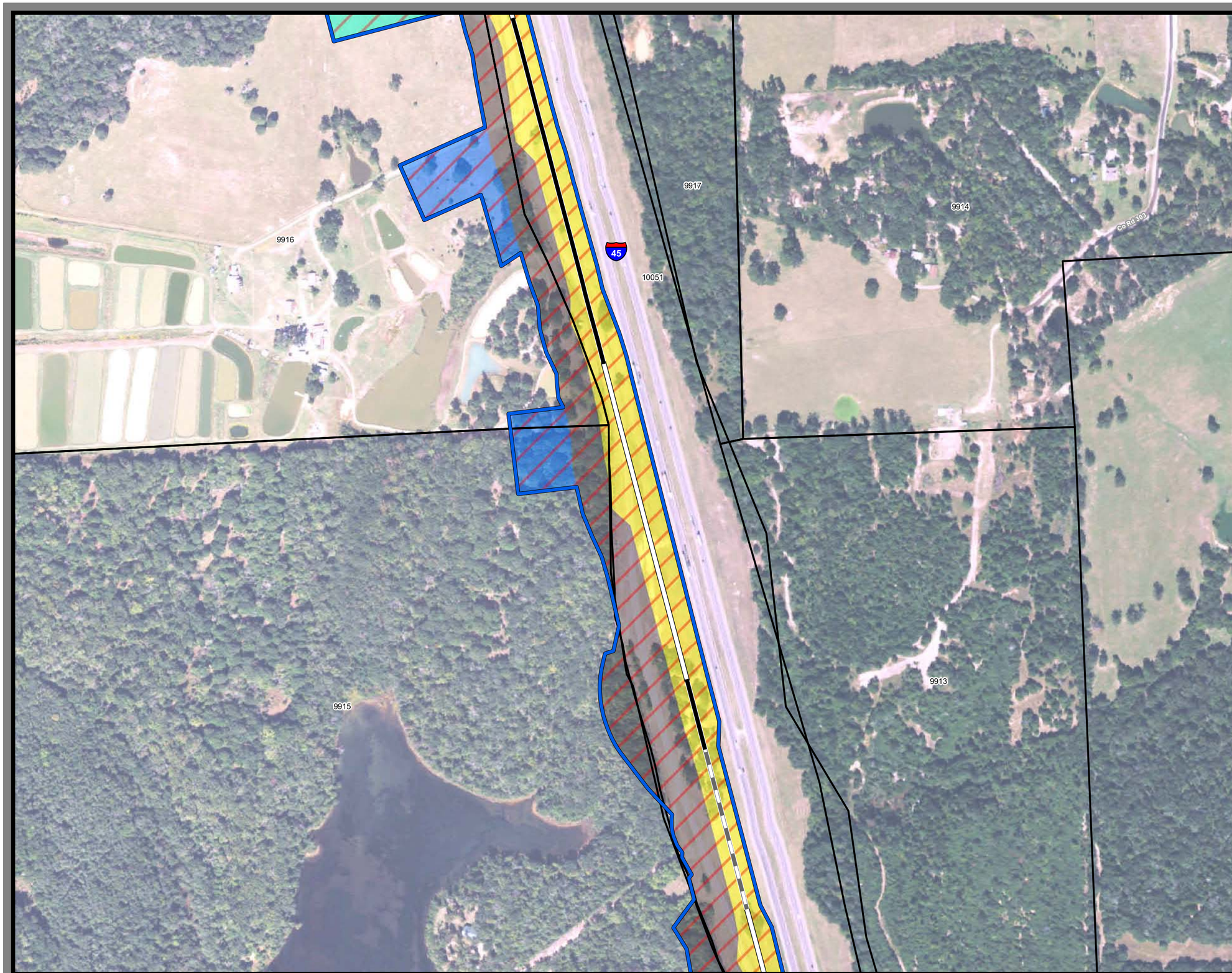

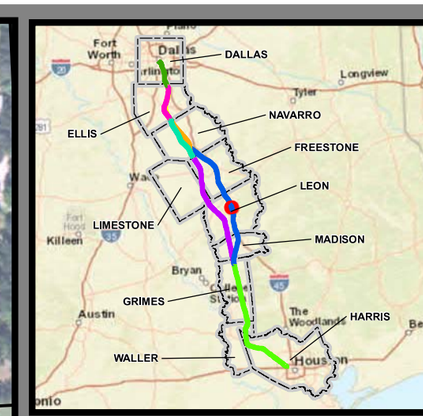

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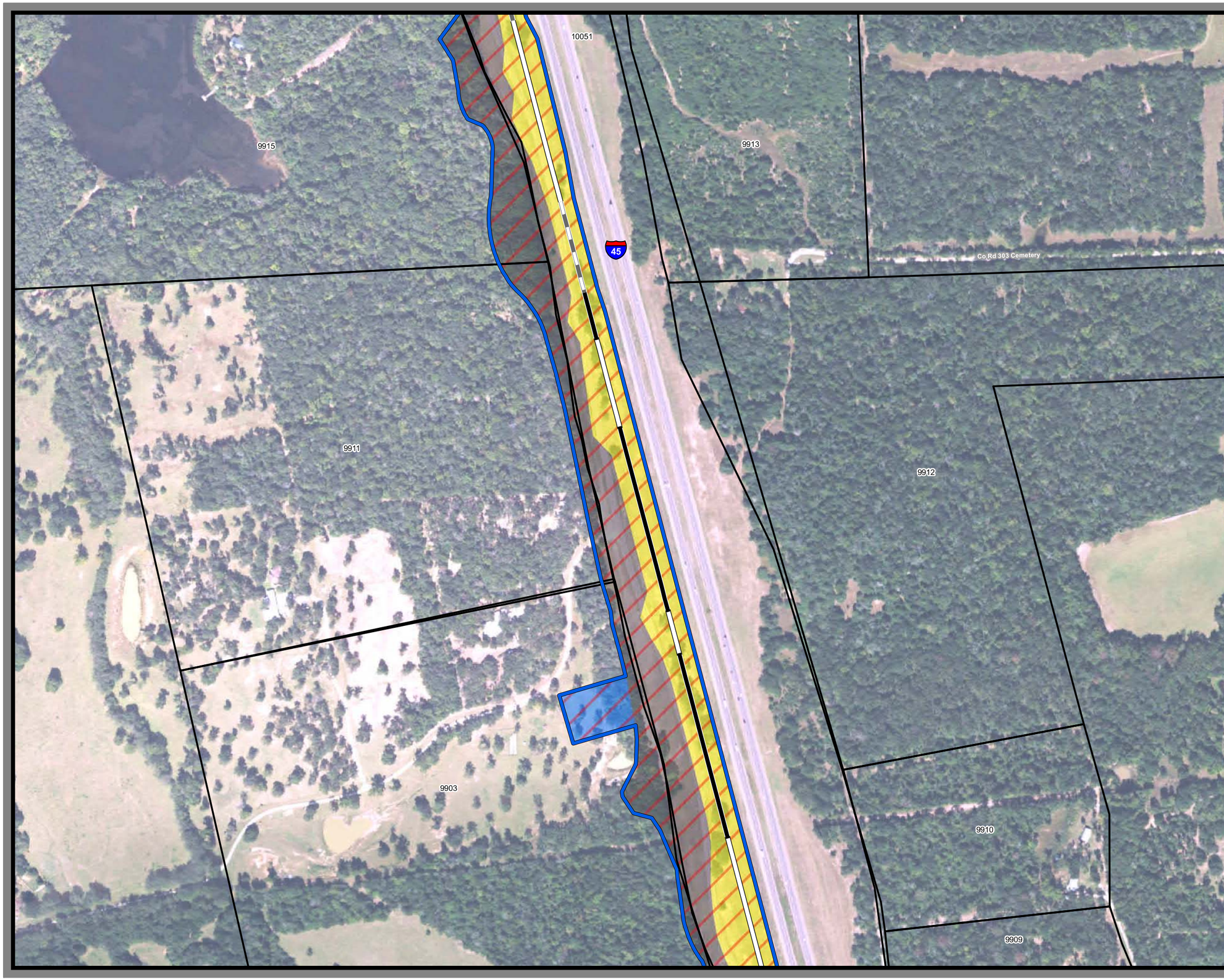

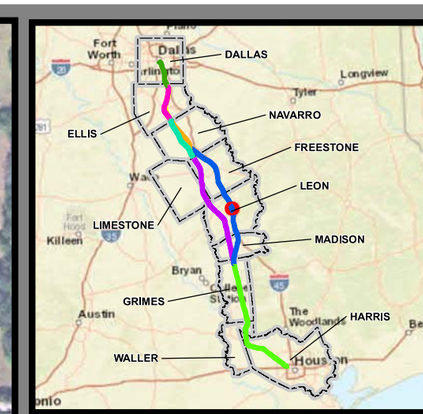

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Aerial Imagery: USDA NAIP 2014

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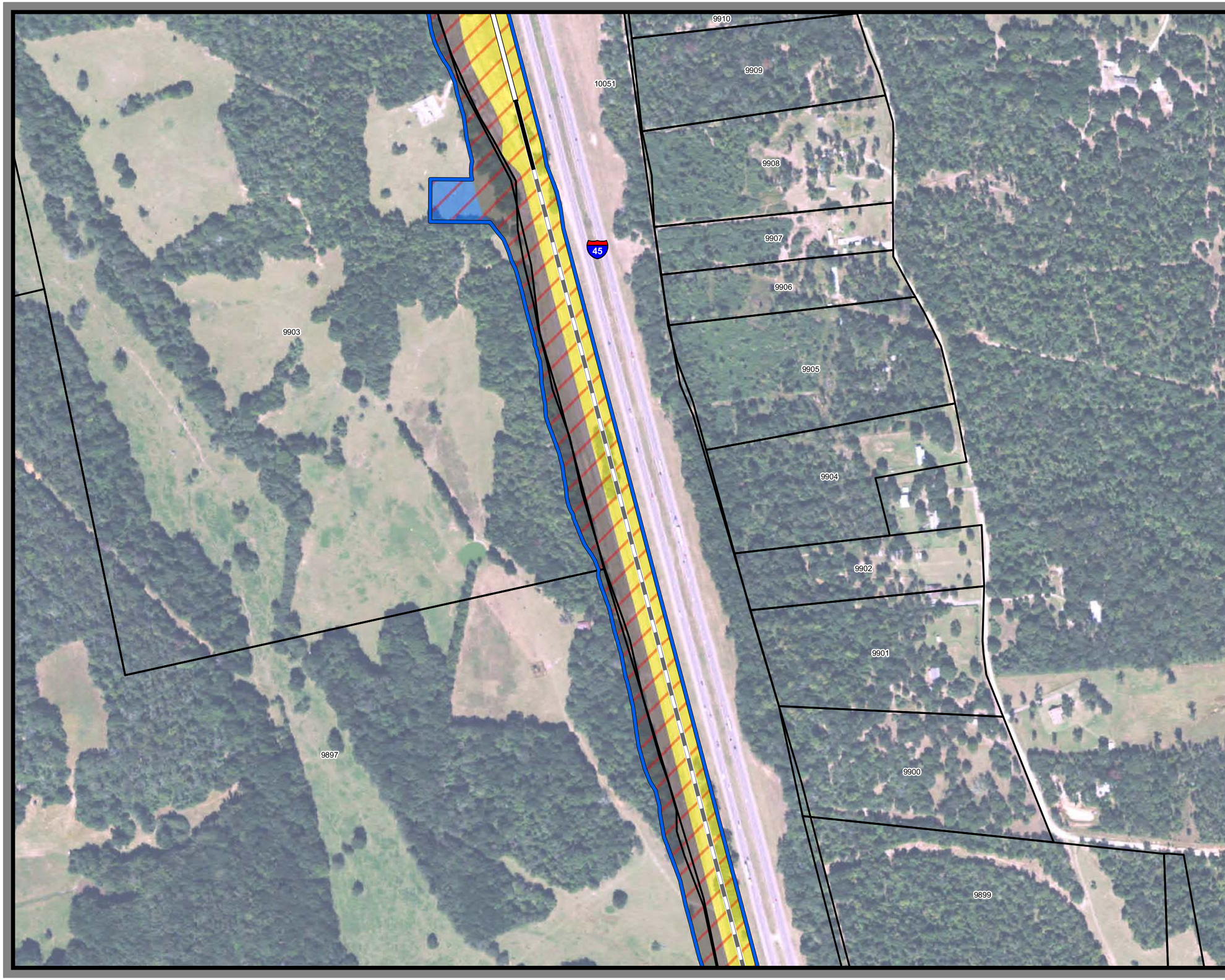
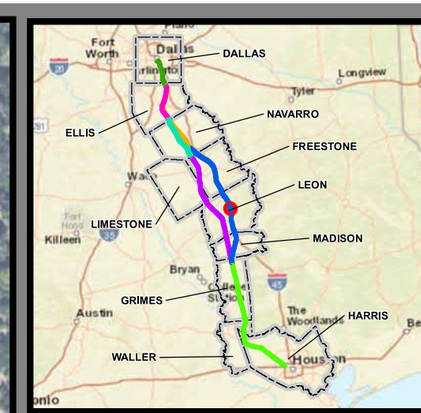
N W E S





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High-Speed Rail Project
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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
- Segment 2B
- Segment 3A
- Segment 3B
- Segment 3C
- Segment 4
- Segment 5

Limits of Disturbance by Impact Type
- Permanent
- Temporary
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- Property Boundary
- County Boundary

Limits of Disturbance by Discipline
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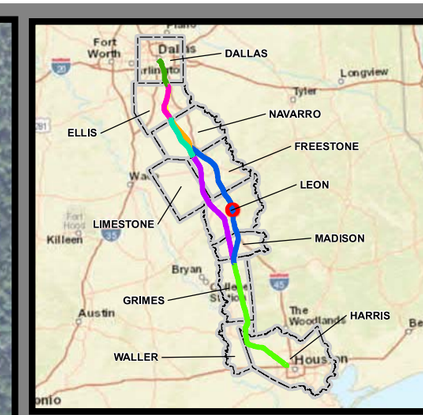

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Legend

Track Configuration
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Limits of Disturbance by Segment
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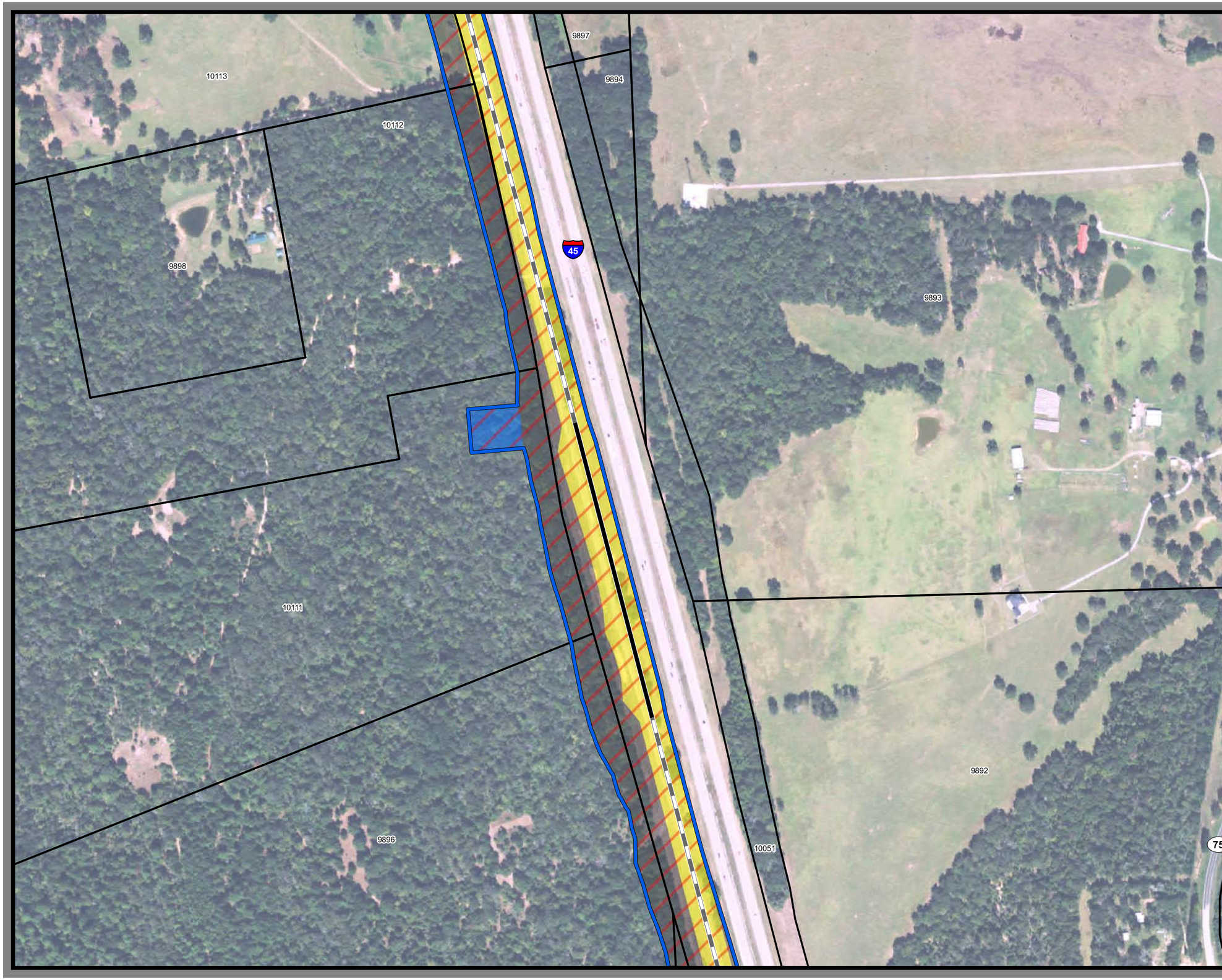

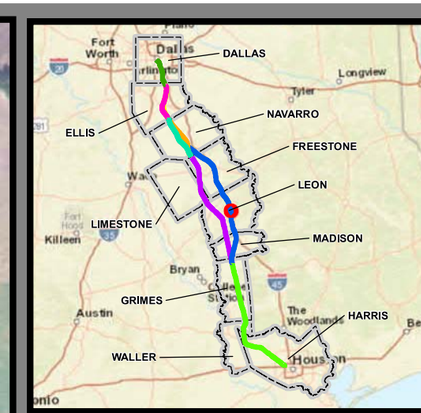

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High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
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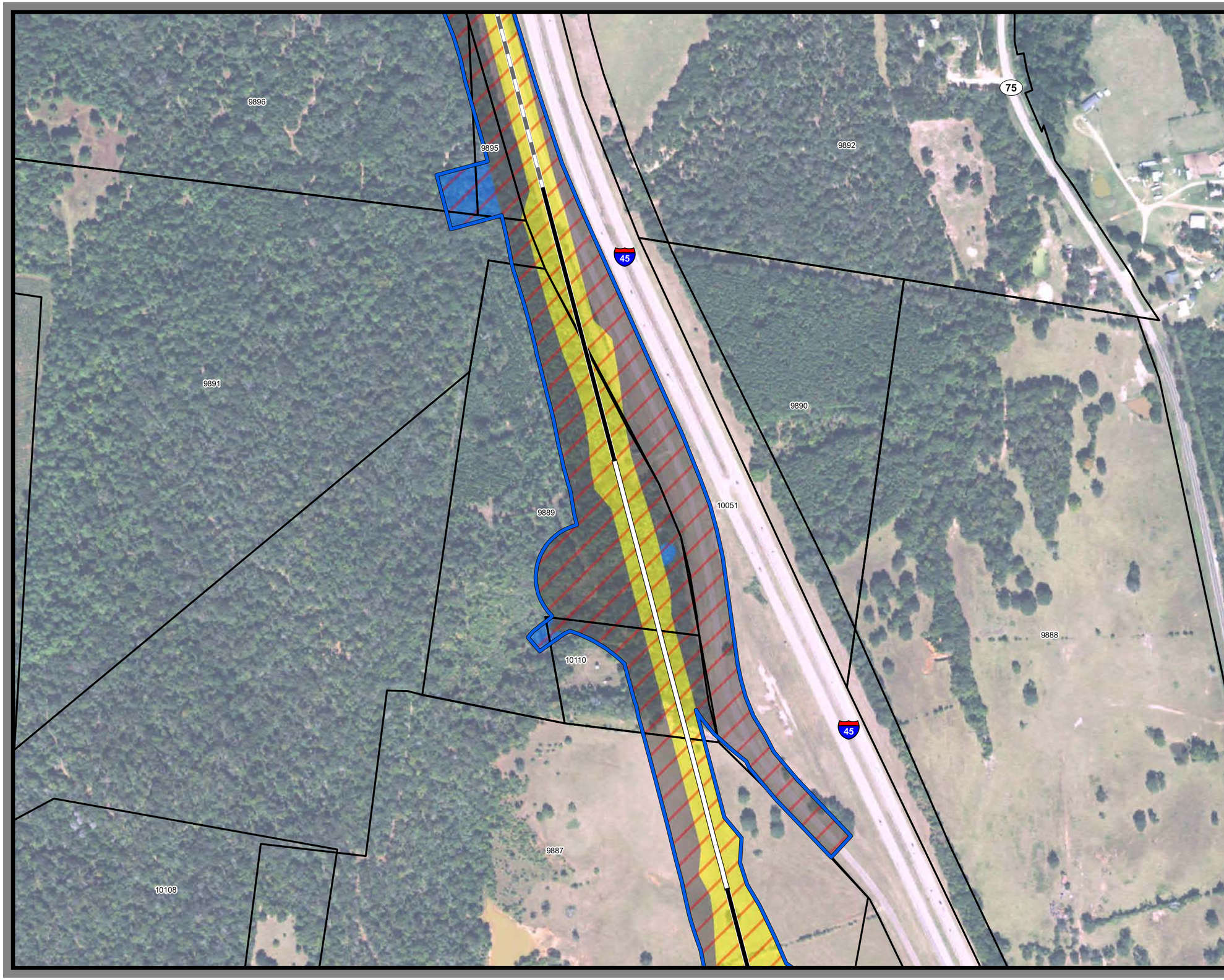

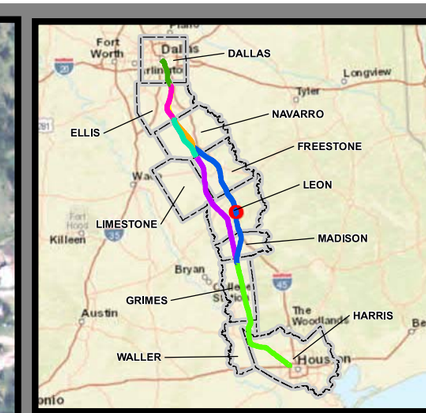

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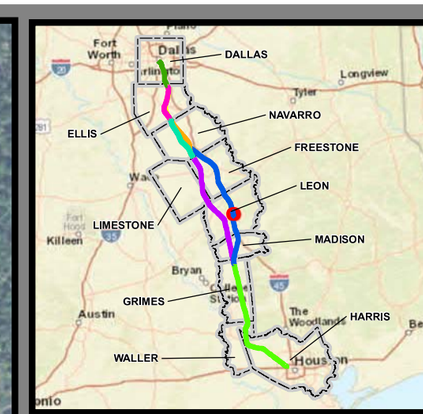

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High-Speed Rail Project
Project Footprint
Segment 3C
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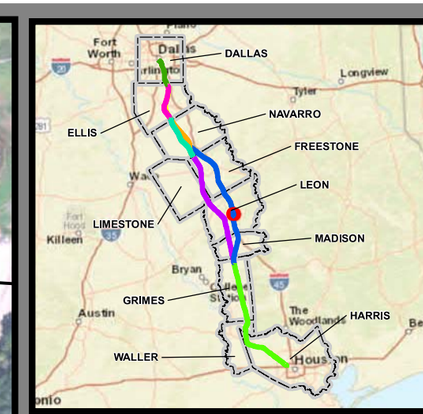

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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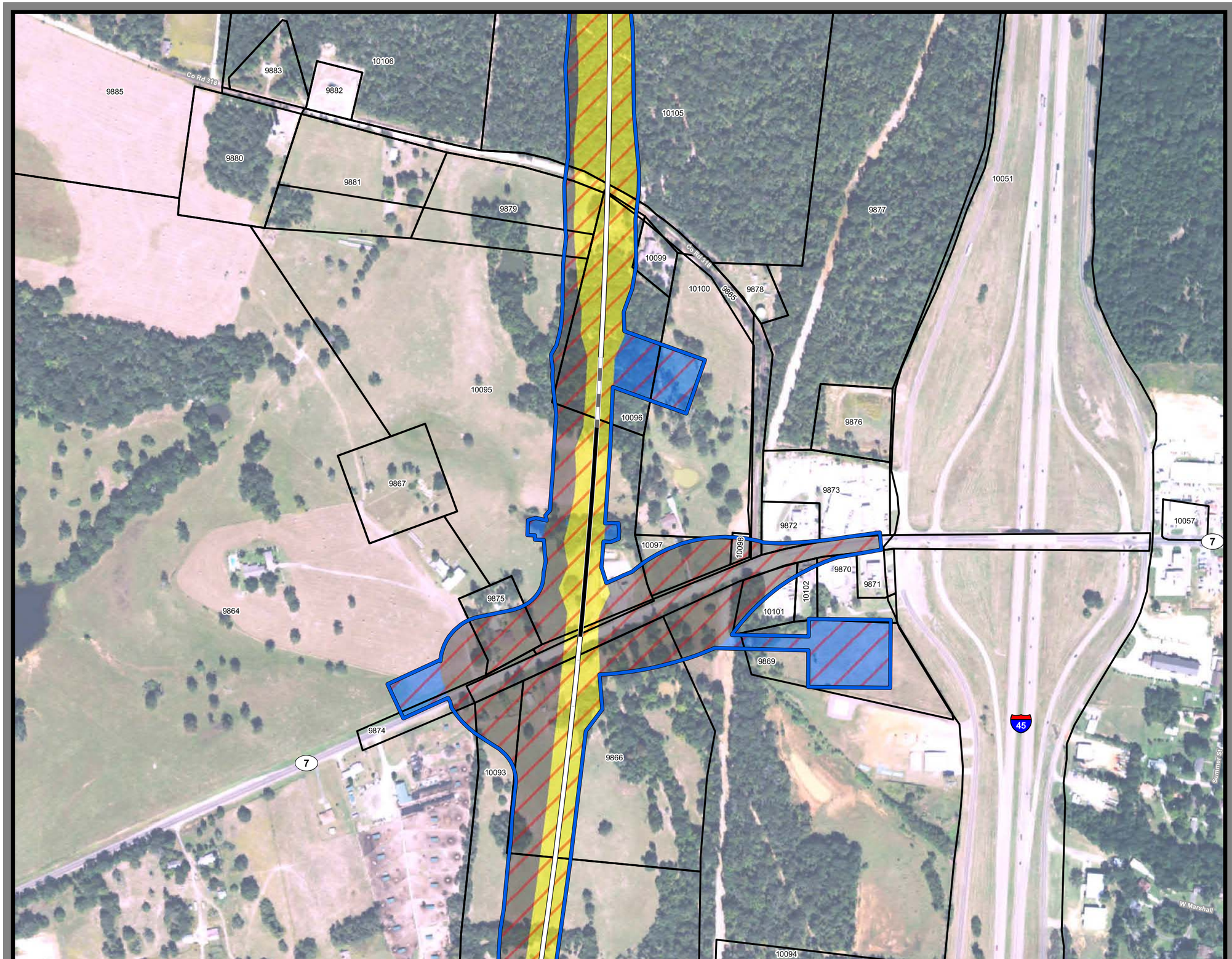

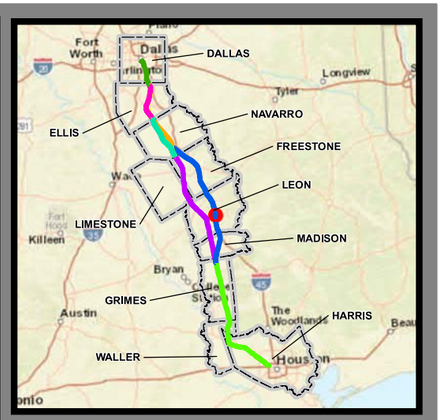

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Track Configuration
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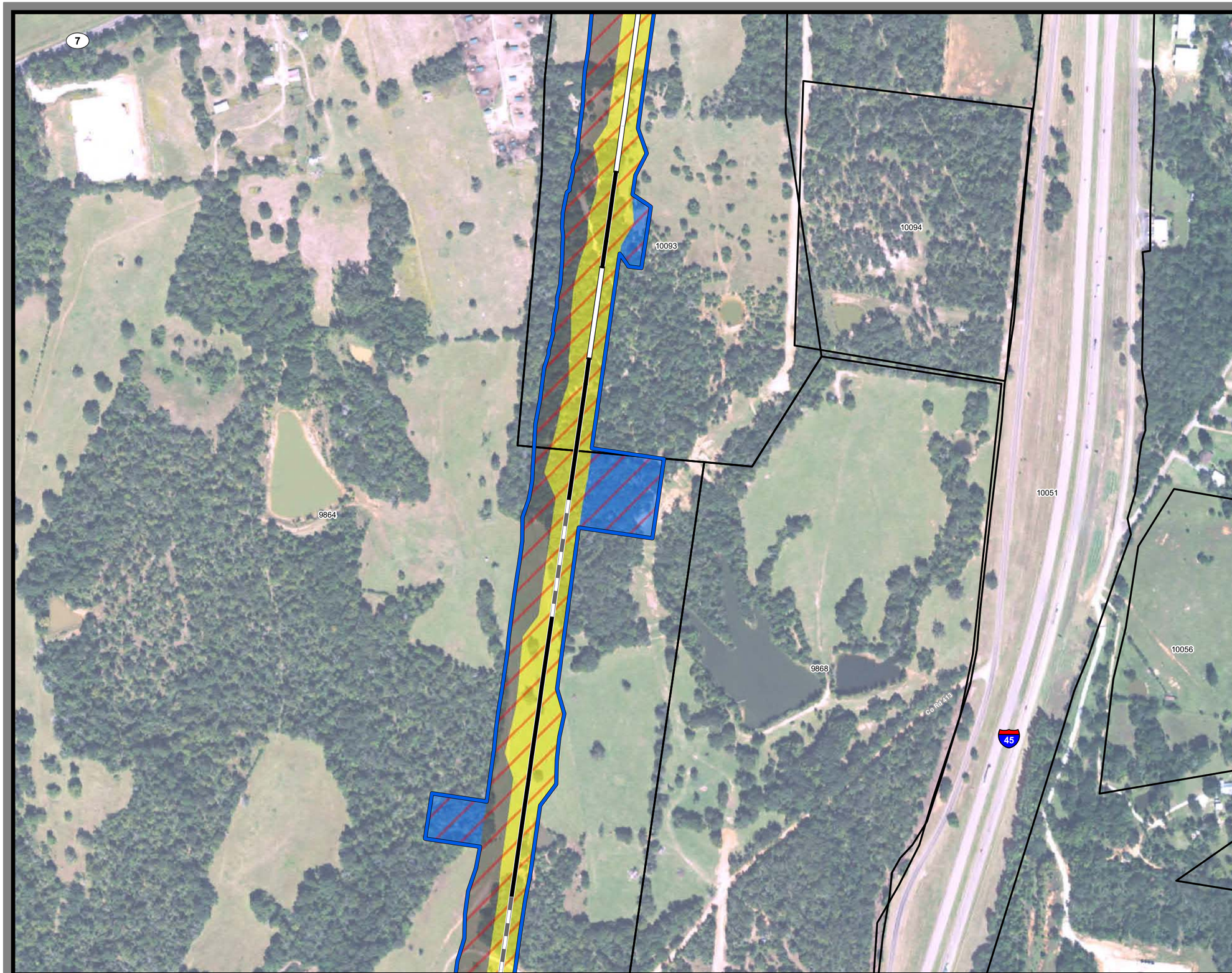

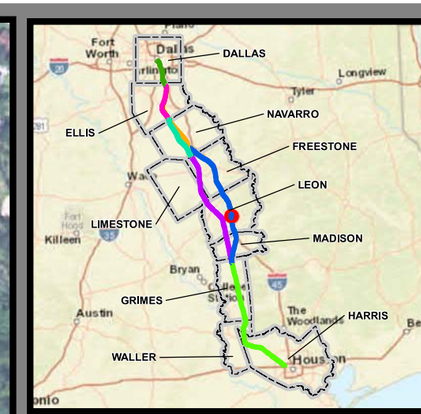

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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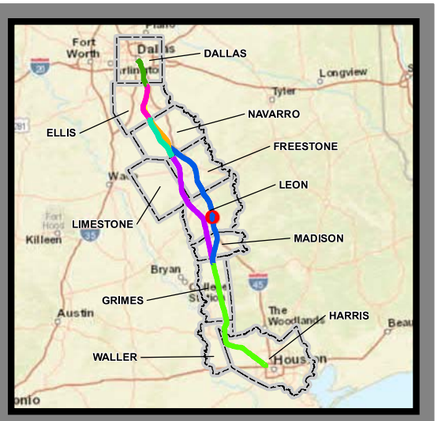

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 262 of 536

Legend

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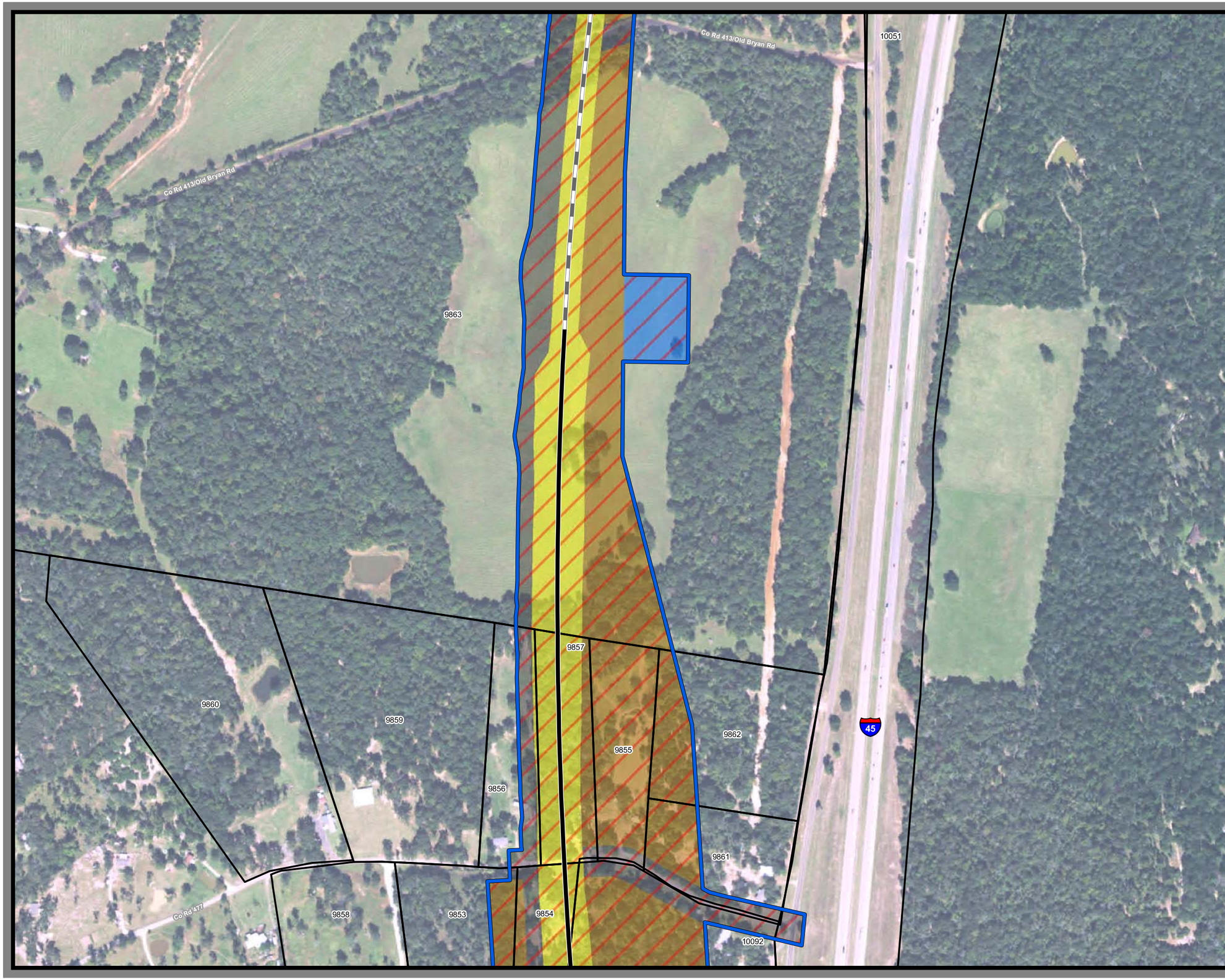

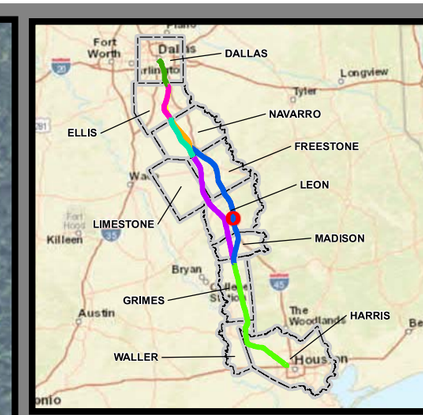

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Track Configuration
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Limits of Disturbance by Segment
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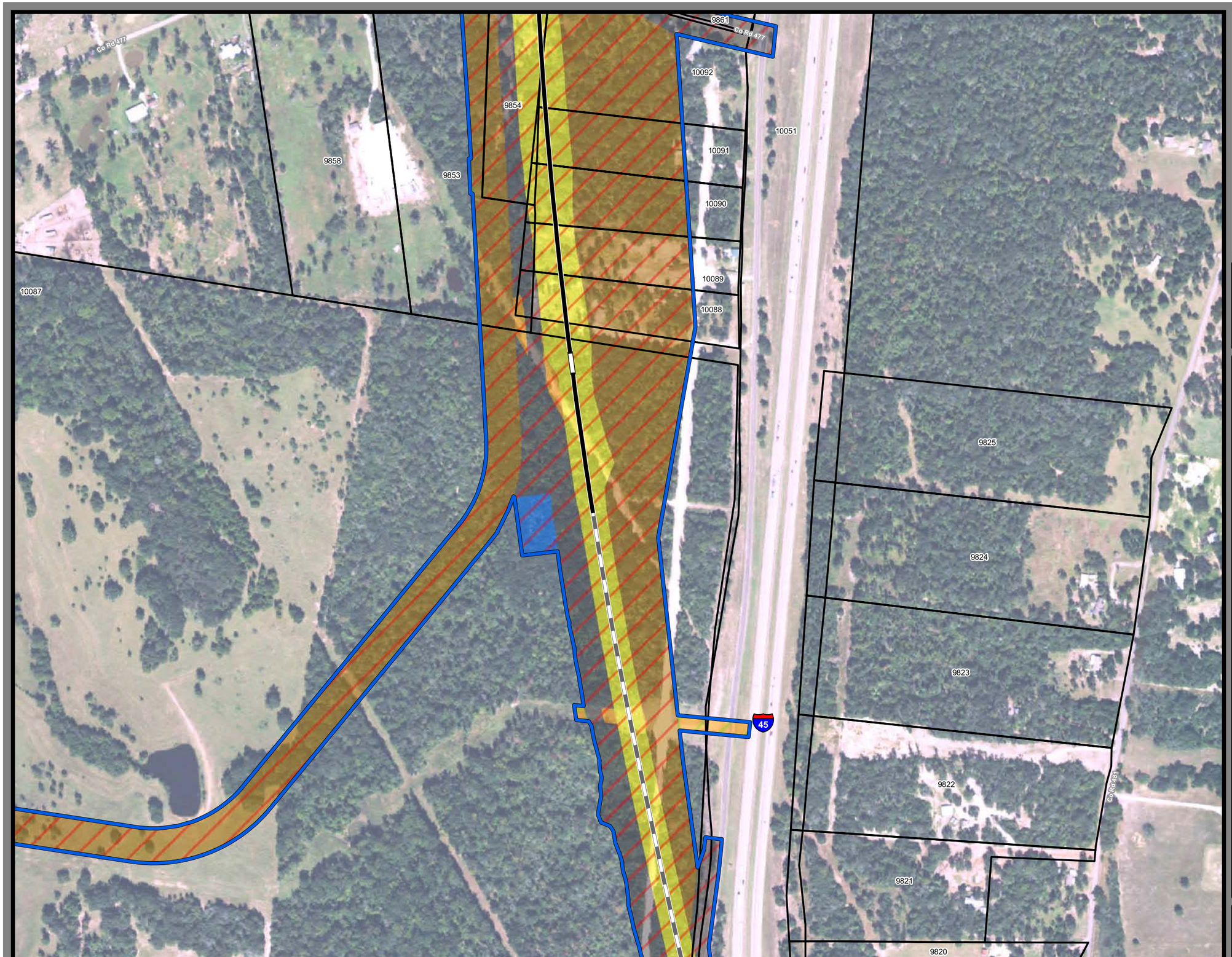

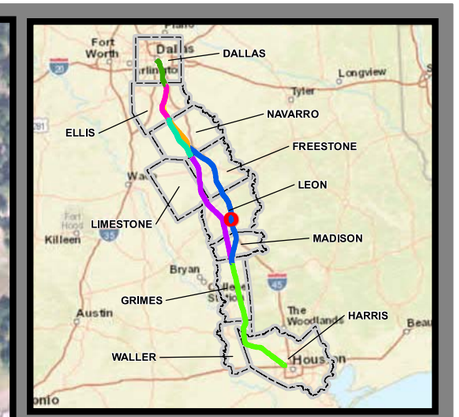

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High-Speed Rail Project
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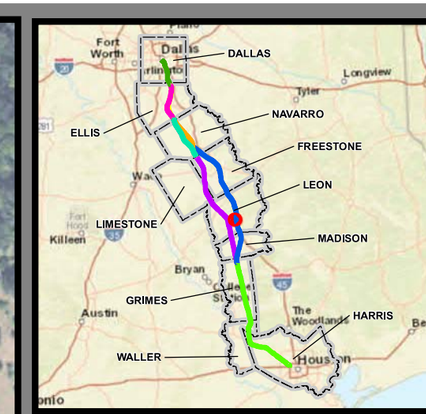

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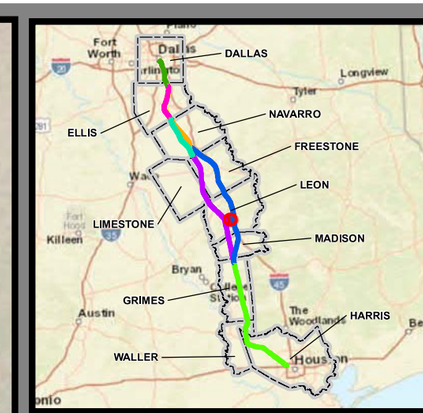

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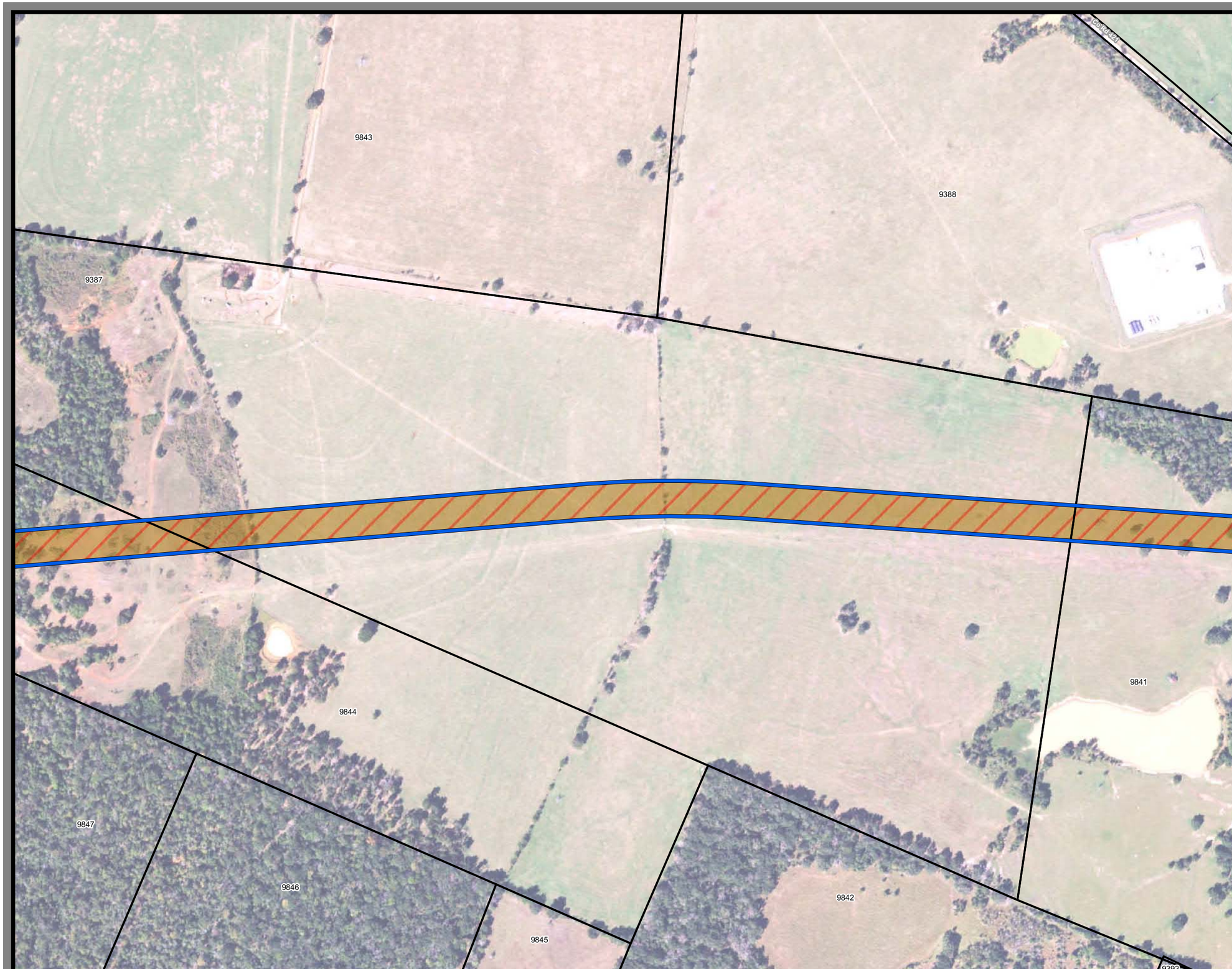

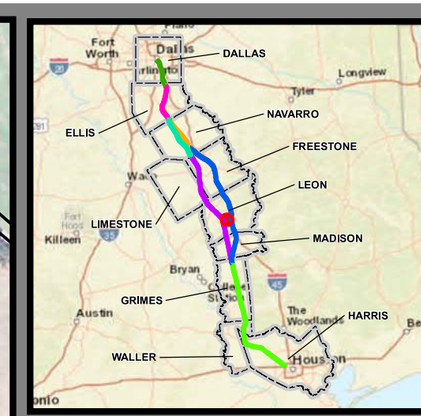

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High-Speed Rail Project
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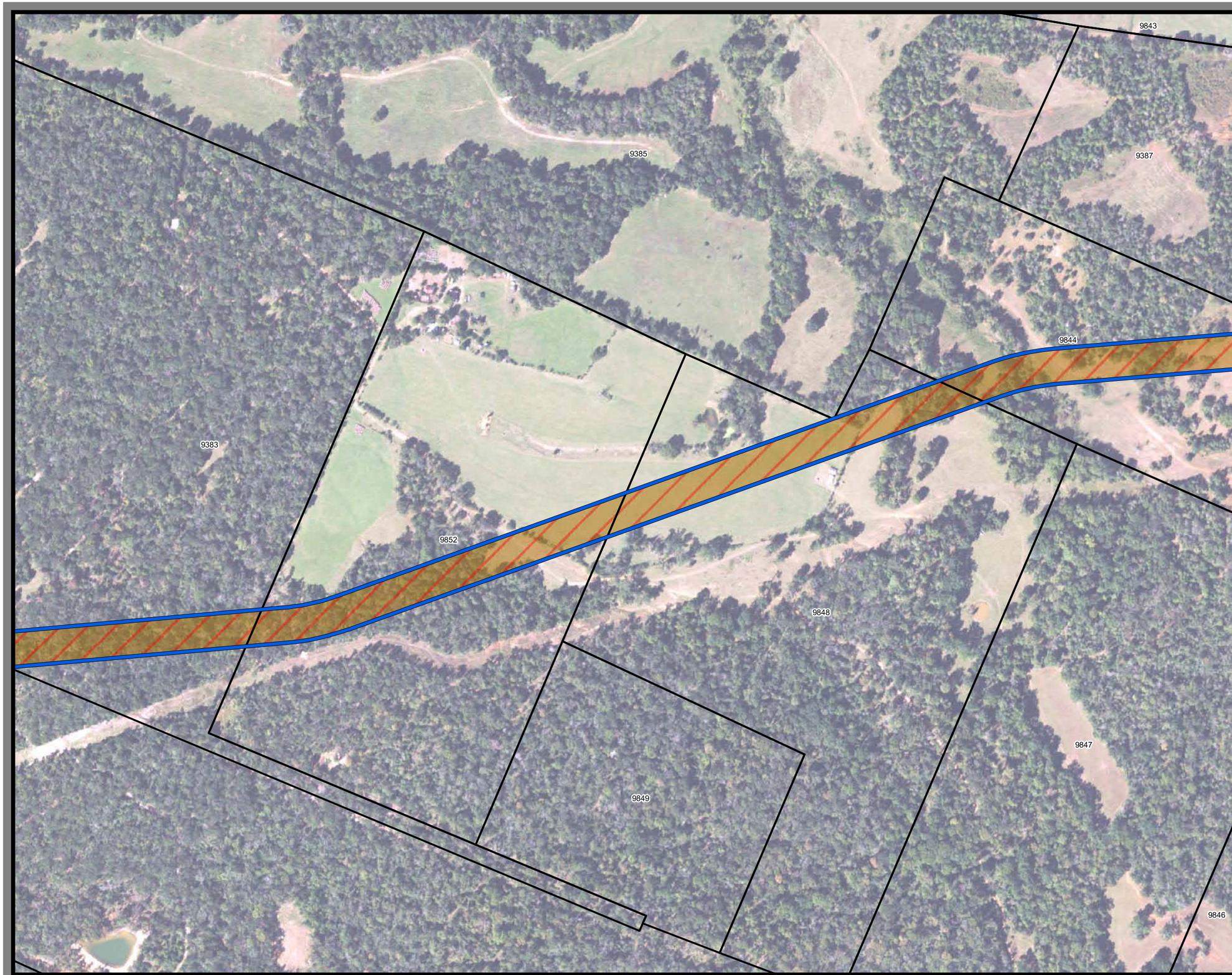

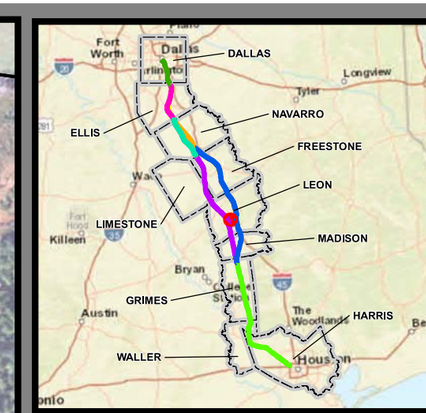

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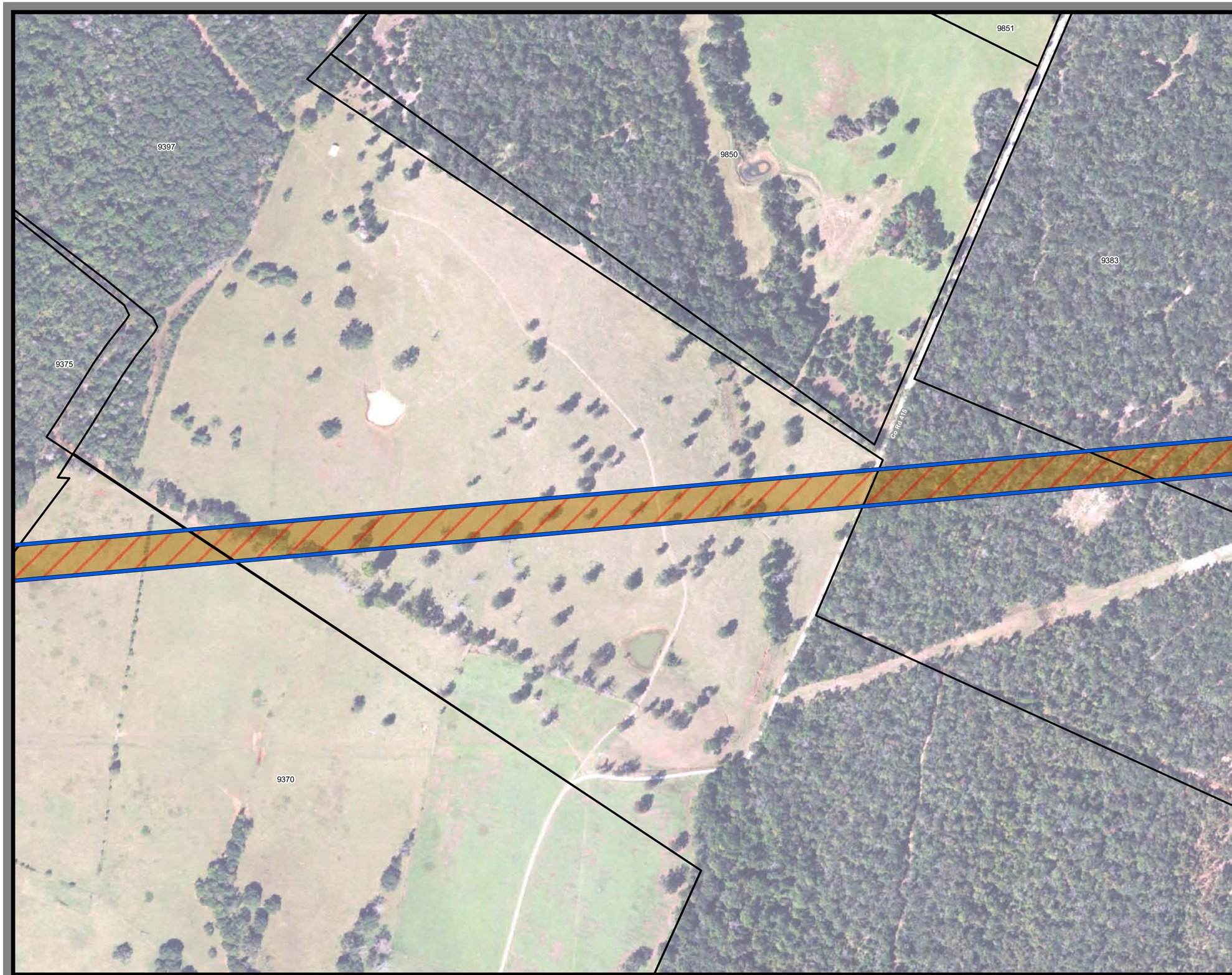

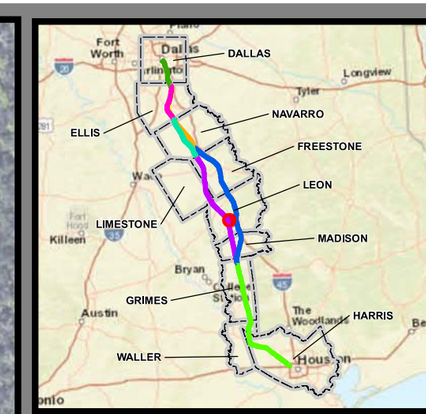

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 269 of 536

Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
- Segment 2B
- Segment 3A
- Segment 3B
- Segment 3C
- Segment 4
- Segment 5

Limits of Disturbance by Impact Type
- Permanent
- Temporary
- Railroad
- Property Boundary
- County Boundary

Limits of Disturbance by Discipline
- Rail
- Highway
- Train Maintenance Facility
- Maintenance of Way Facility
- Systems*
- Utilities
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- Station
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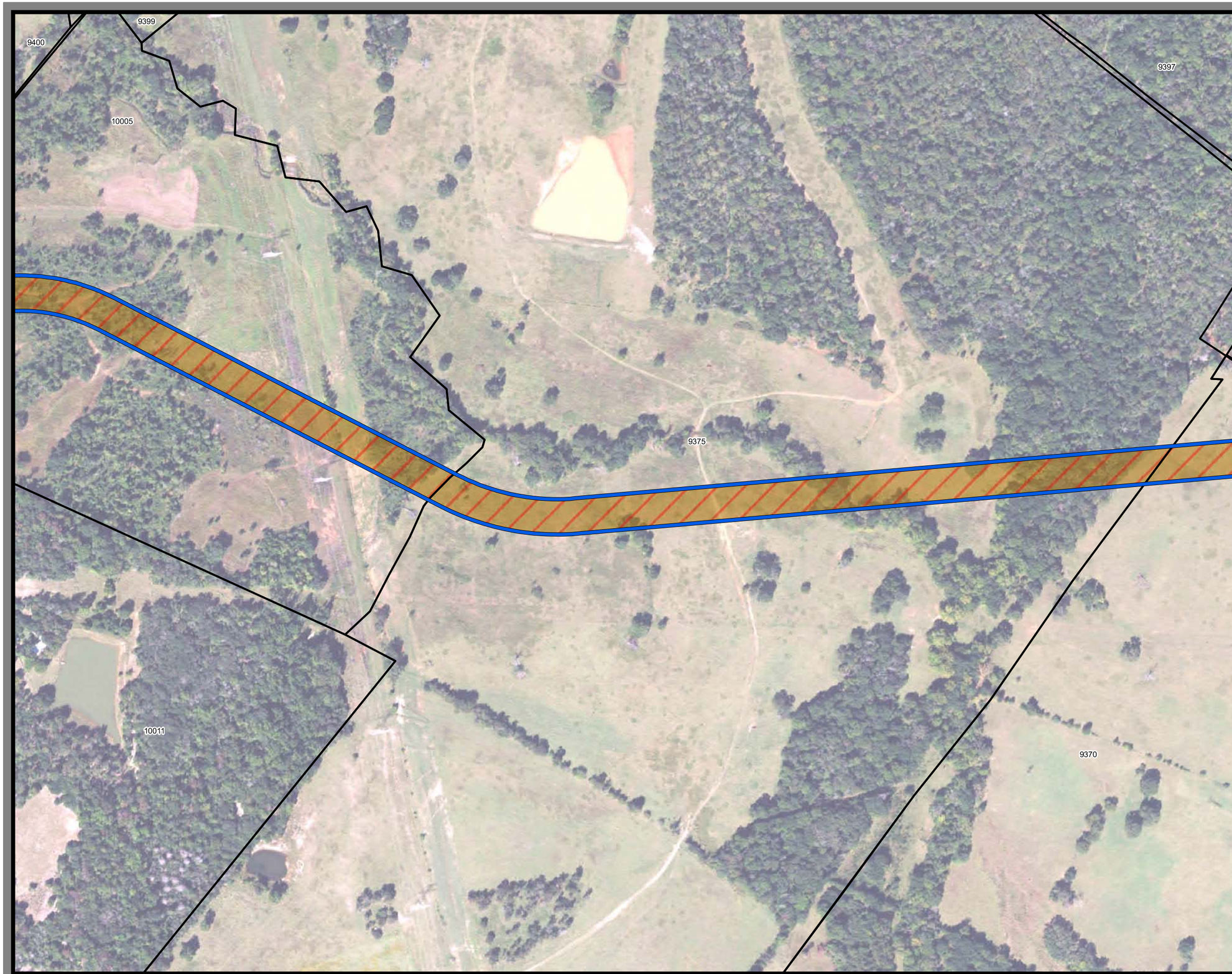
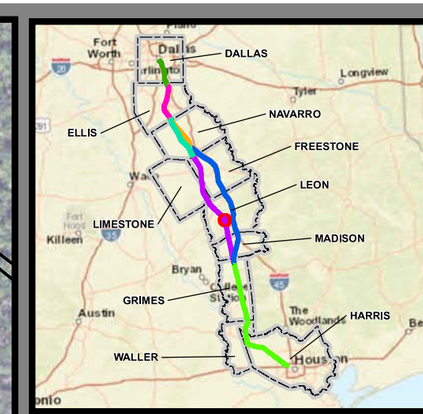
Data Sources: Parcel Data - Contract Land Staff - April 26, 2017
Aerial Imagery: USDA NAIP 2014

1 inch = 400 feet

0 200 400 Feet

N W E S





Dallas to Houston
High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
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*****This Sheet only depicts Segment 3C; Segment 4 is also located in this same area and can be referenced on Sheet 377.*****

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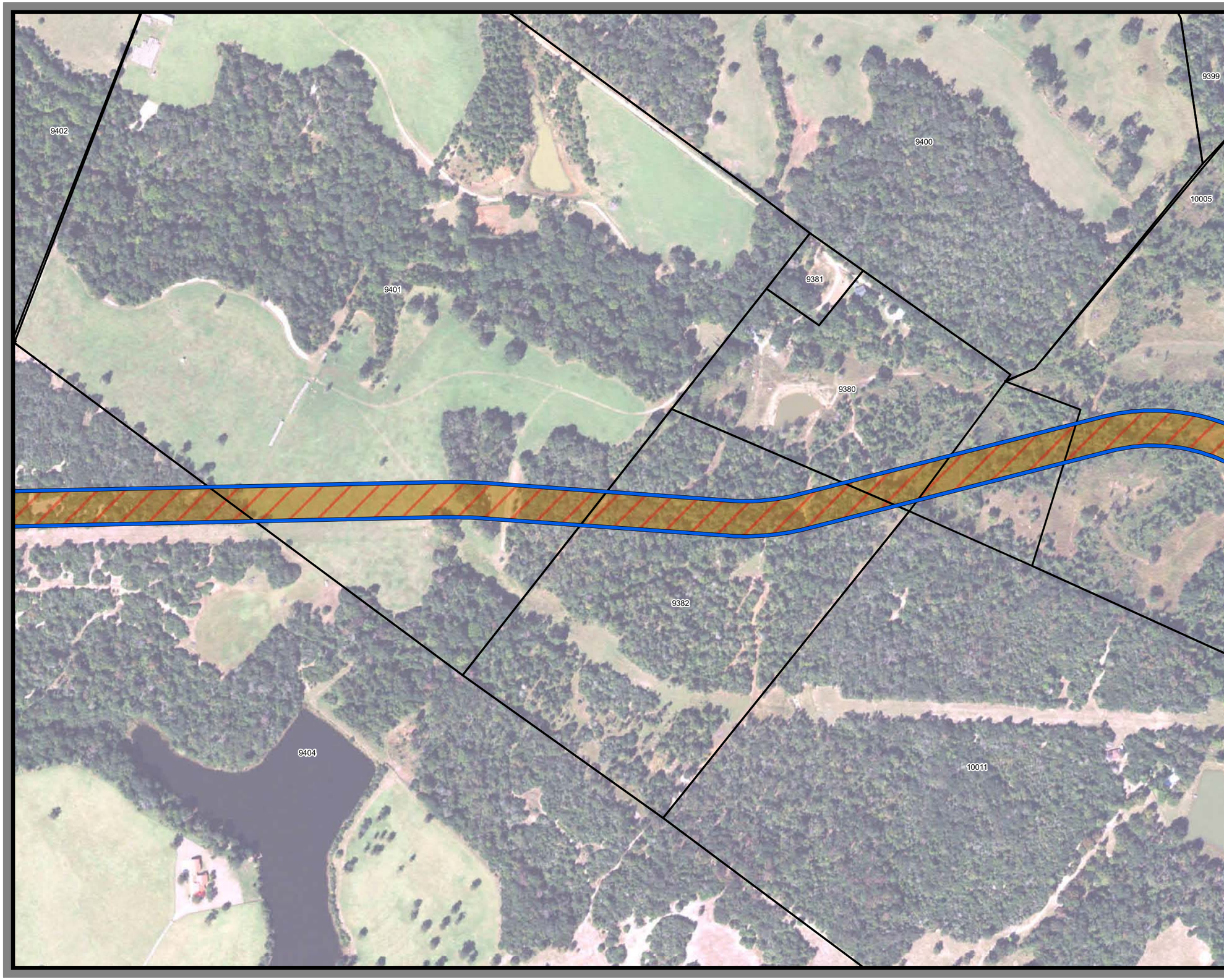

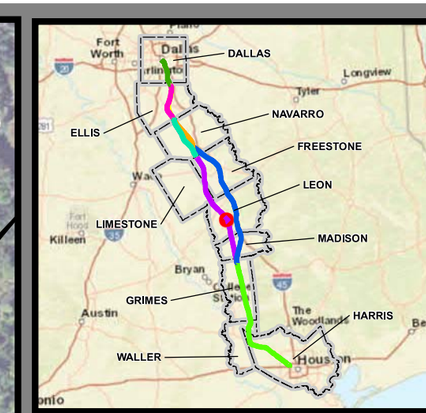

Dallas to Houston
High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
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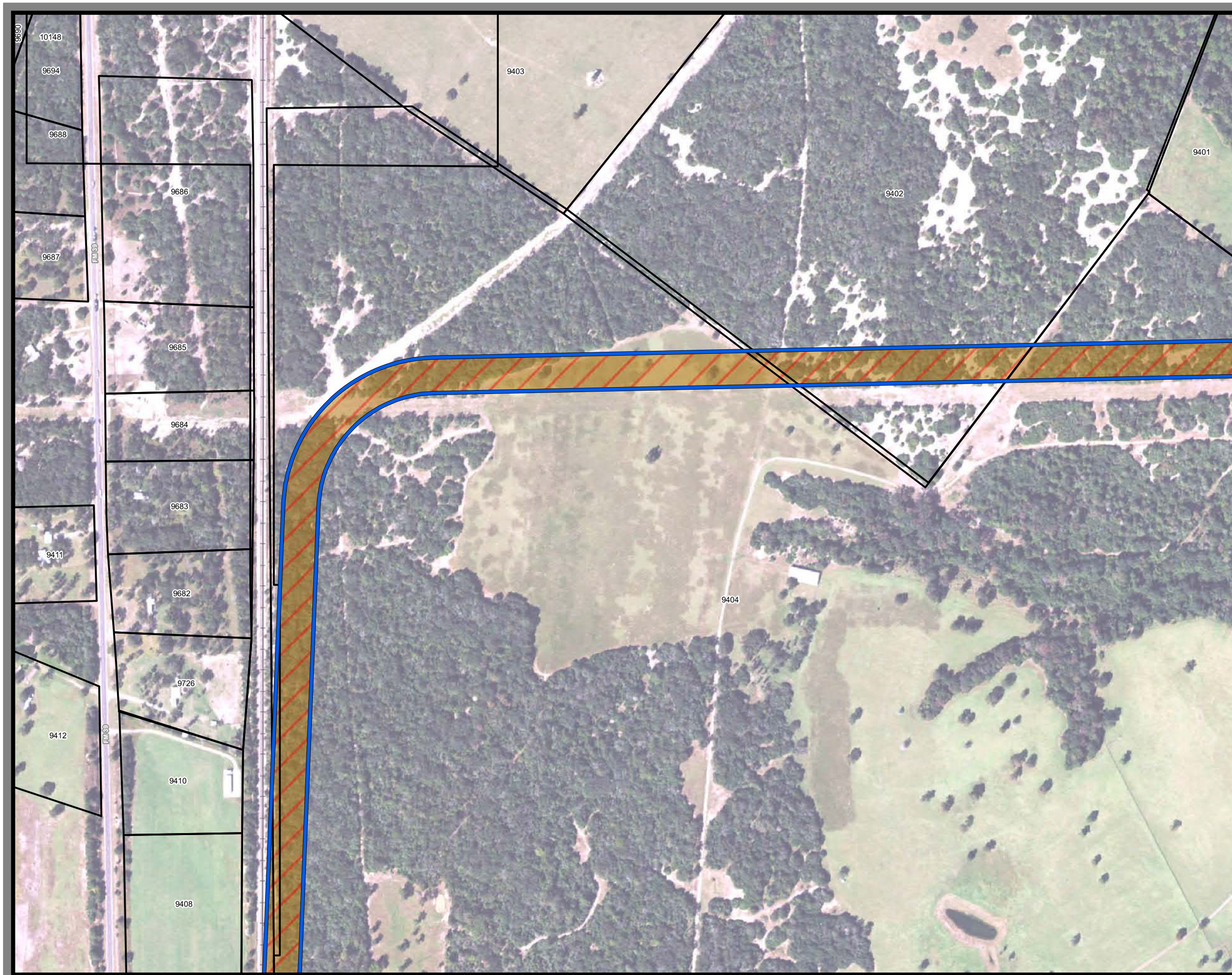

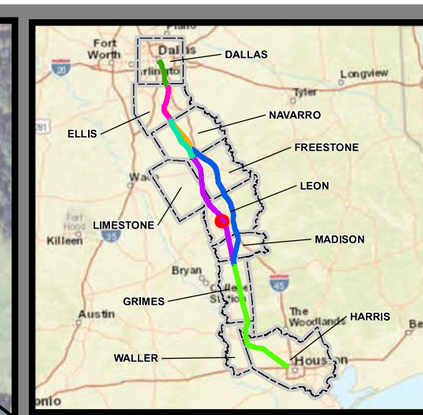

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
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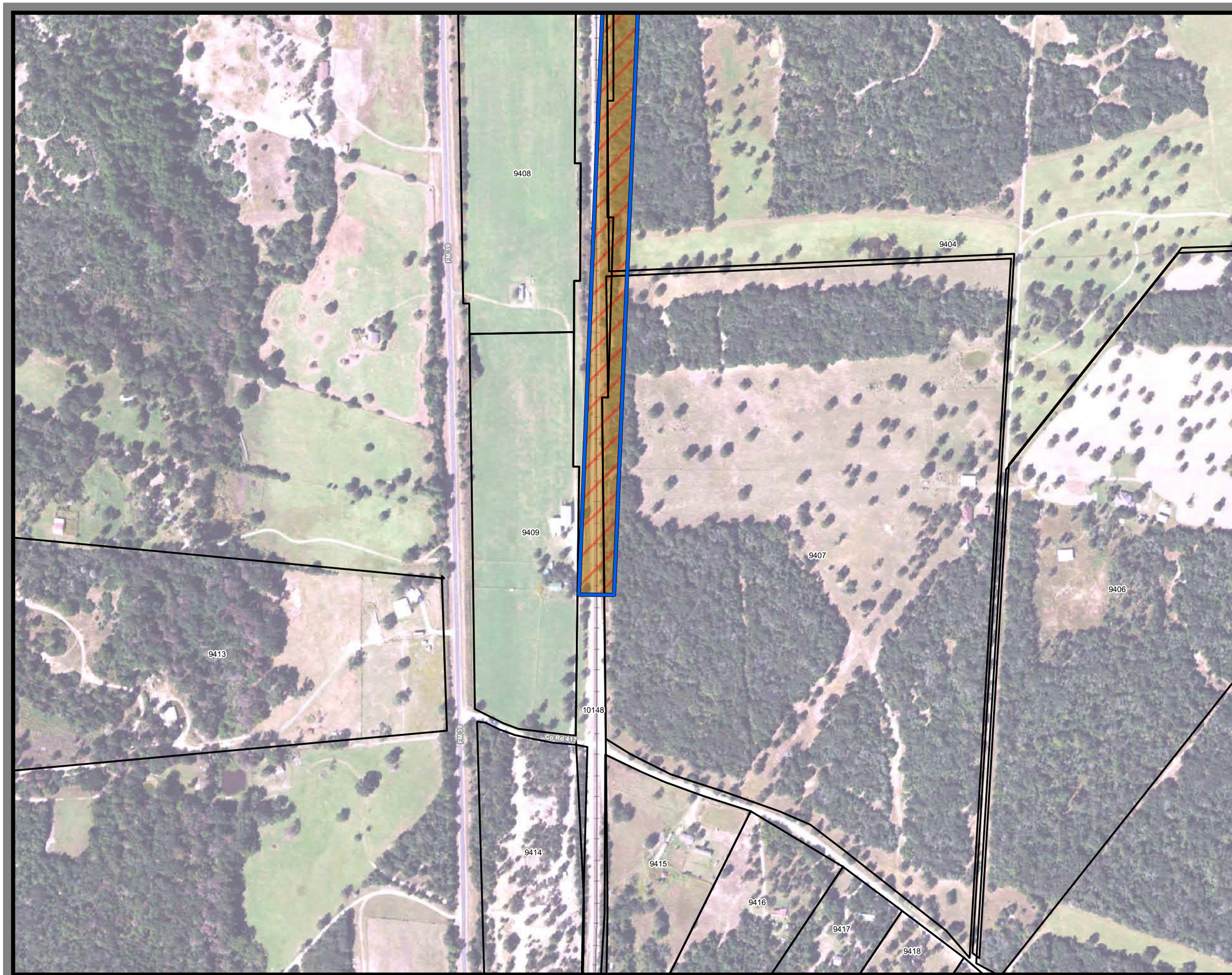

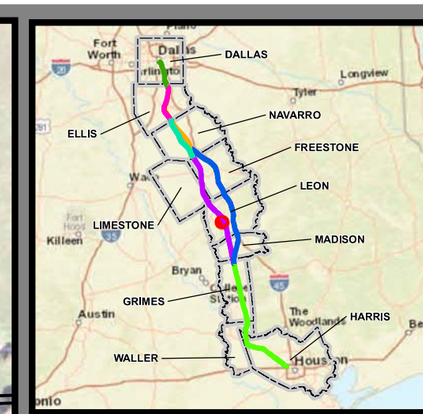

Dallas to Houston
High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
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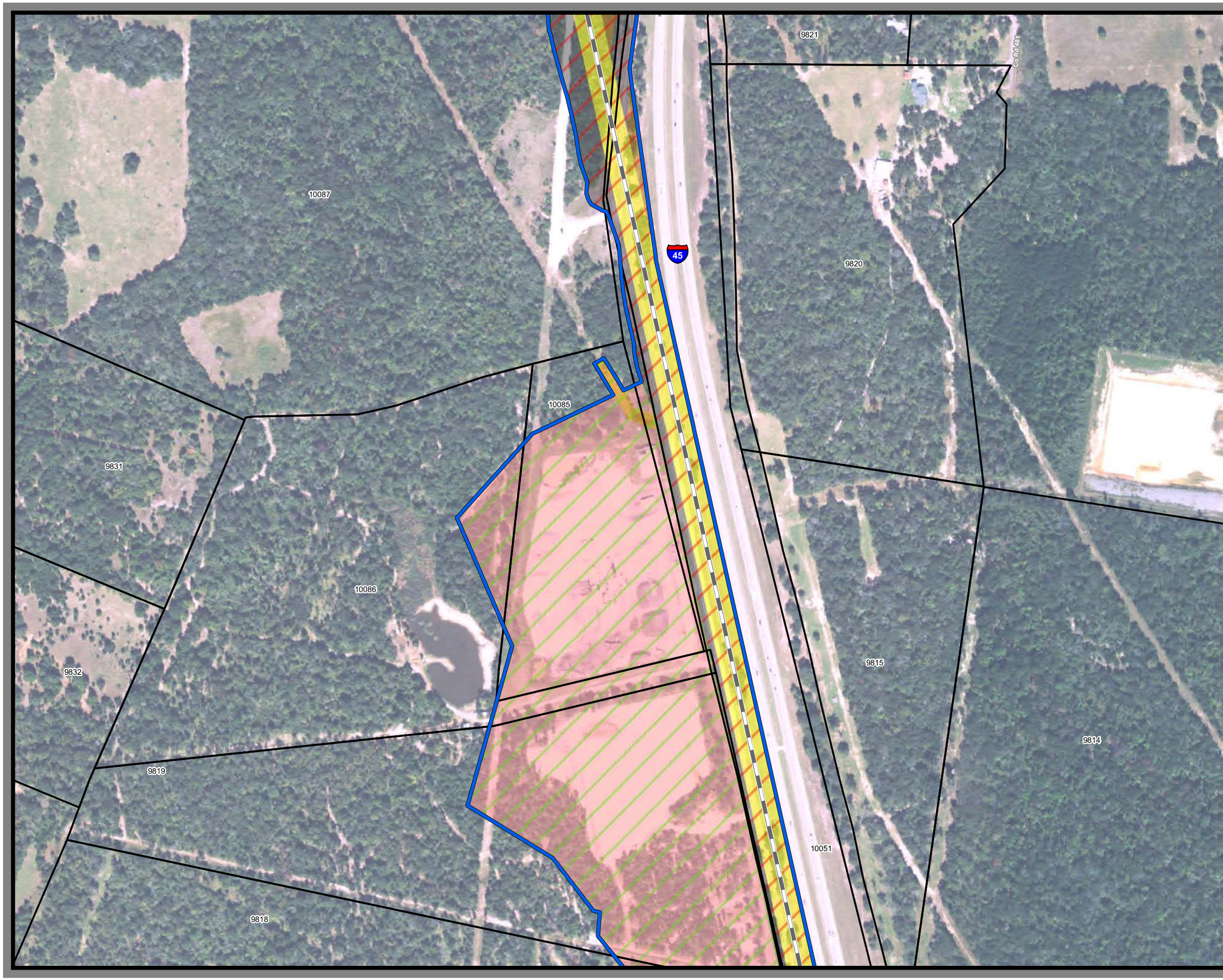

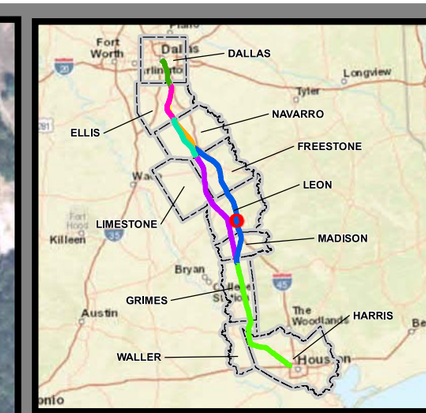

Dallas to Houston
High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
- Viaduct
- Embankment
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Limits of Disturbance by Segment
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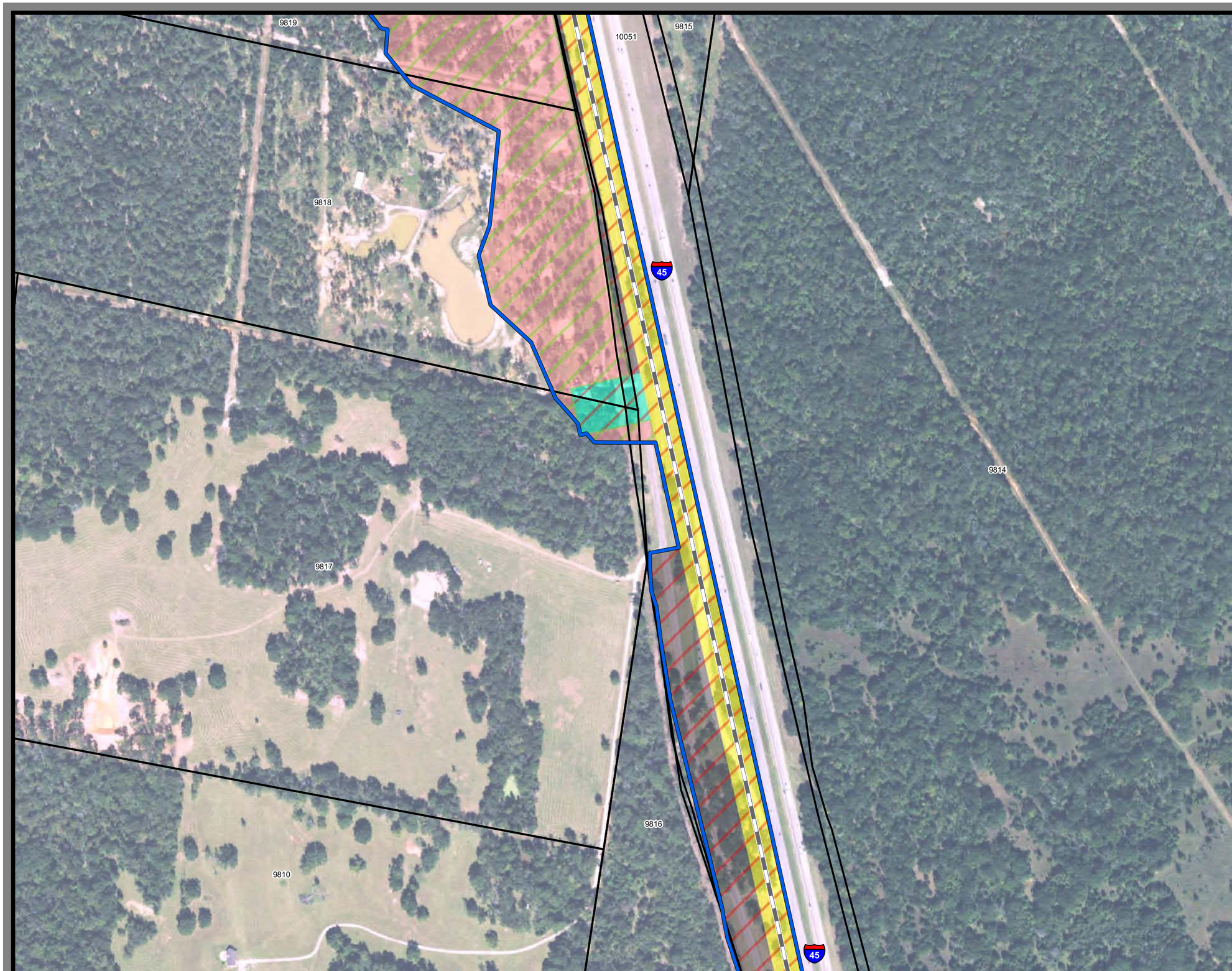

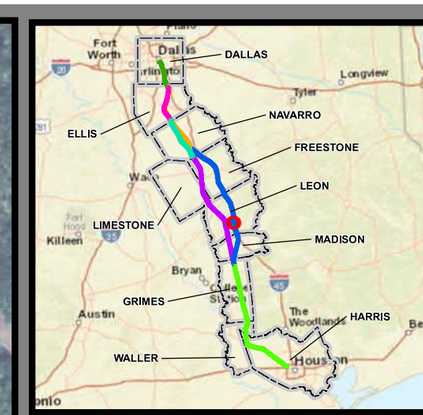

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
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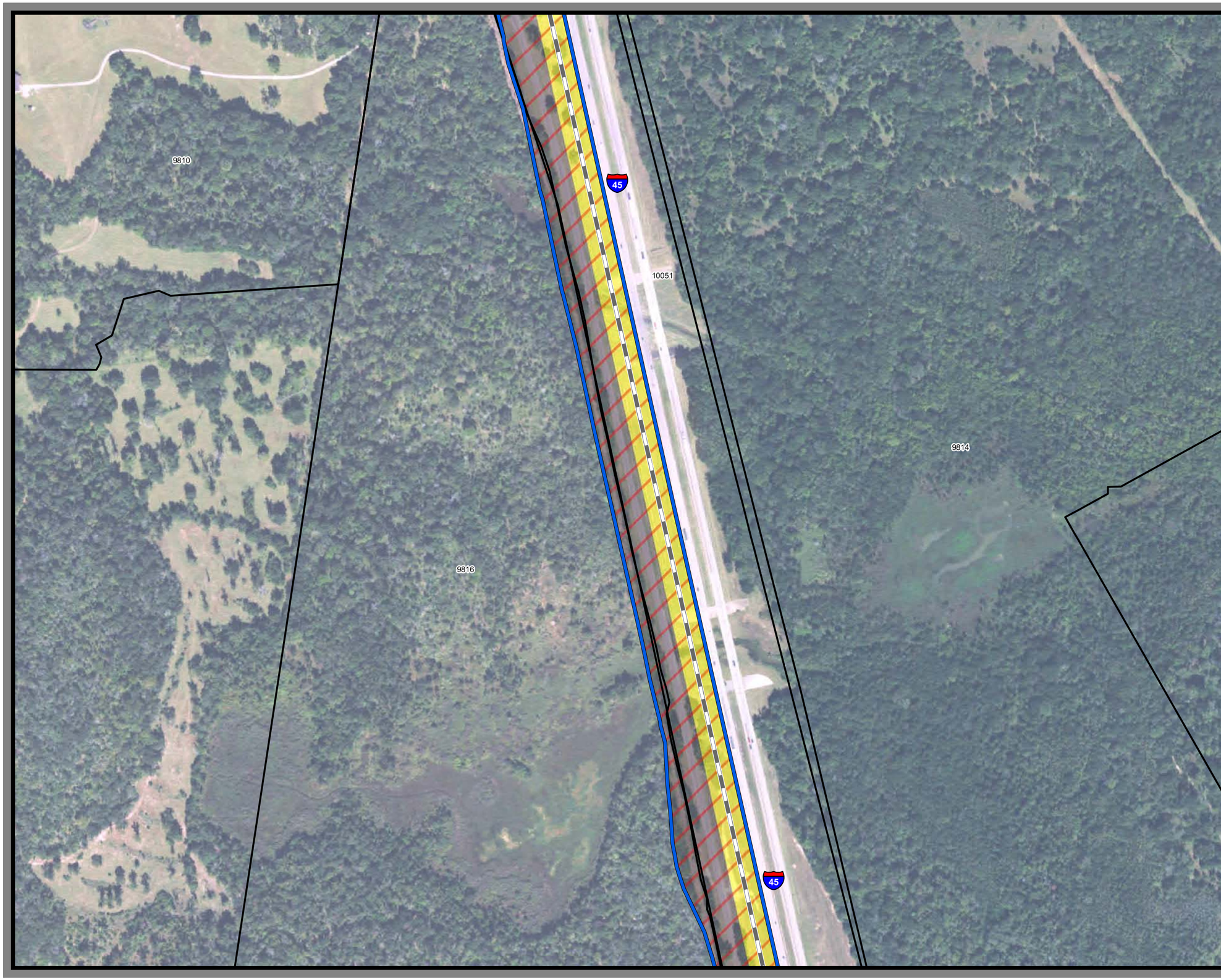

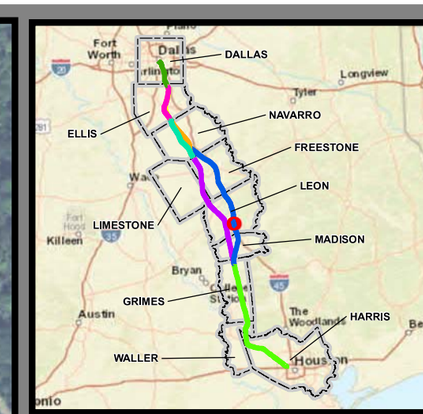

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
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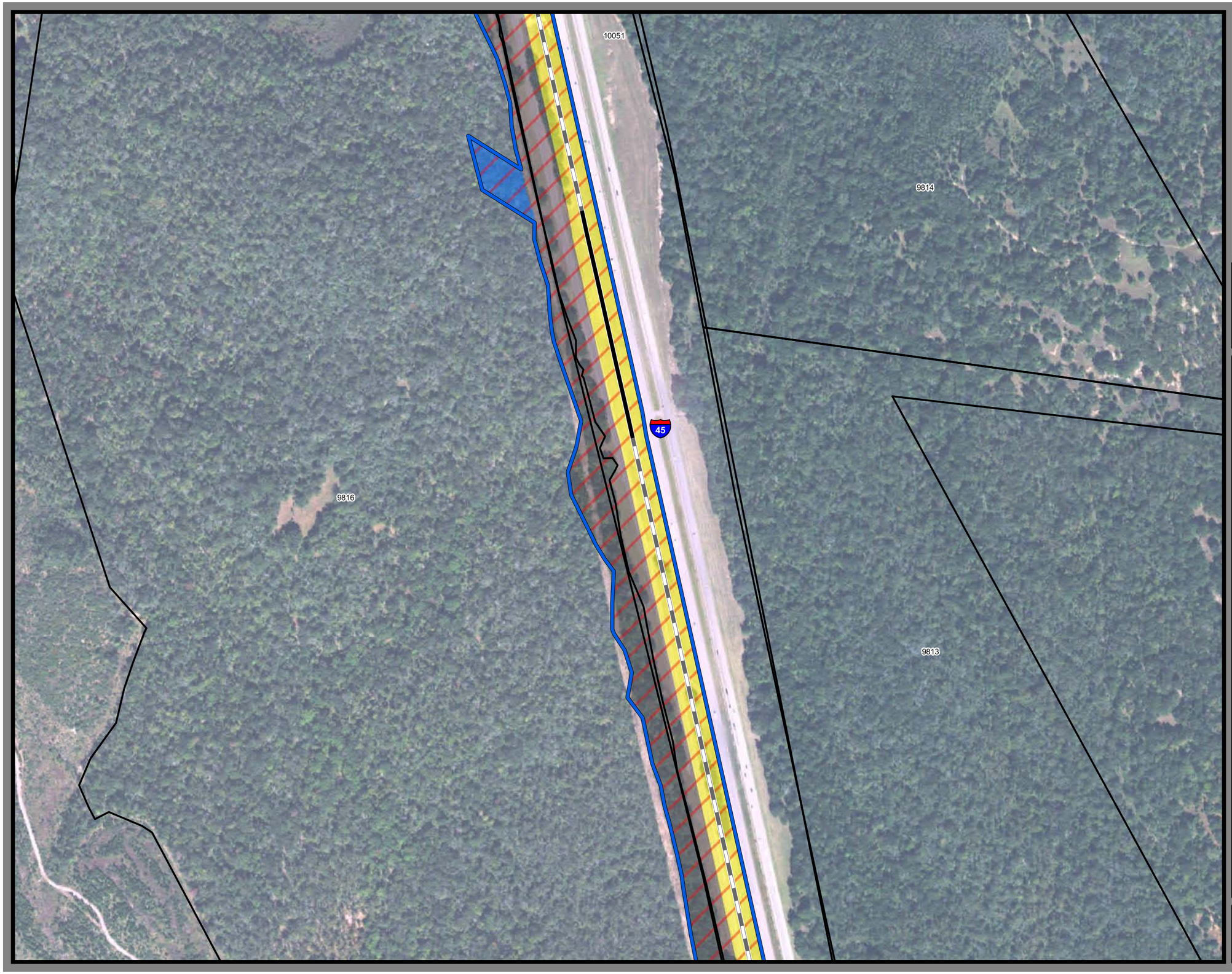

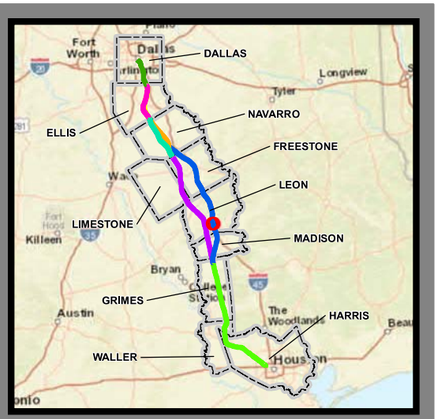

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
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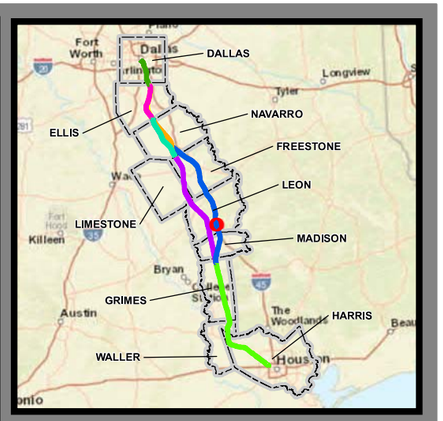

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
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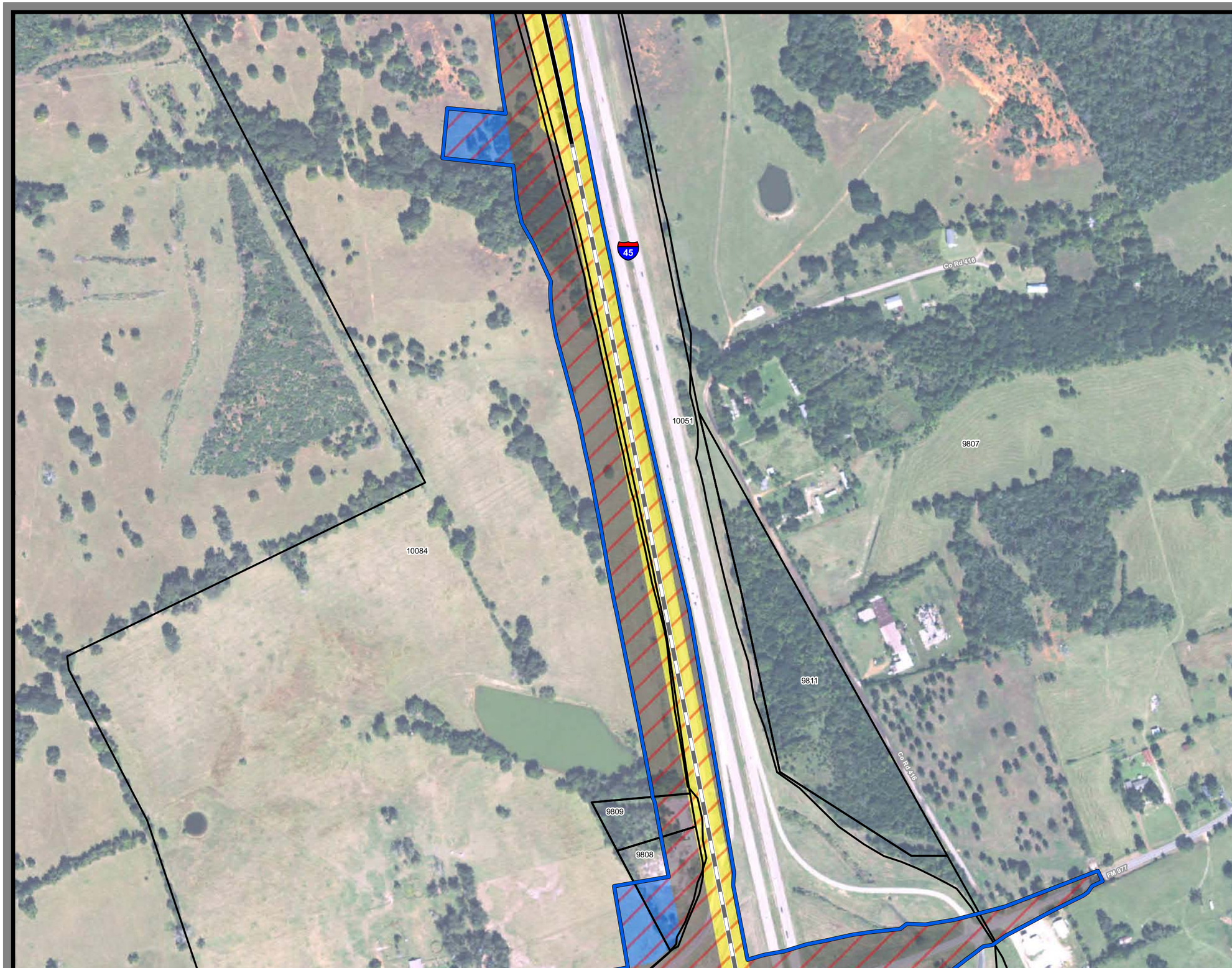

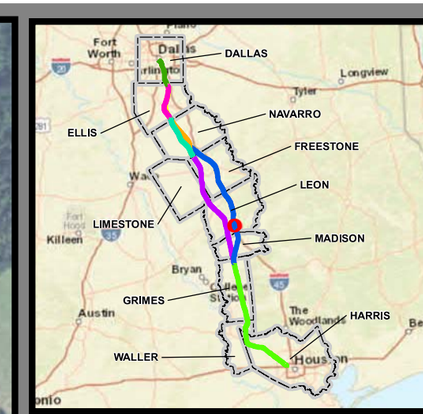

Dallas to Houston
High-Speed Rail Project
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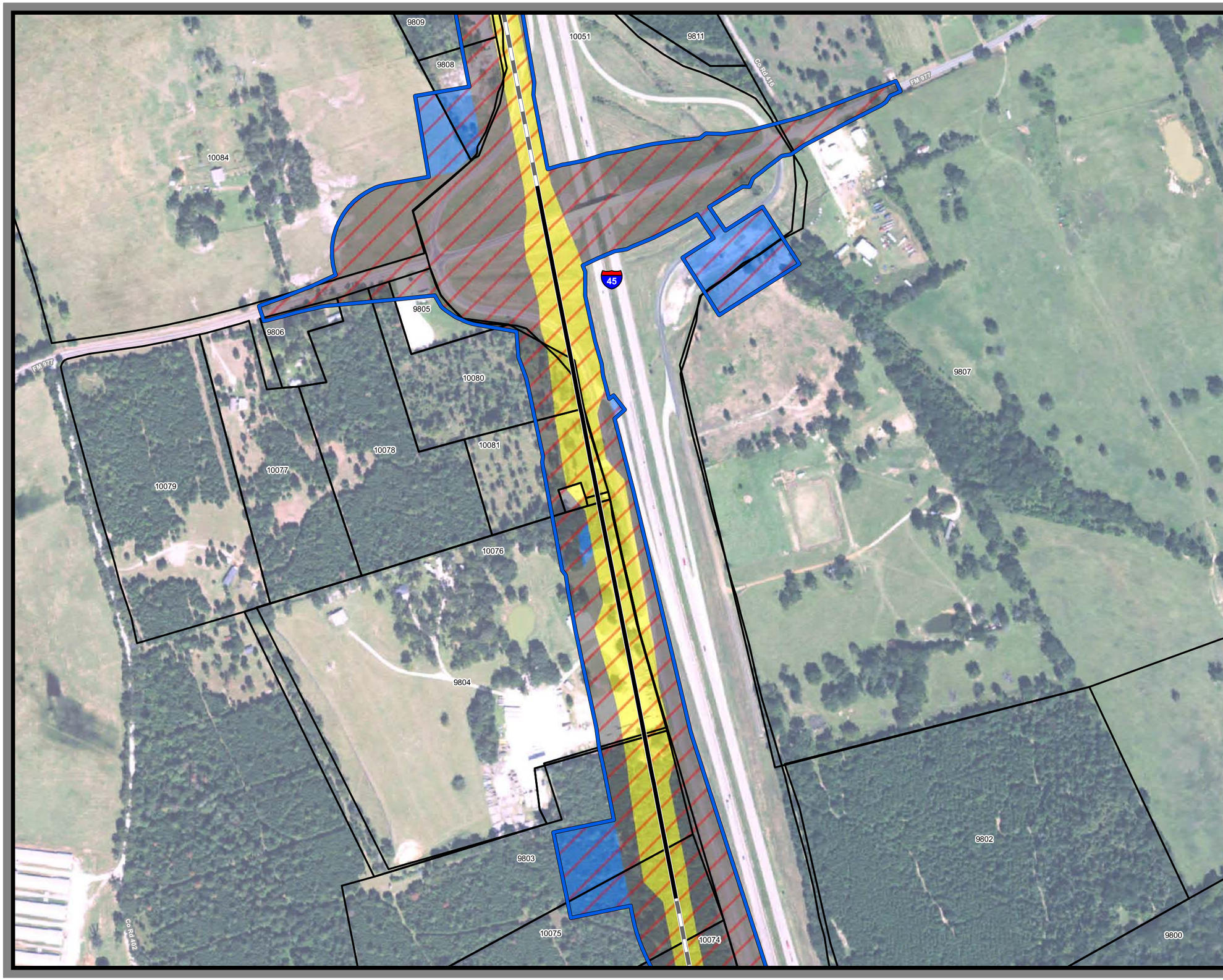

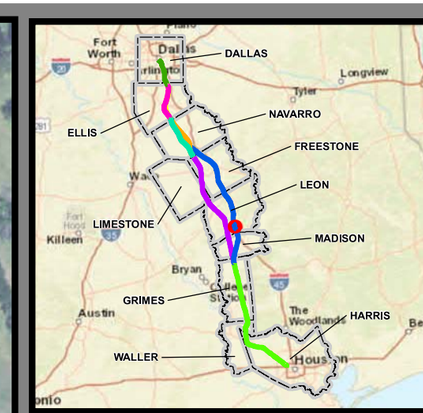

Dallas to Houston
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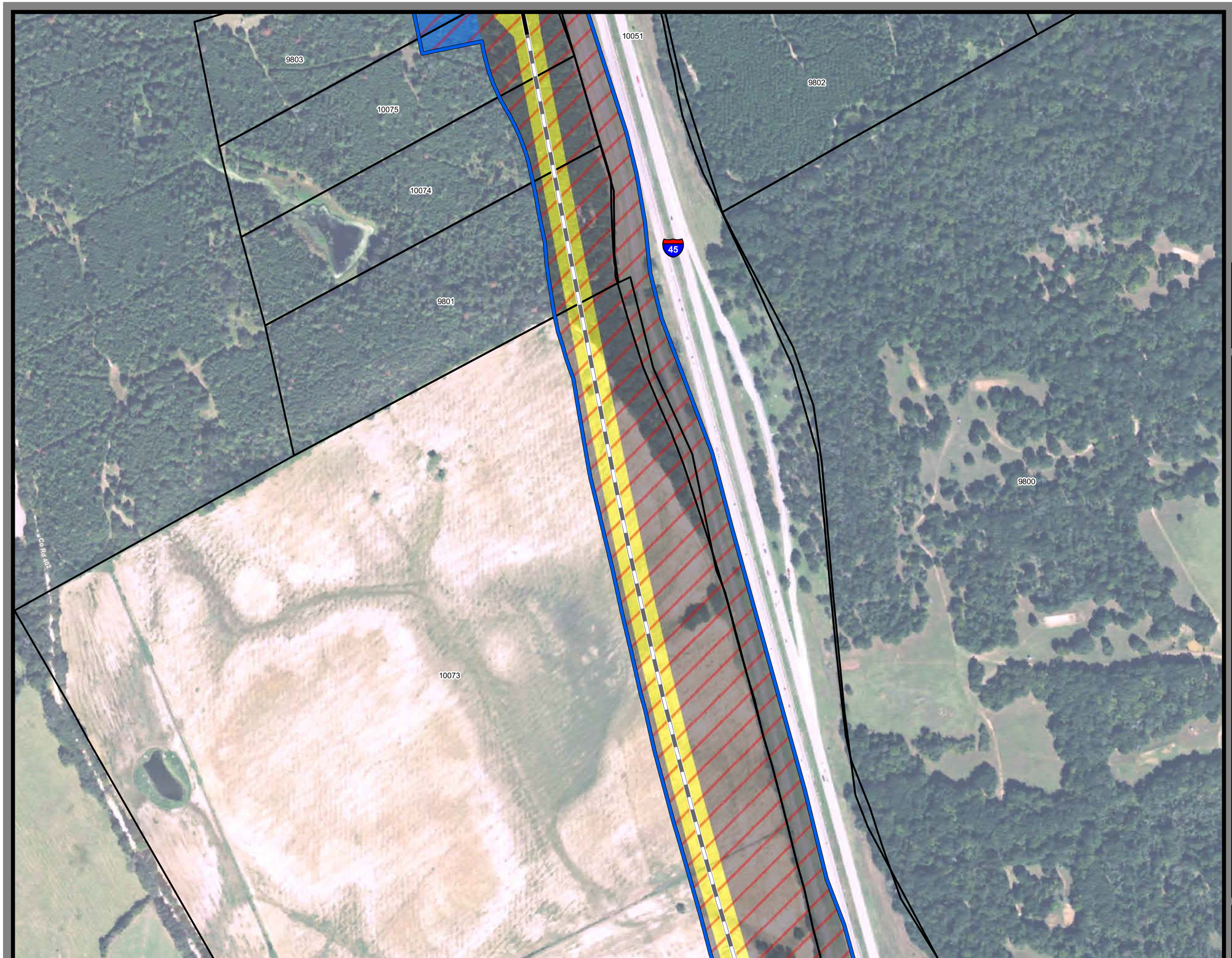

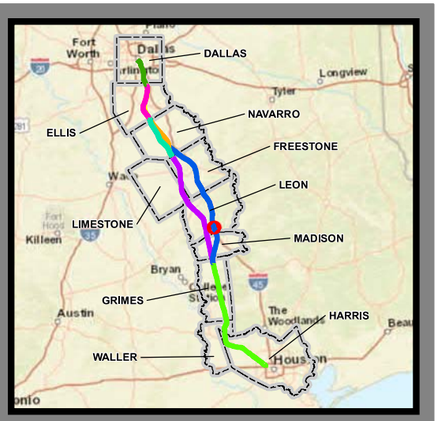

Dallas to Houston
High-Speed Rail Project
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Track Configuration
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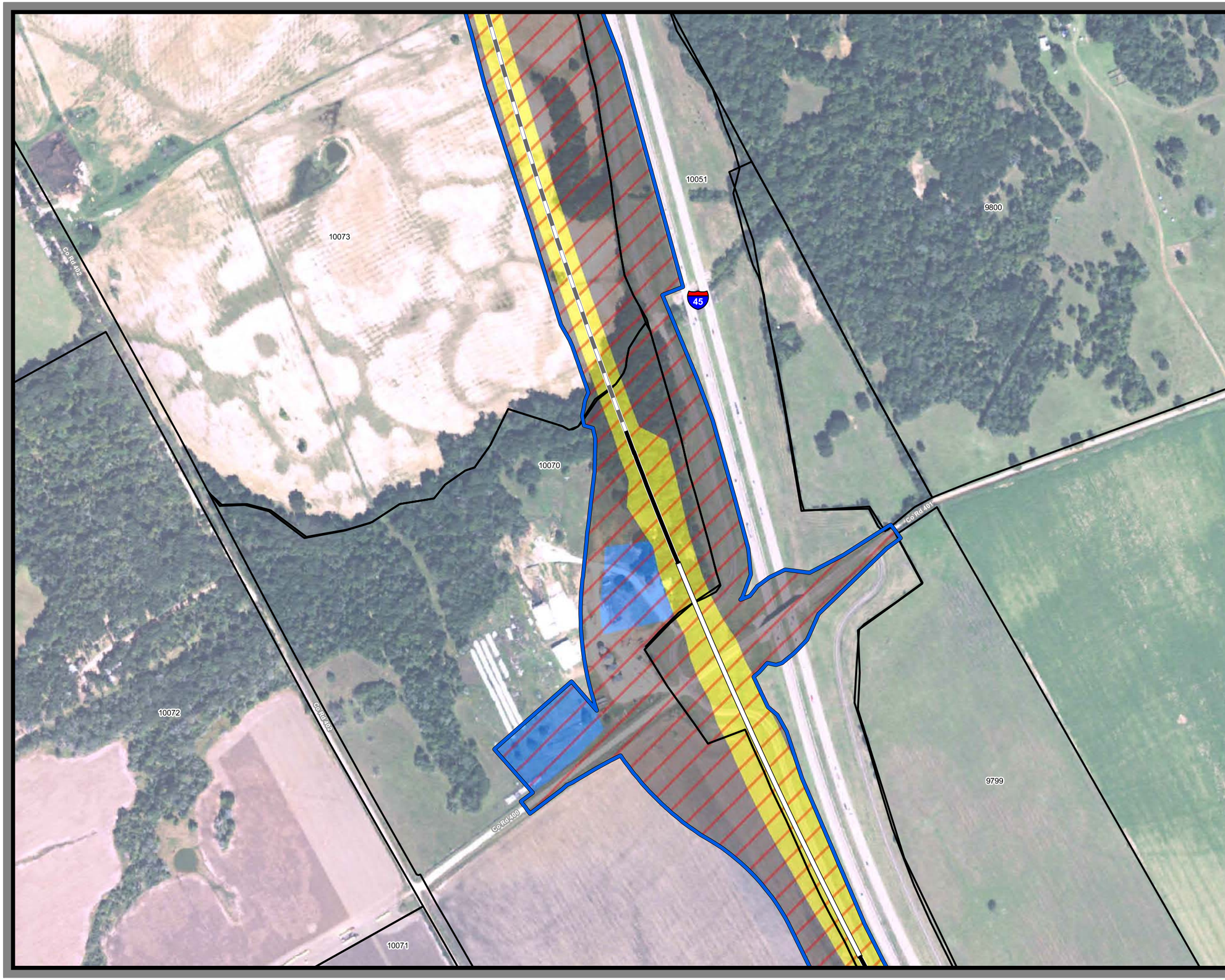

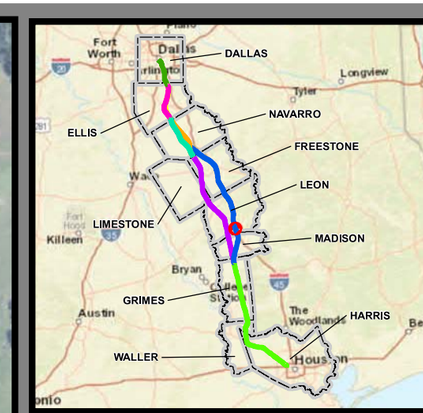

Dallas to Houston
High-Speed Rail Project
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Track Configuration
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- Embankment
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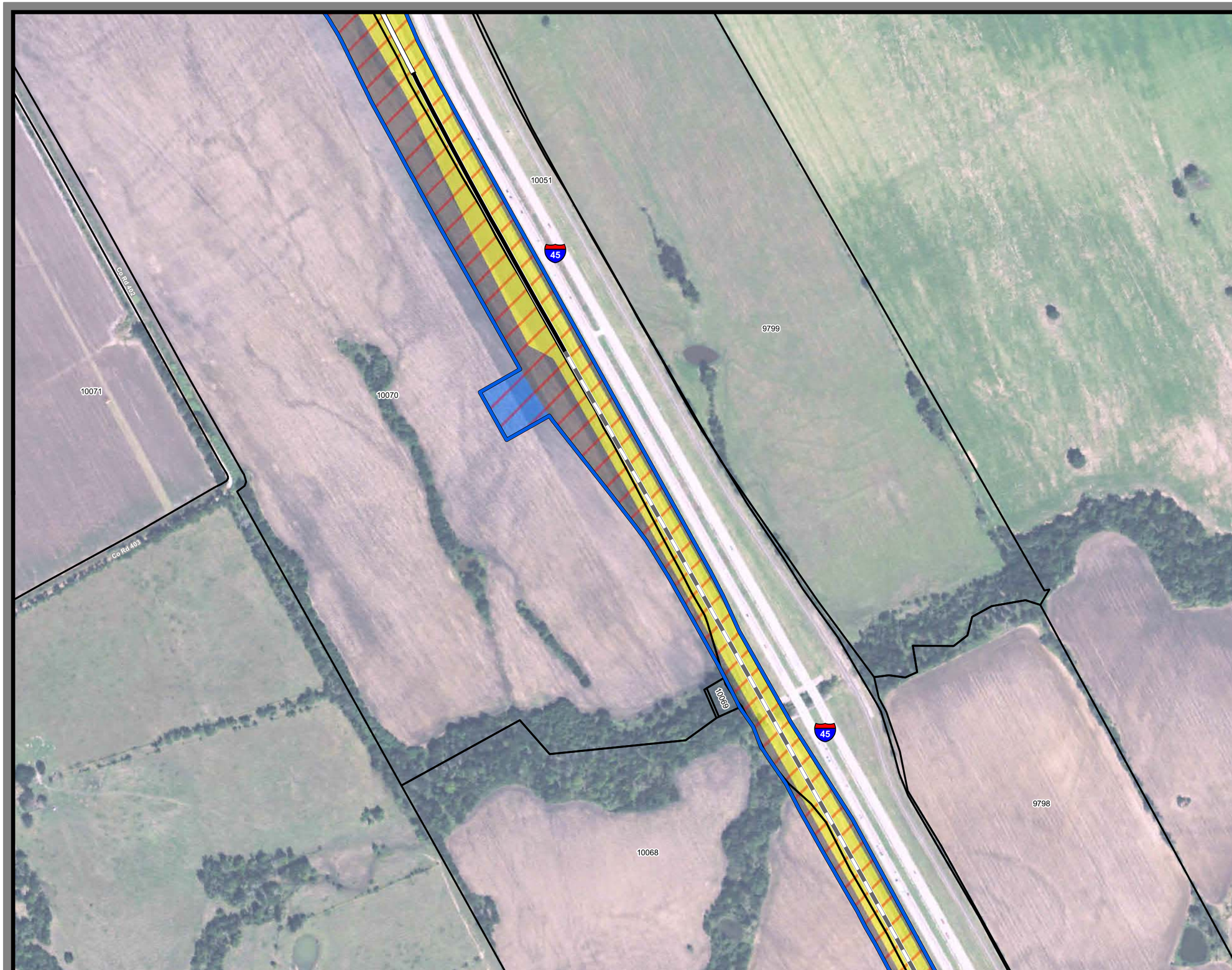
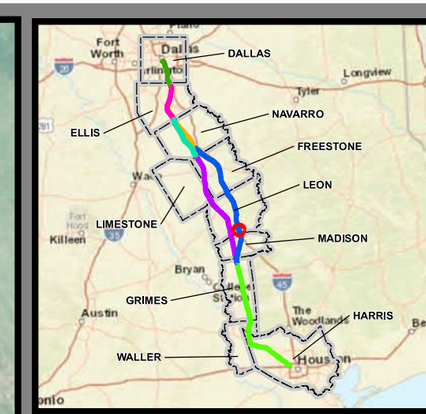
N W E S





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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
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Limits of Disturbance by Impact Type
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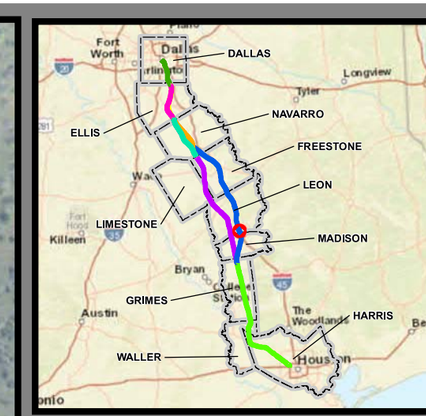

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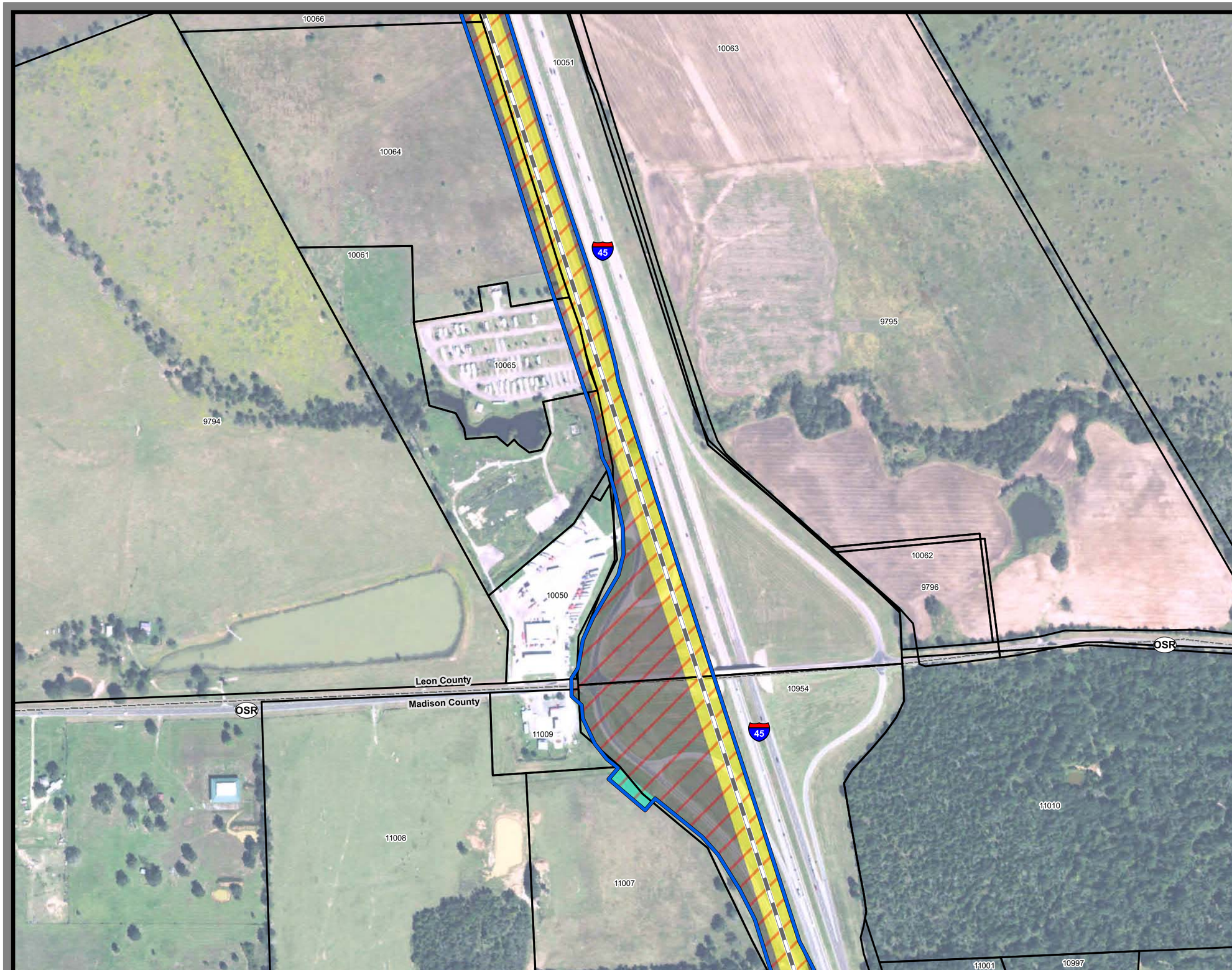

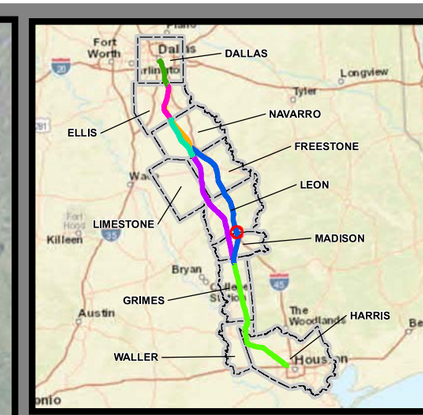

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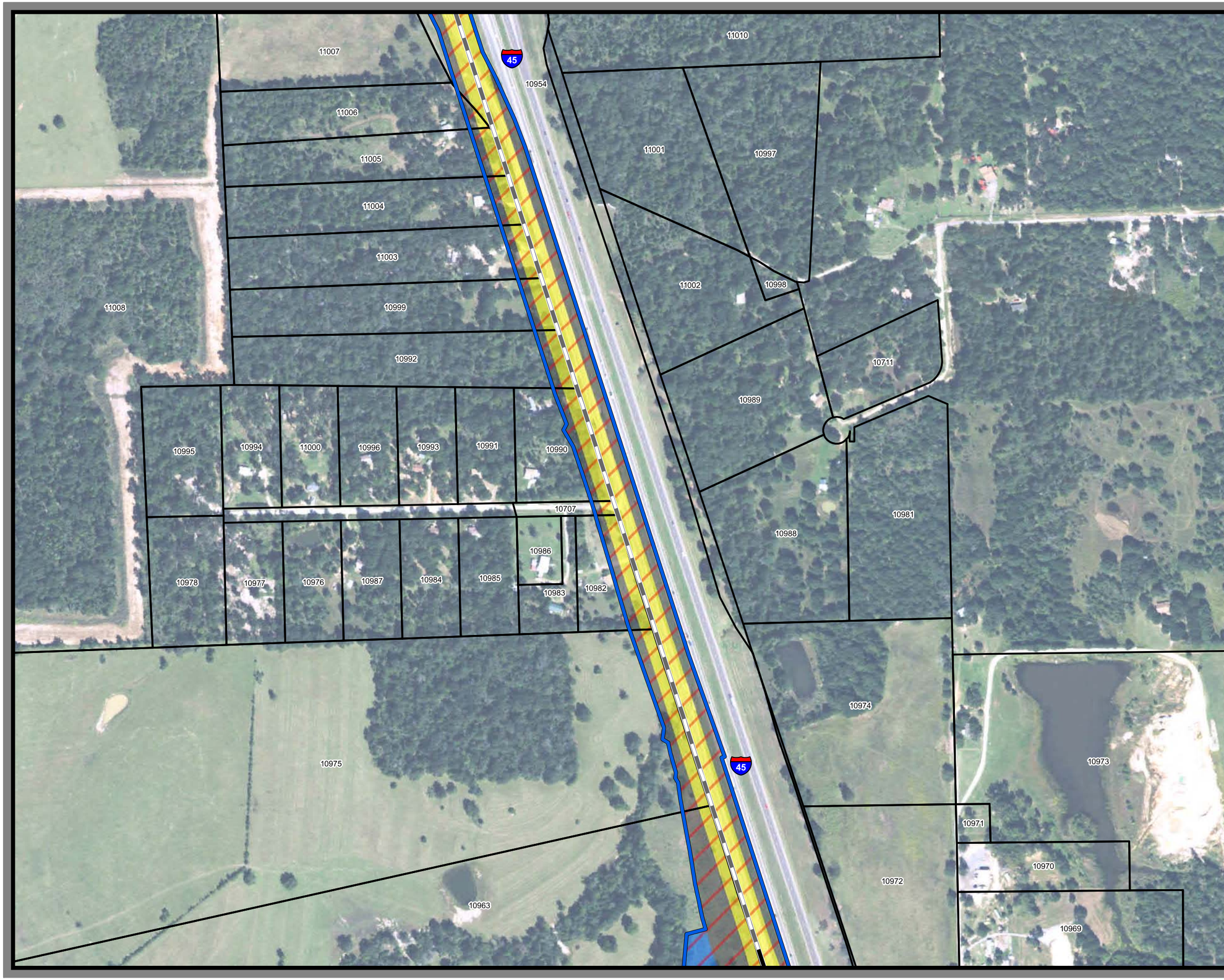

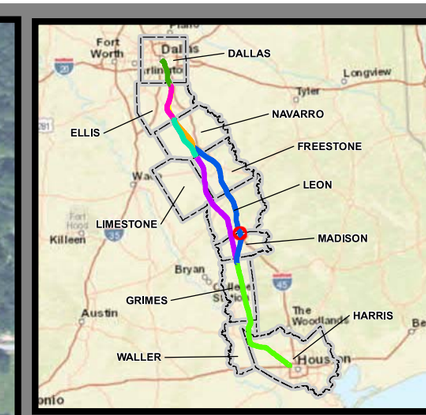

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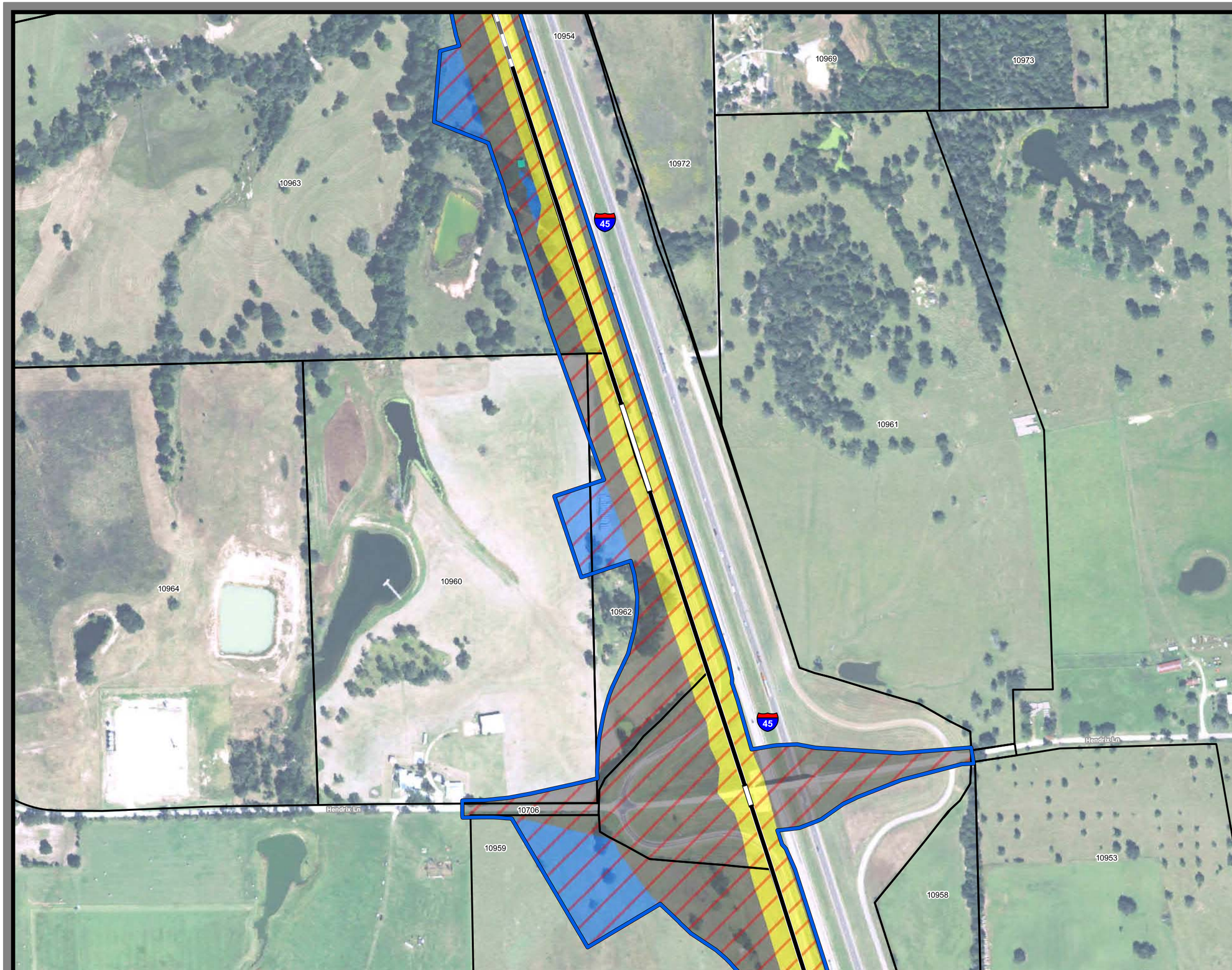

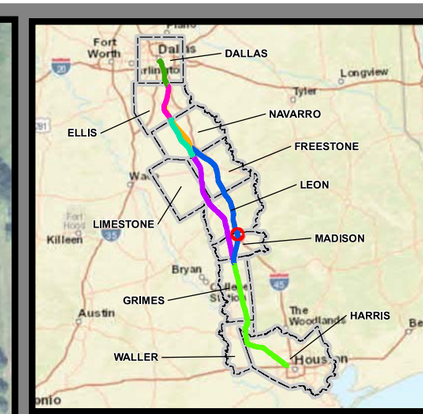

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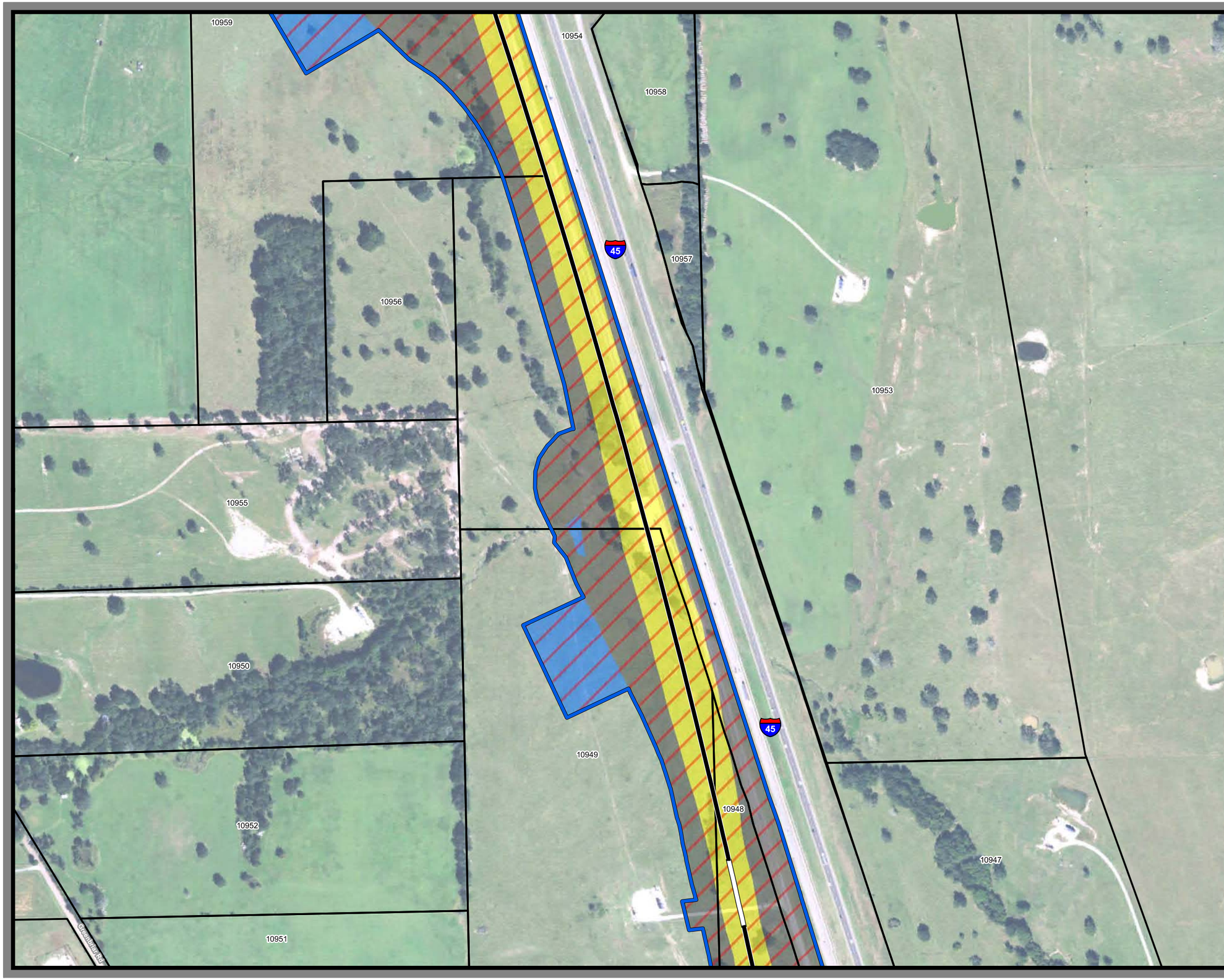

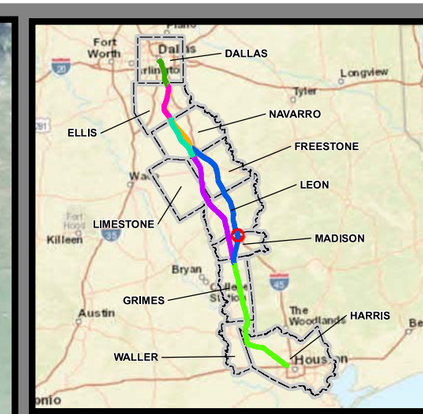

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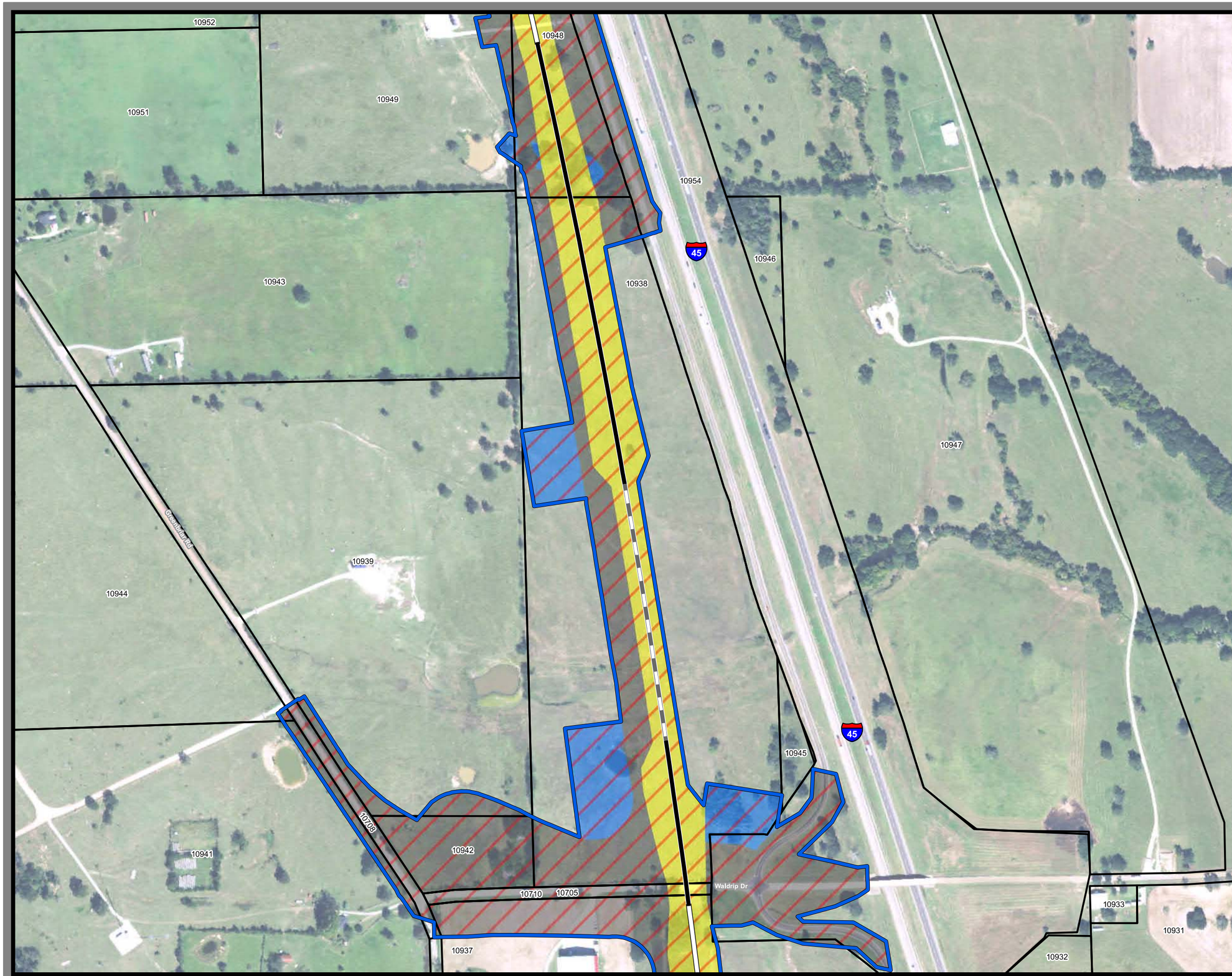

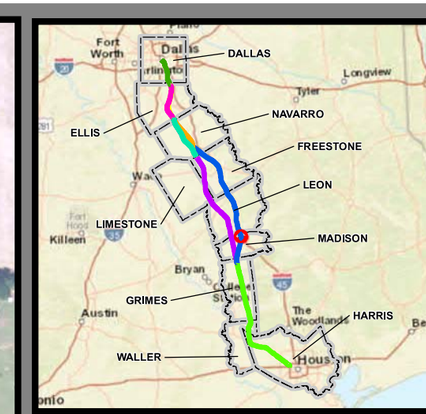

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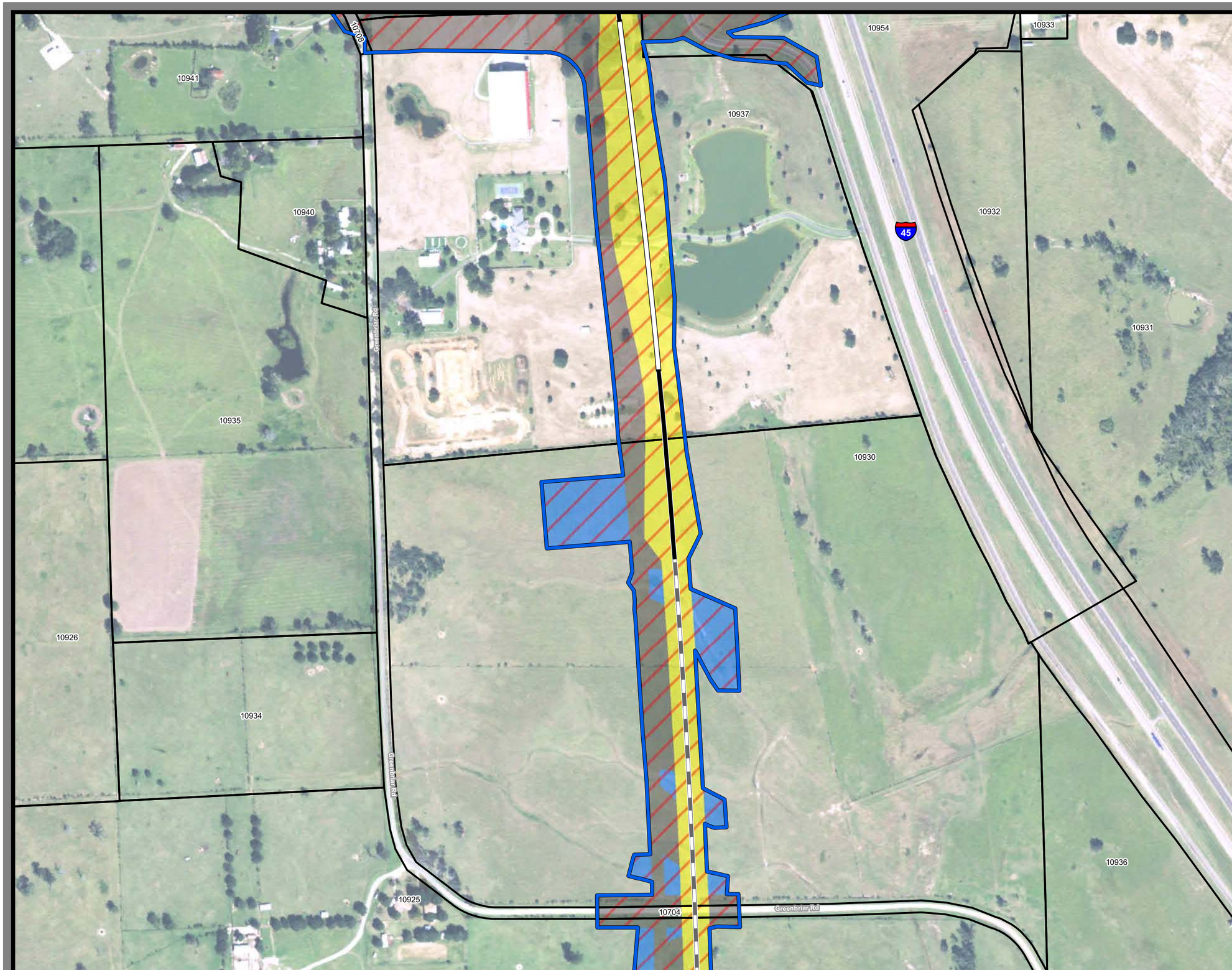

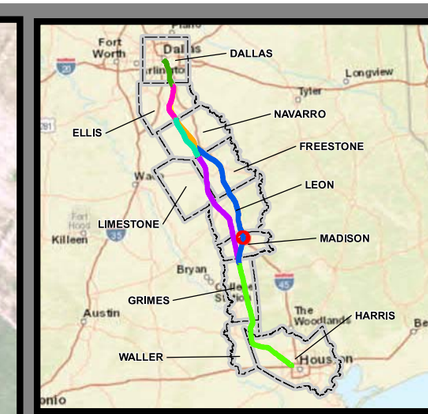

Dallas to Houston
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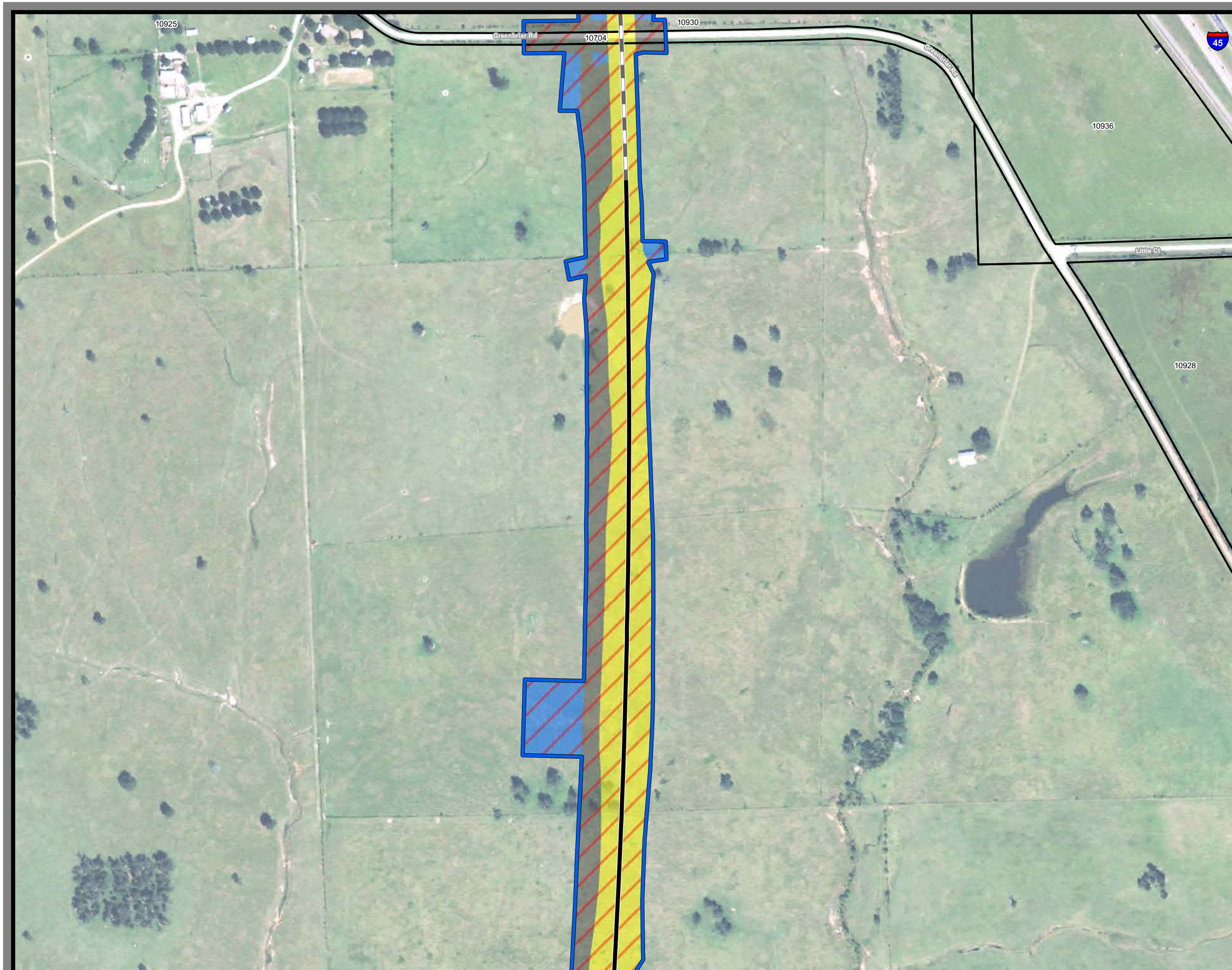

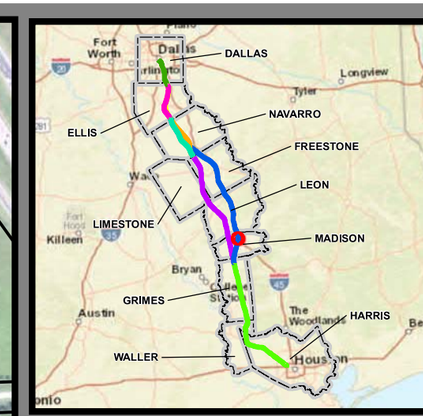

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High-Speed Rail Project
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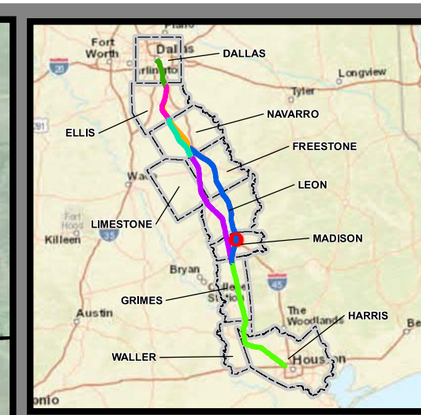

Dallas to Houston
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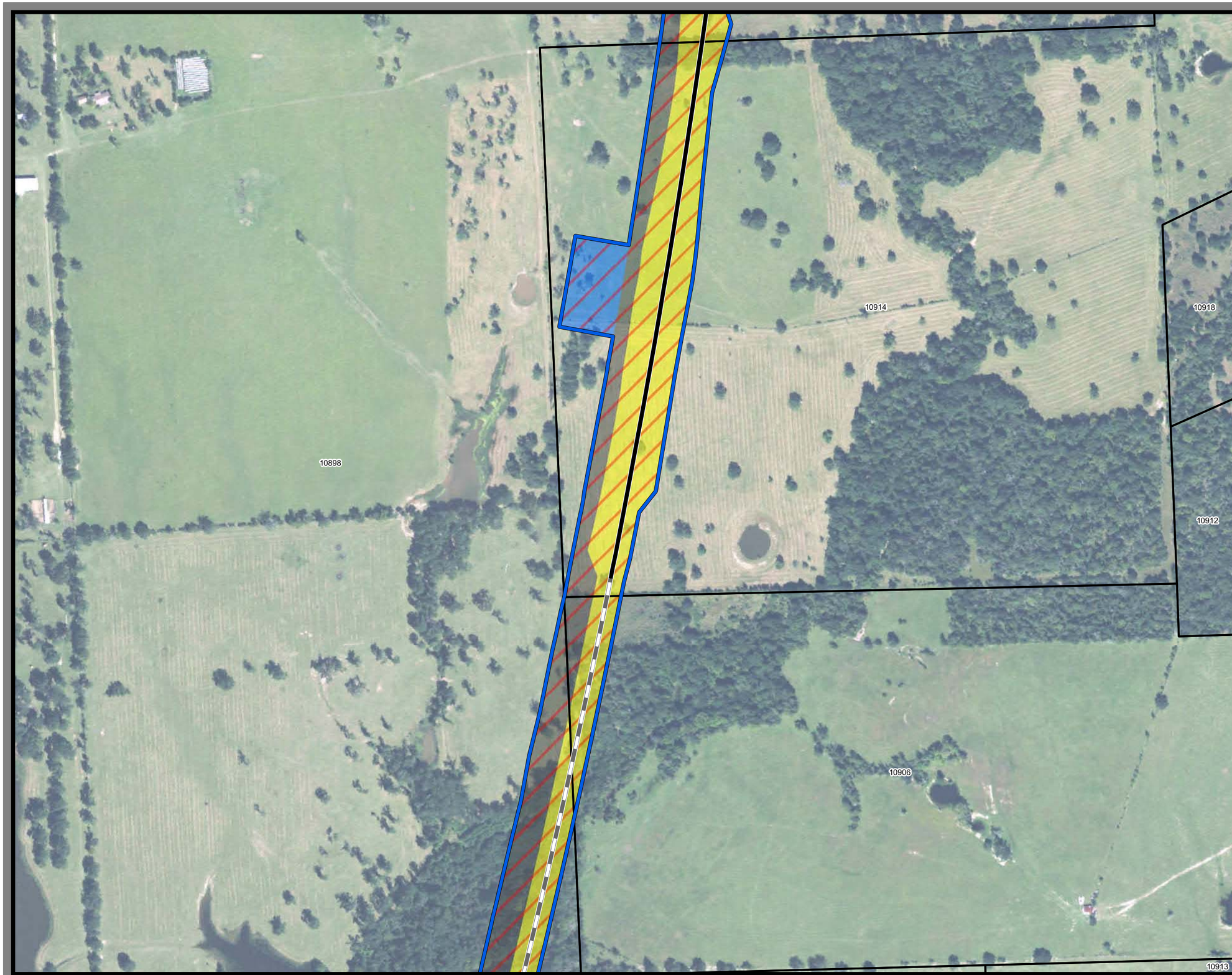

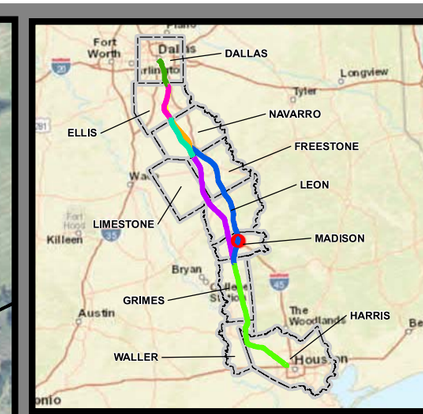

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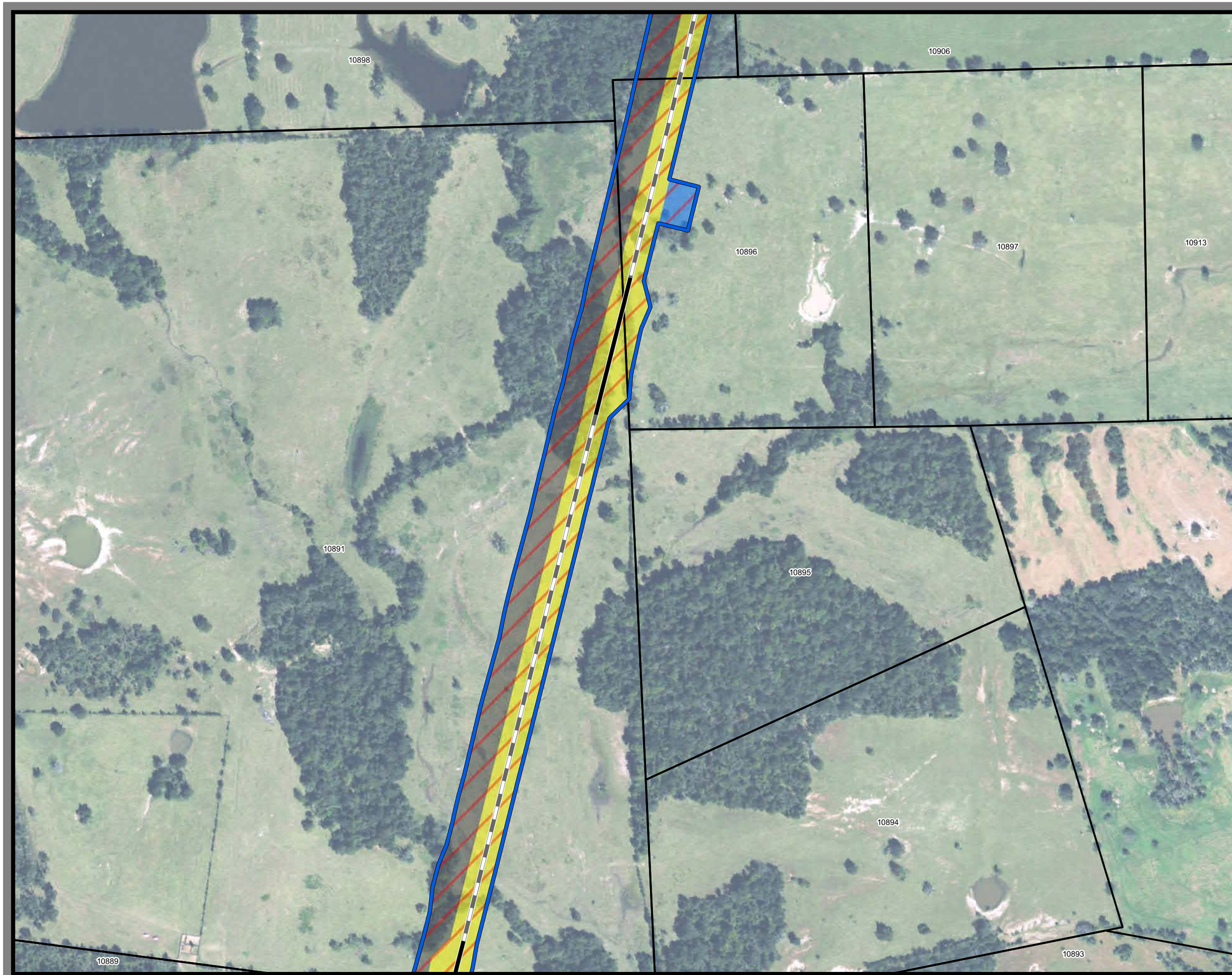

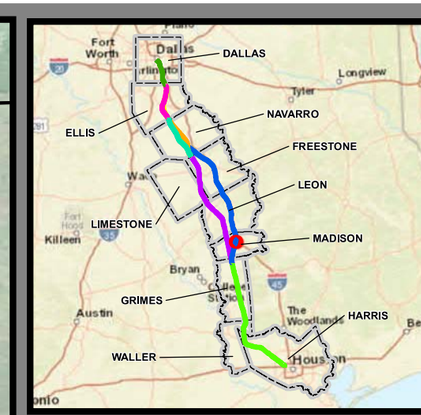

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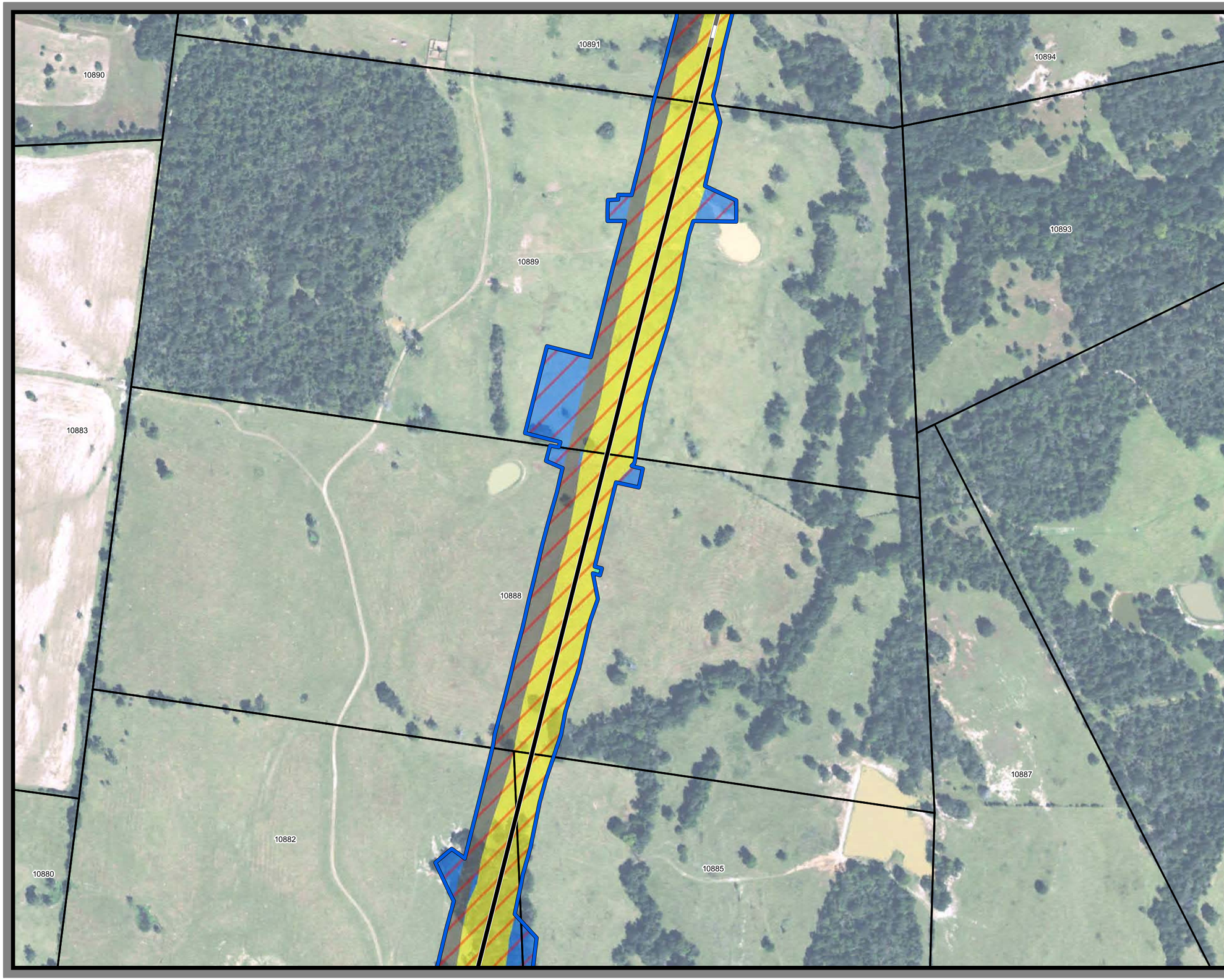

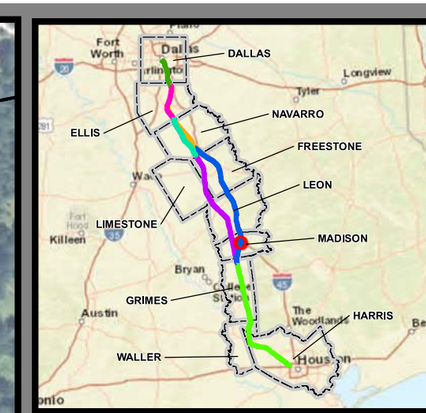

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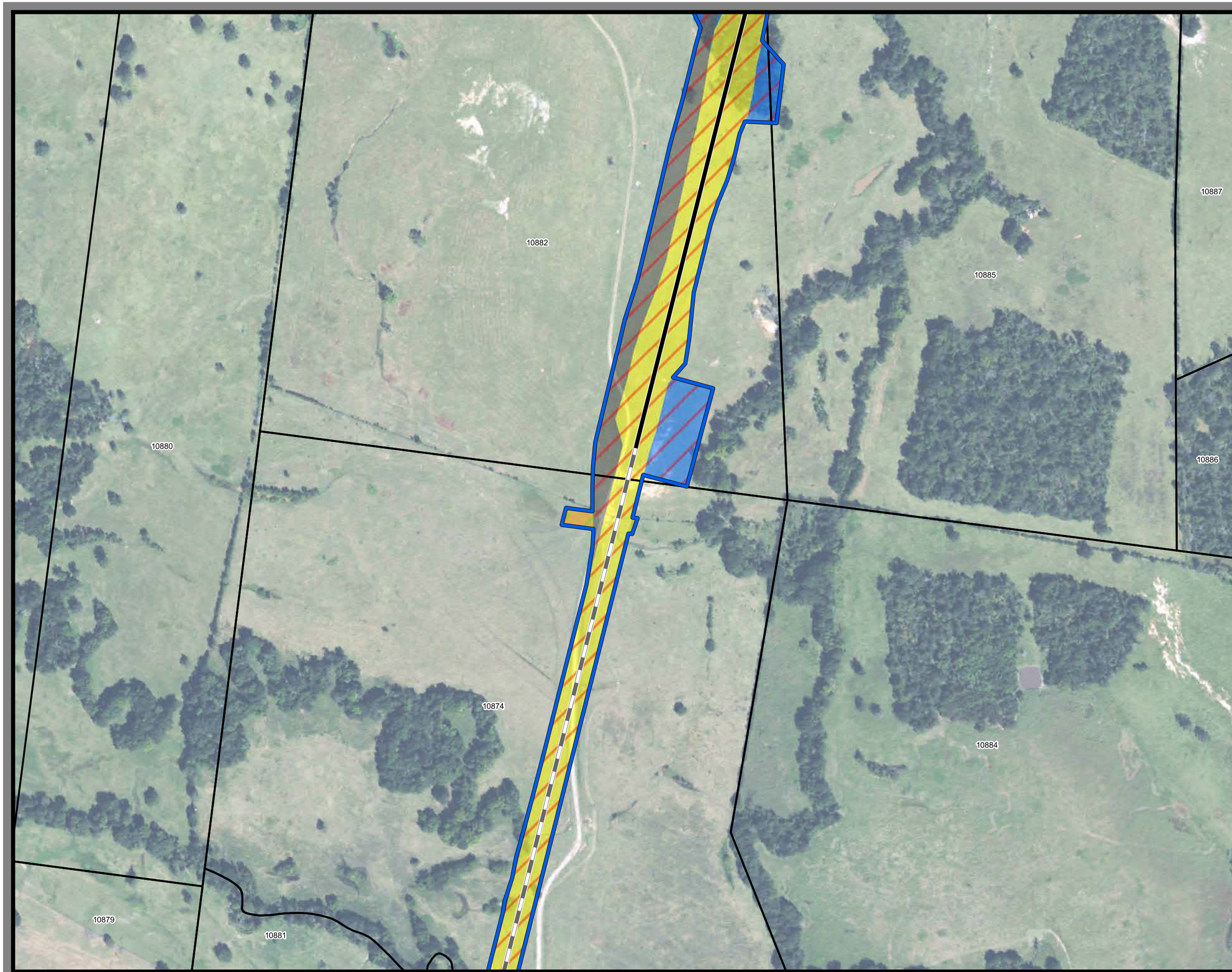

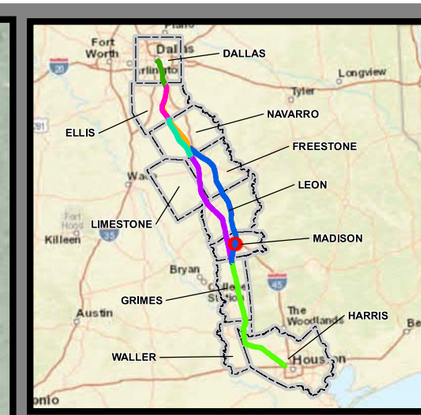

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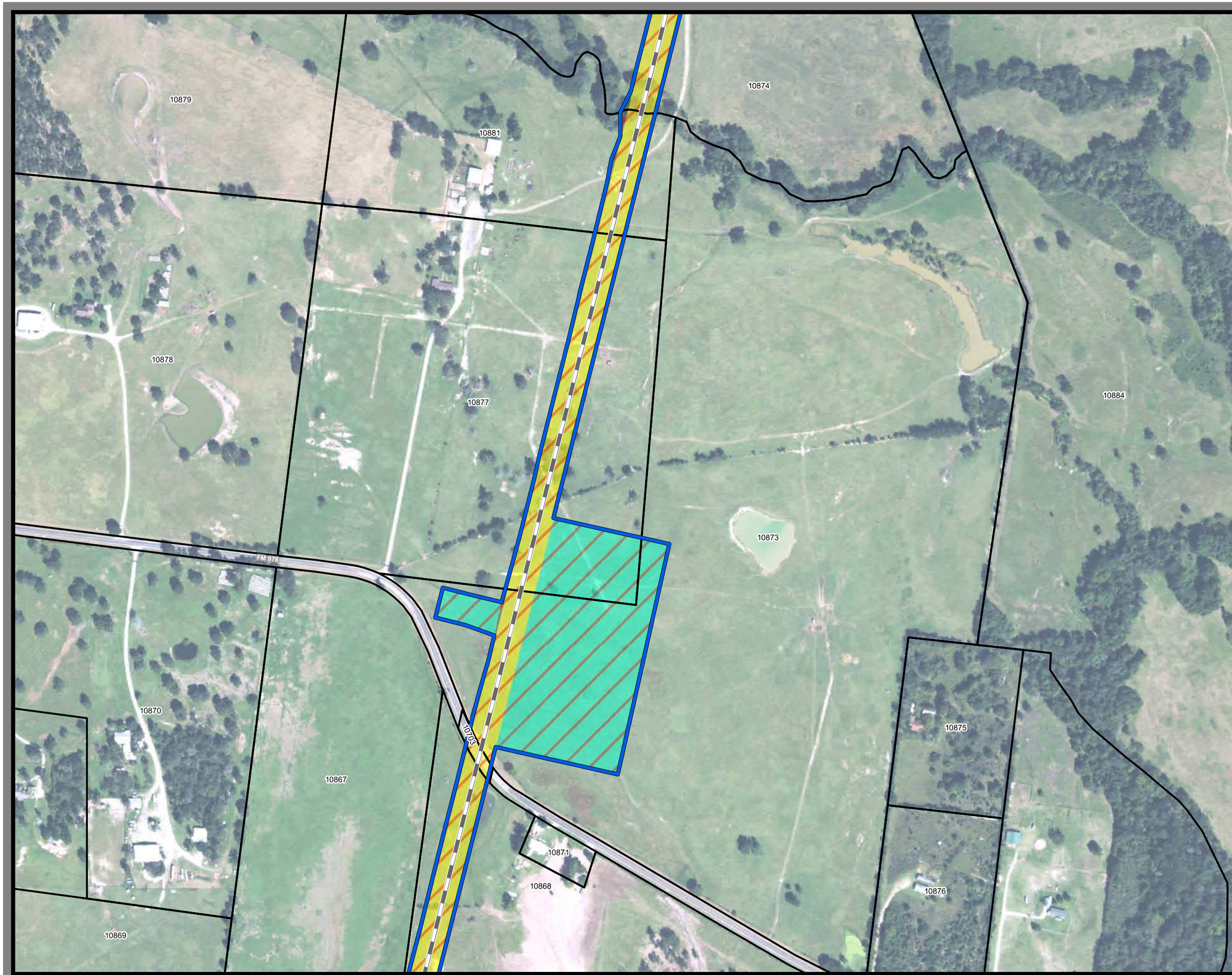

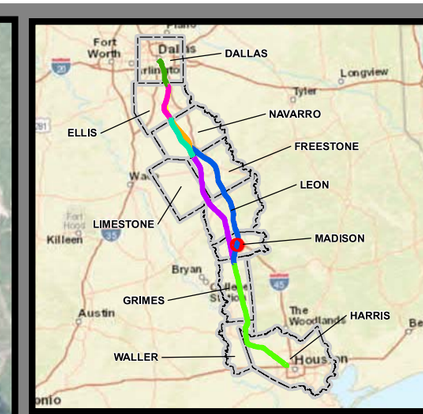

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
- Segment 2B
- Segment 3A
- Segment 3B
- Segment 3C
- Segment 4
- Segment 5

Limits of Disturbance by Impact Type
- Permanent
- Temporary
- Railroad
- Property Boundary
- County Boundary

Limits of Disturbance by Discipline
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- Maintenance of Way Facility
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Data Sources: Parcel Data - Contract Land Staff - April 26, 2017
Aerial Imagery: USDA NAIP 2014

1 inch = 400 feet

0 200 400 Feet

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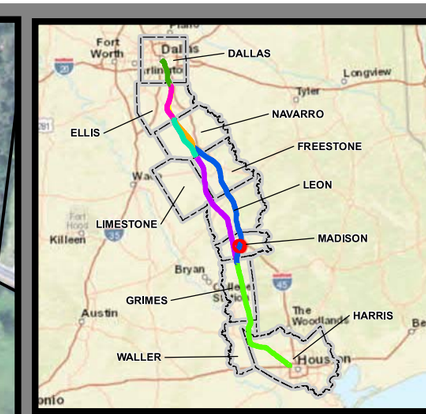

Dallas to Houston
High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
- Viaduct
- Embankment
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Limits of Disturbance by Segment
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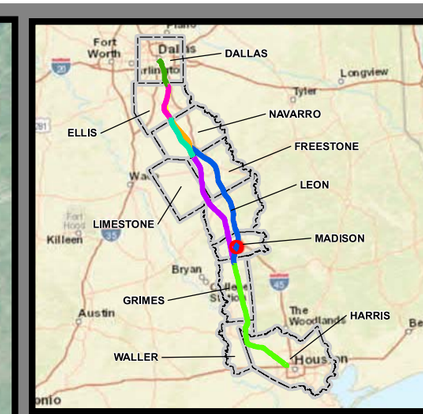

Dallas to Houston
High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
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Limits of Disturbance by Segment
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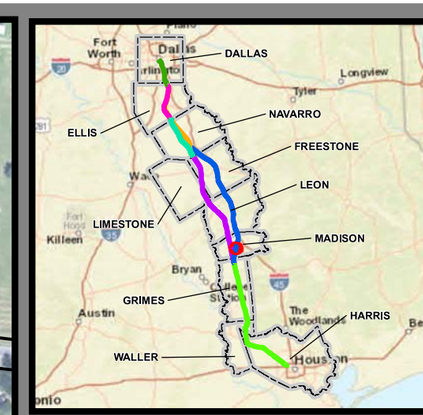

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
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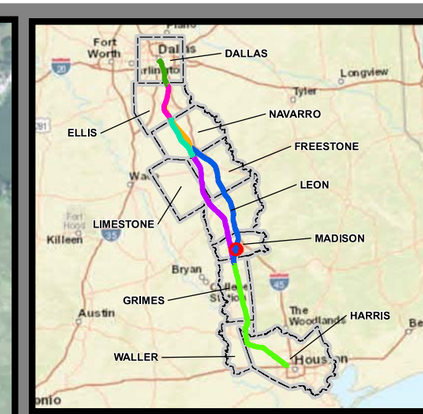

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
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Limits of Disturbance by Segment
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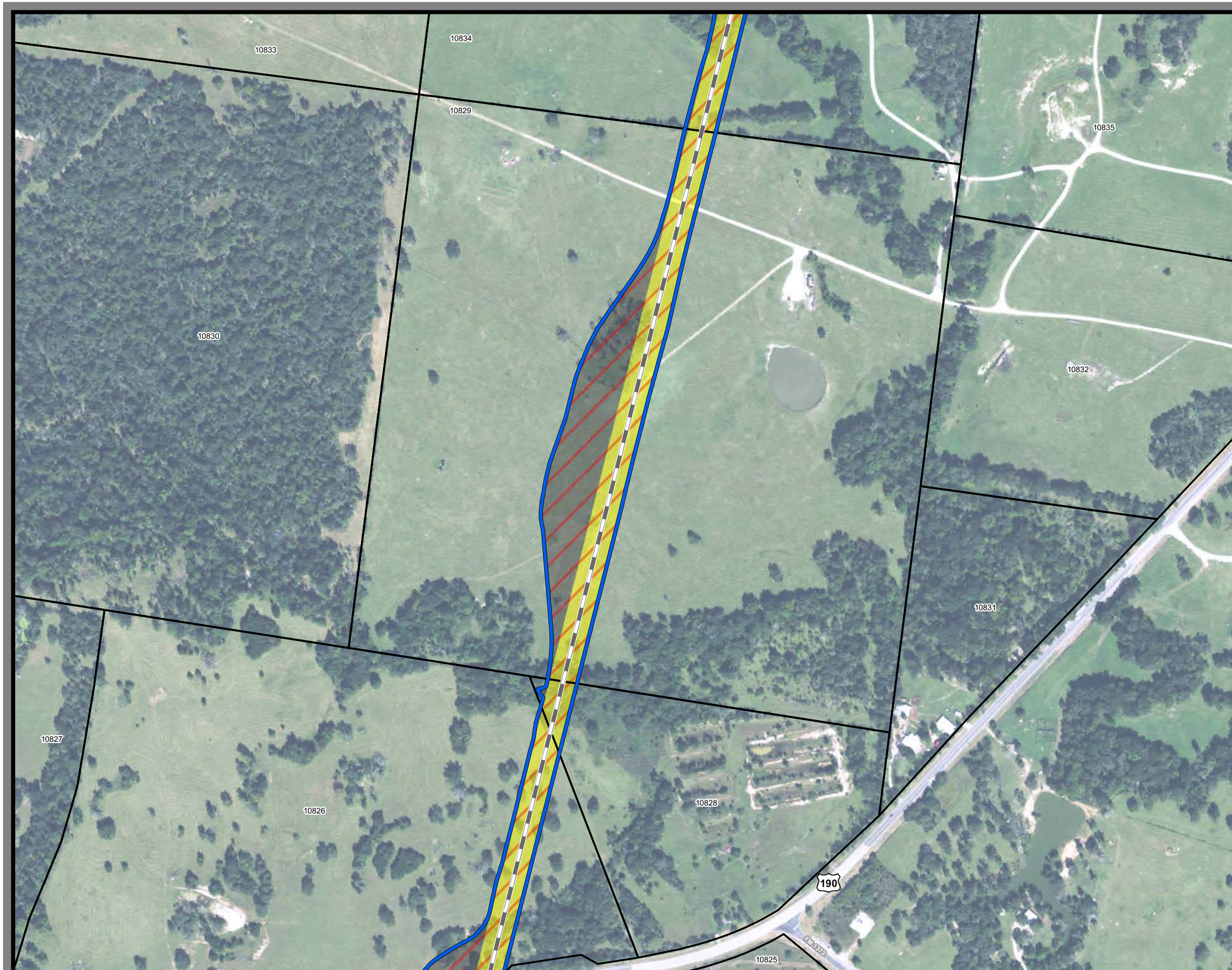

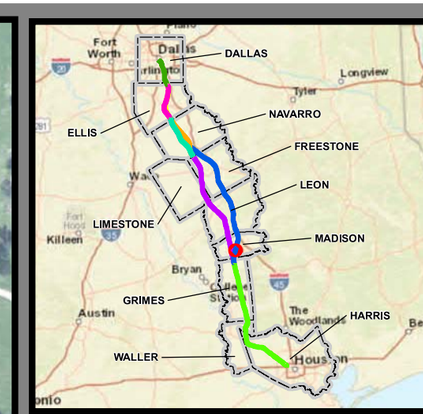

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 302 of 536

Legend

Track Configuration
- Viaduct
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- Cut

Limits of Disturbance by Segment
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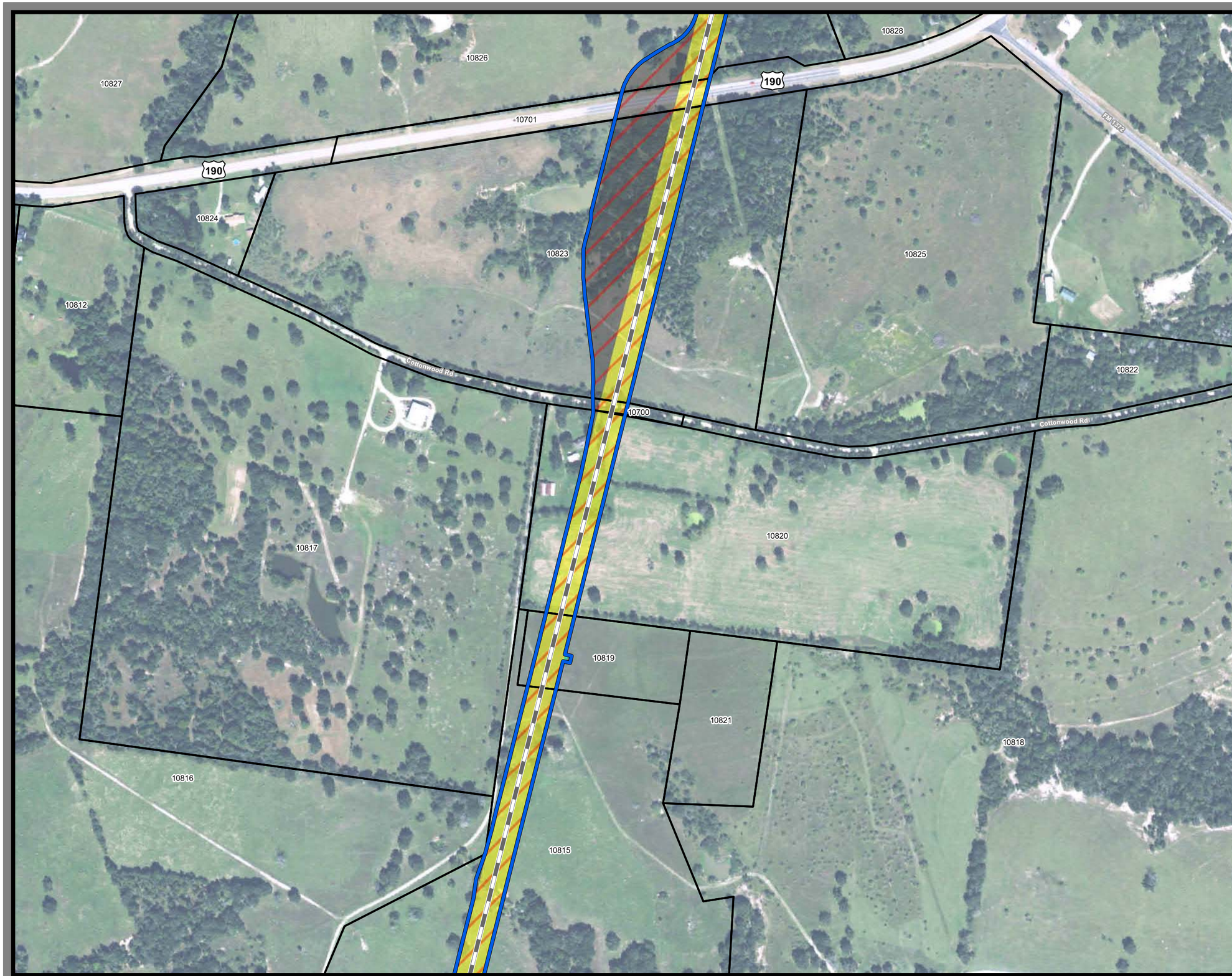

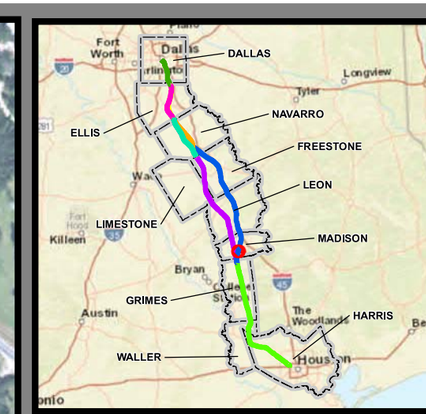

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
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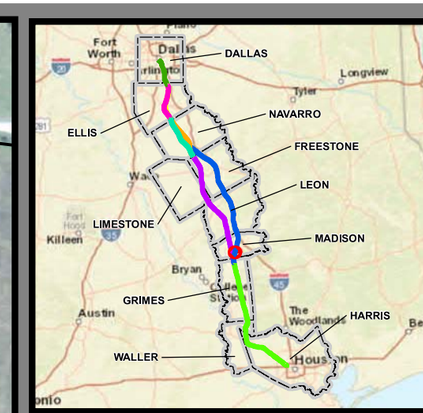

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
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Limits of Disturbance by Segment
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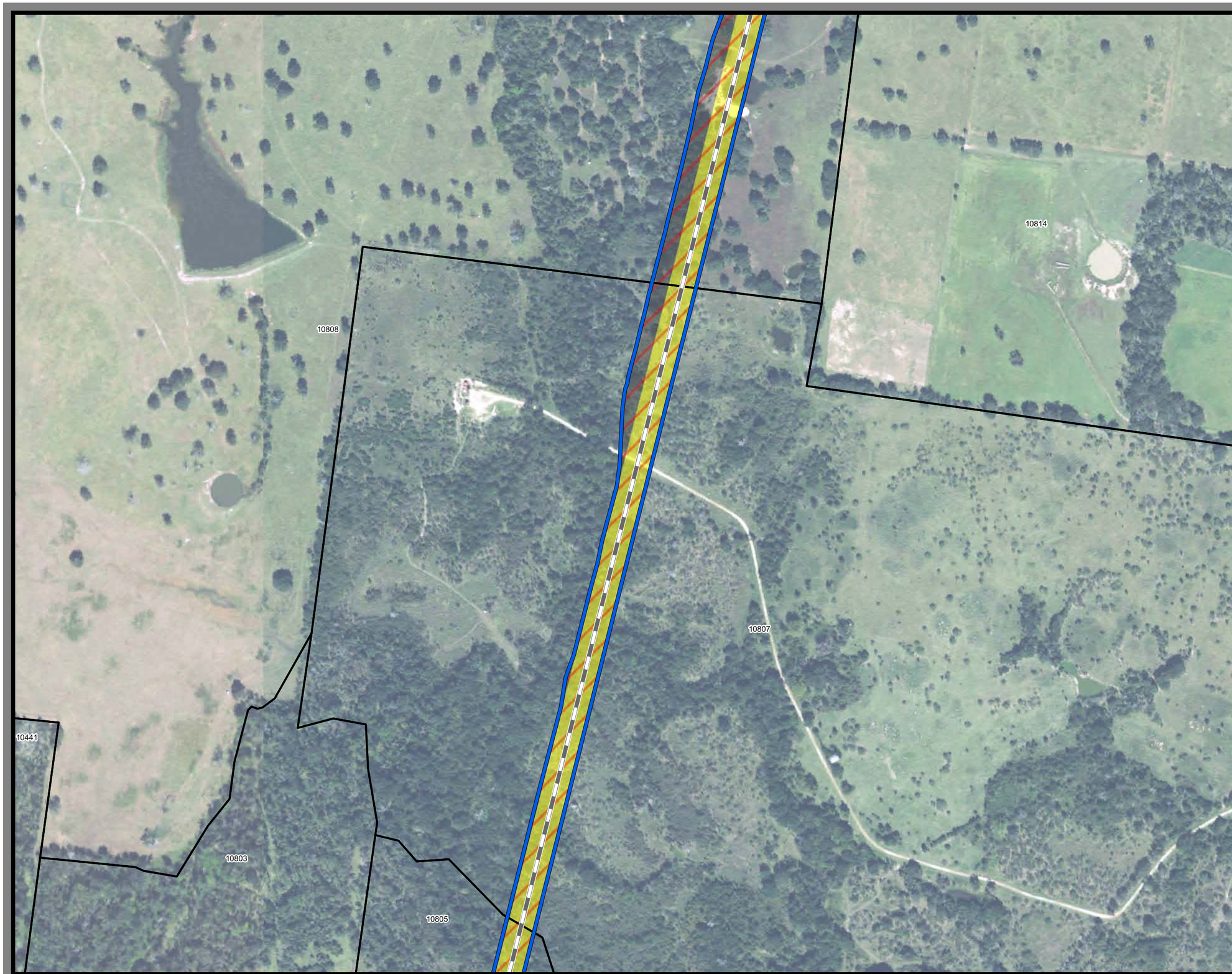

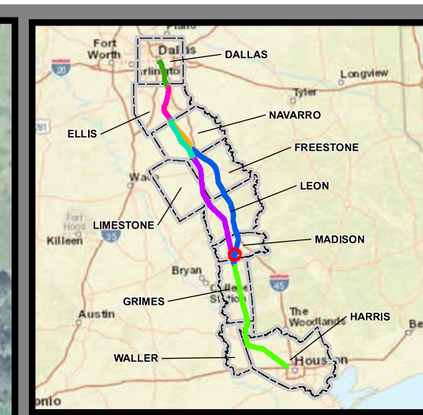

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

Track Configuration
- Viaduct
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- Cut

Limits of Disturbance by Segment
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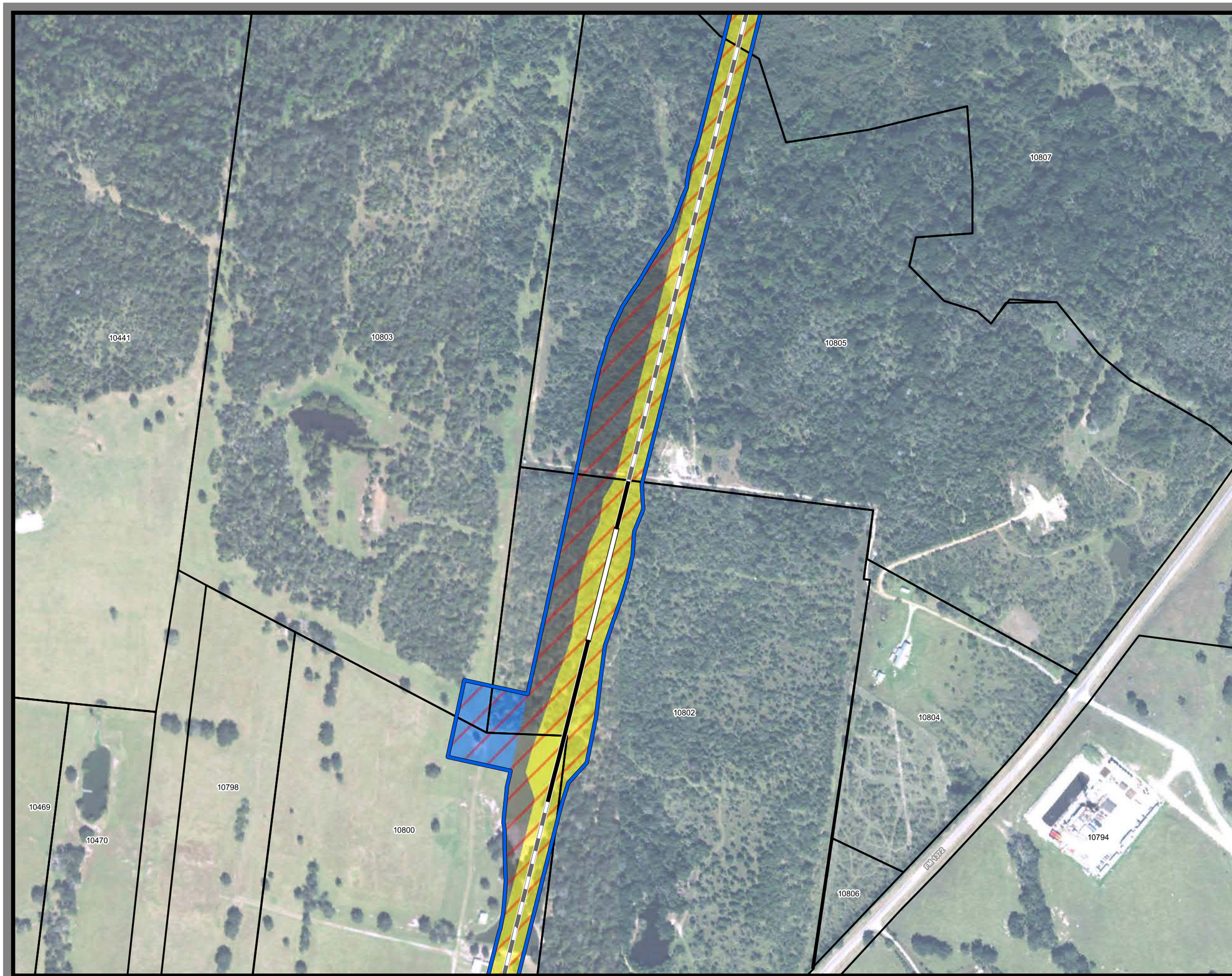

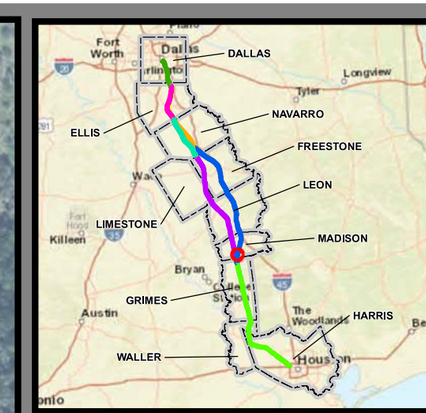

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 306 of 536

Legend

Track Configuration
- Viaduct
- Embankment
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Limits of Disturbance by Segment
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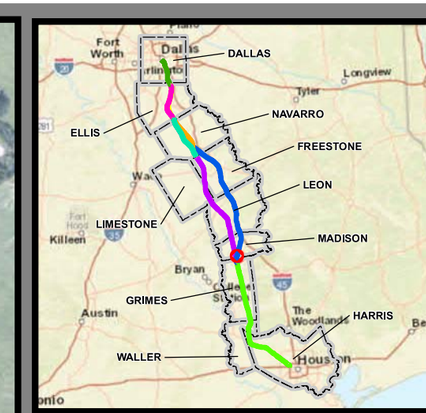

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 307 of 536

Legend

Track Configuration
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Limits of Disturbance by Segment
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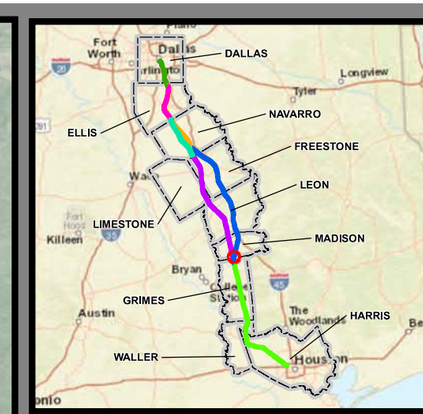

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 308 of 536

Legend

Track Configuration
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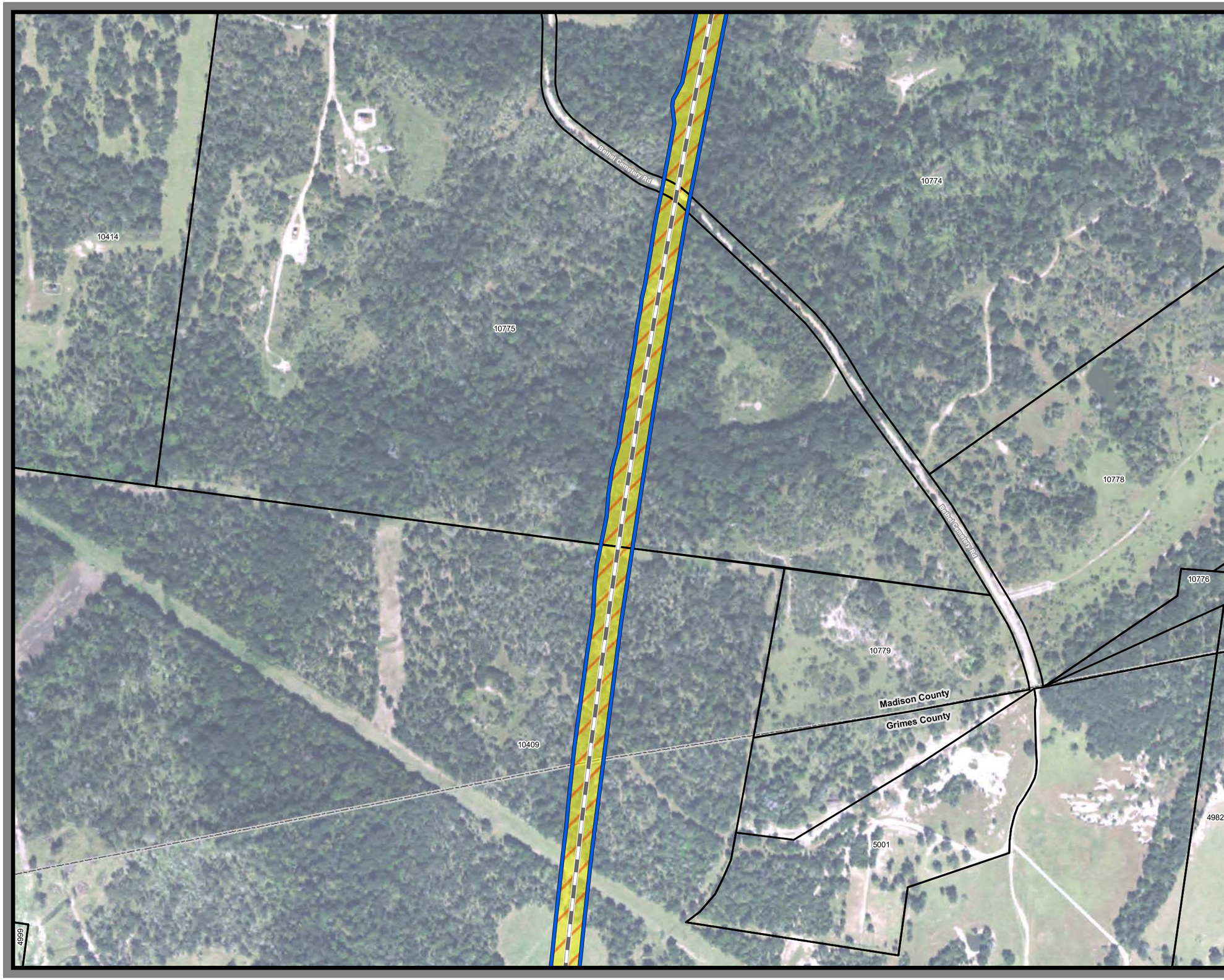

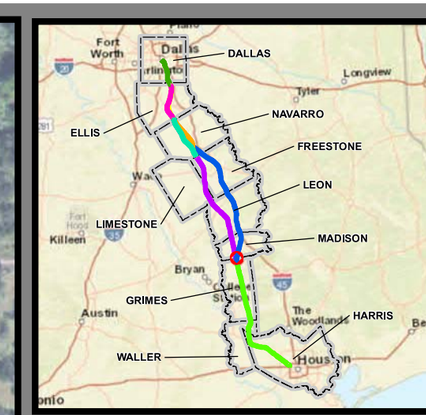

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
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Legend

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*****This Sheet only depicts Segment 3C; Segment 4 is also located in this same area and can be referenced on Sheet 414.*****

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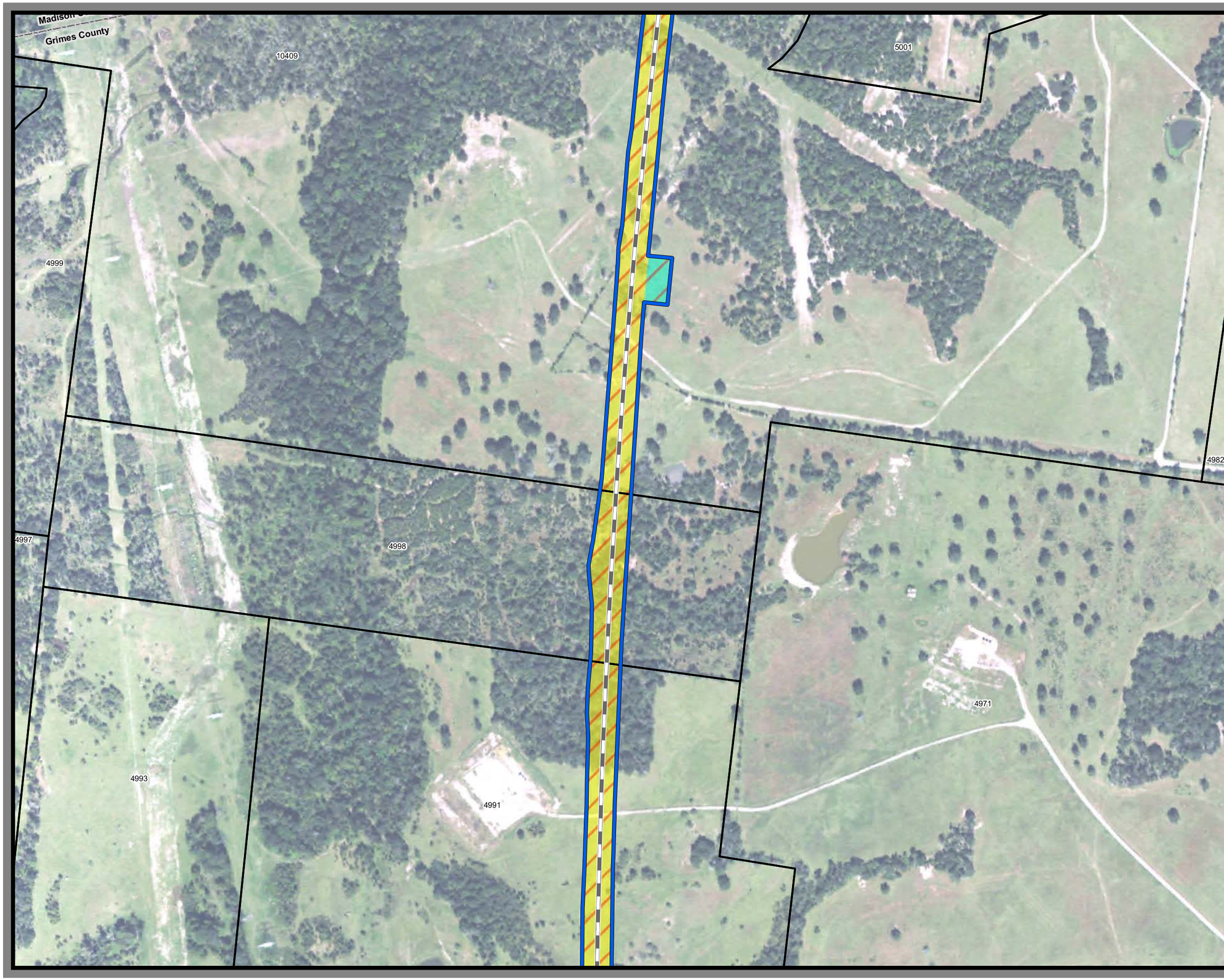

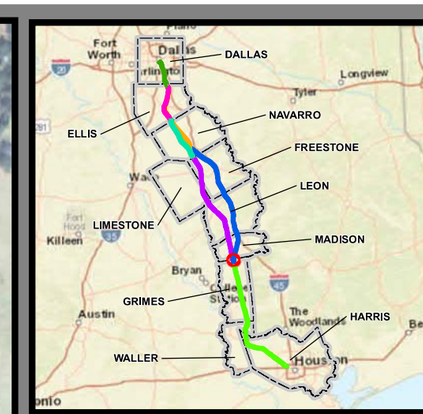

Dallas to Houston
High-Speed Rail Project
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Segment 3C
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Legend

Track Configuration
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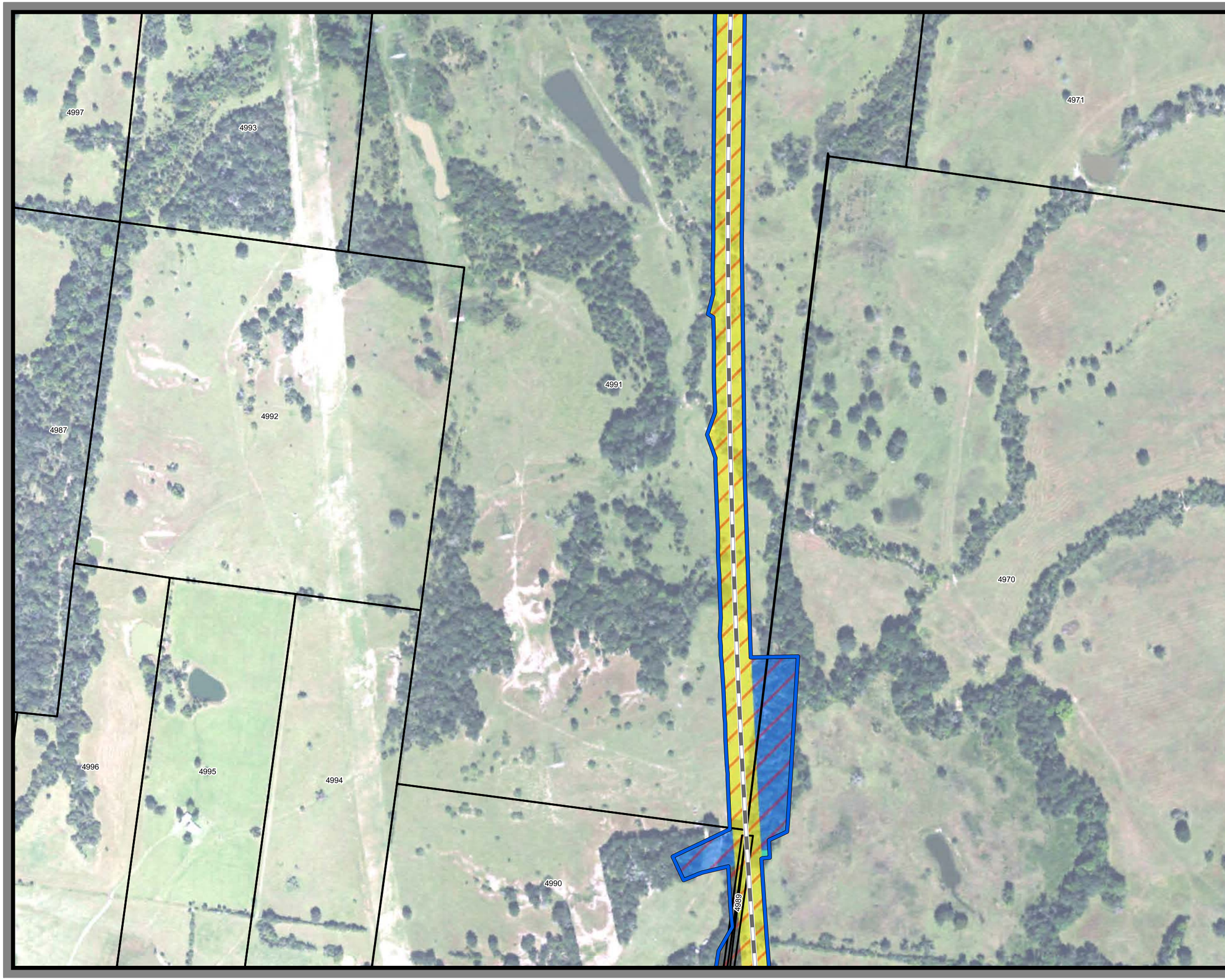

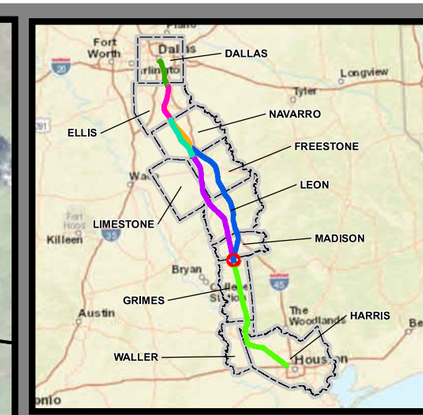

Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 311 of 536

Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
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- Segment 2A
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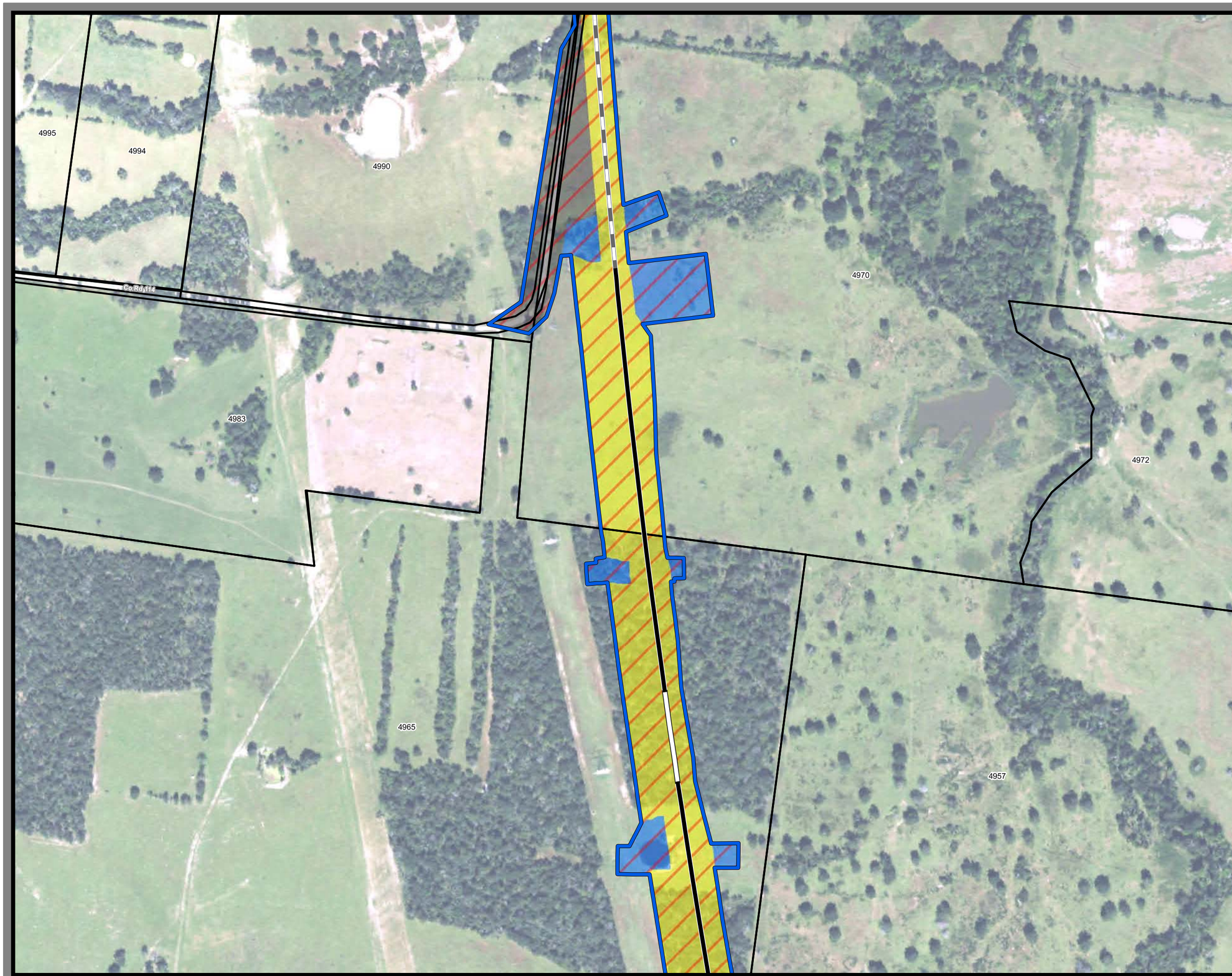
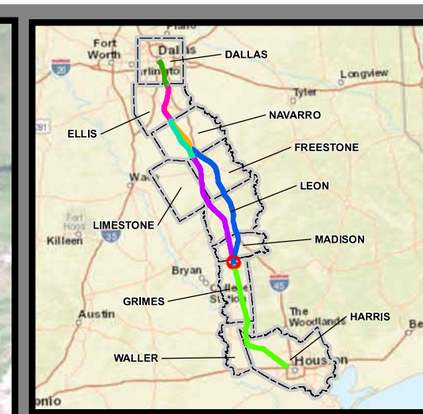
0 200 400 Feet

N W E S





Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 312 of 536

Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
- Segment 2B
- Segment 3A
- Segment 3B
- Segment 3C
- Segment 4
- Segment 5

Limits of Disturbance by Impact Type
- Permanent
- Temporary
- Railroad
- Property Boundary
- County Boundary

Limits of Disturbance by Discipline
- Rail
- Highway
- Train Maintenance Facility
- Maintenance of Way Facility
- Systems*
- Utilities
- Hydro/Drainage
- Station
- Structures
- Temporary Construction

*****This Sheet only depicts Segment 3C; Segment 4 is also located in this same area and can be referenced on Sheet 417.*****

Property ID -This is a unique identifier that corresponds with the Property identification number.

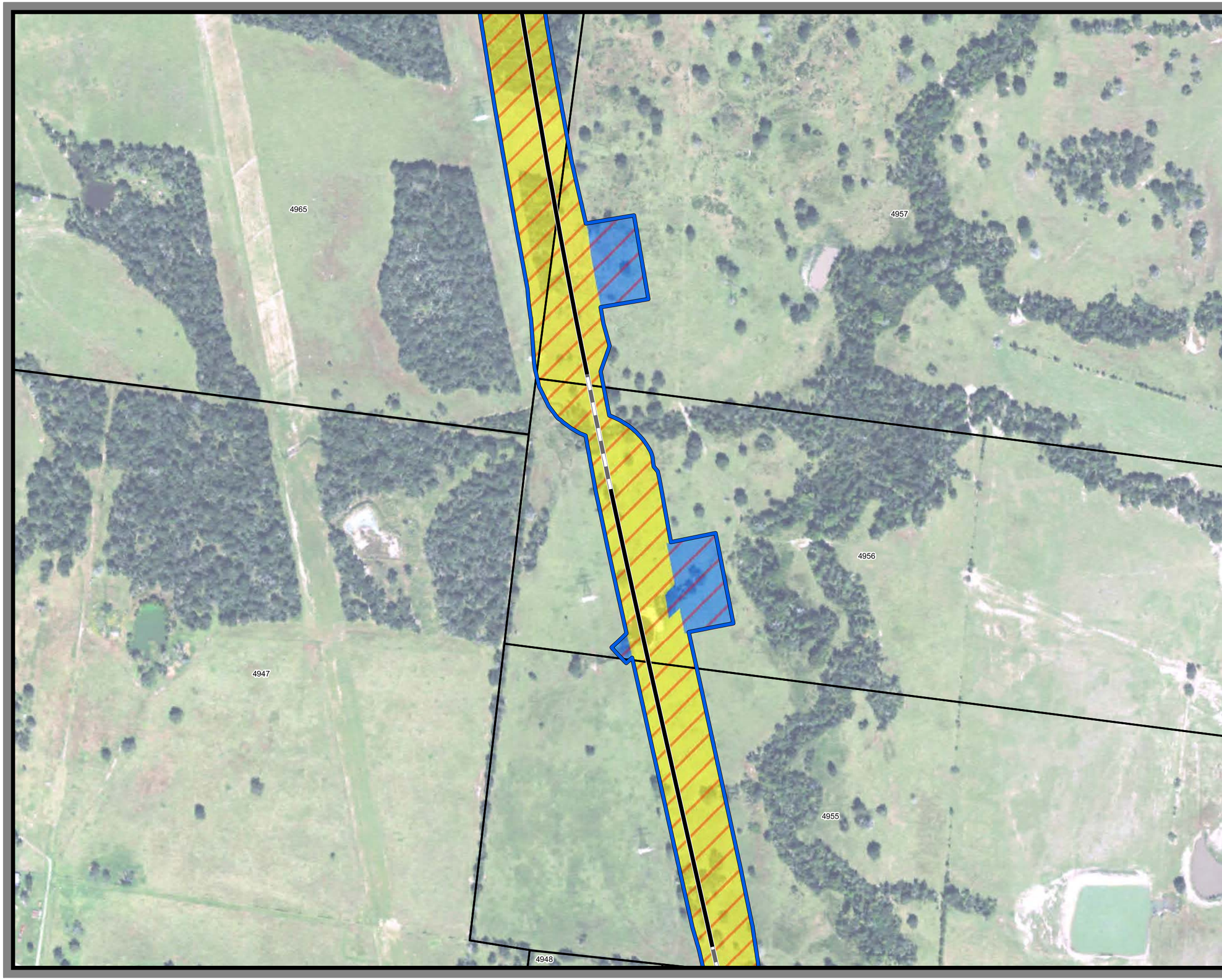
*Systems data includes associated systems and facilities for the HSR, such as ATP, communication systems, SP, SSP and TPSS.

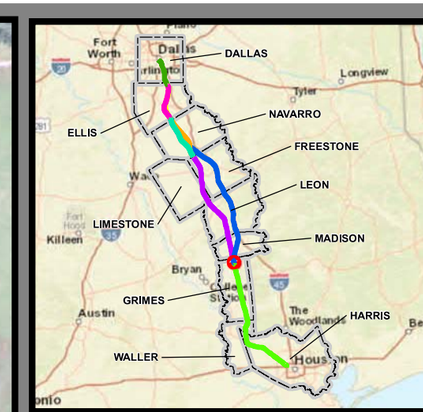
Data Sources: Parcel Data - Contract Land Staff - April 26, 2017
Aerial Imagery: USDA NAIP 2014

1 inch = 400 feet

0 200 400 Feet

N W E S





Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C
Sheet 313 of 536

Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
- Segment 2B
- Segment 3A
- Segment 3B
- Segment 3C
- Segment 4
- Segment 5

Limits of Disturbance by Impact Type
- Permanent
- Temporary
- Railroad
- Property Boundary
- County Boundary

Limits of Disturbance by Discipline
- Rail
- Highway
- Train Maintenance Facility
- Maintenance of Way Facility
- Systems*
- Utilities
- Hydro/Drainage
- Station
- Structures
- Temporary Construction

*****This Sheet only depicts Segment 3C; Segment 4 is also located in this same area and can be referenced on Sheet 418.*****

Property ID -This is a unique identifier that corresponds with the Property identification number.

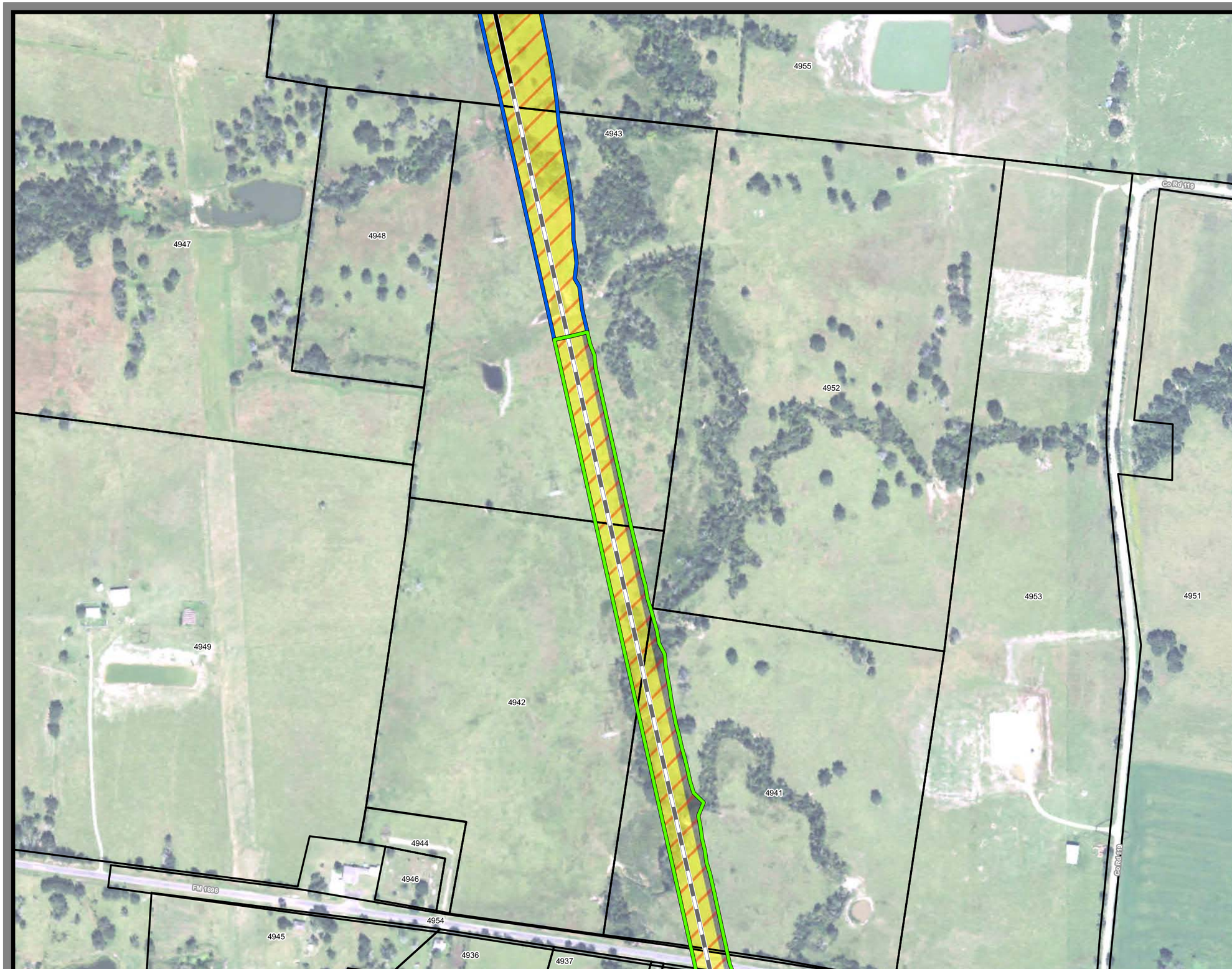
*Systems data includes associated systems and facilities for the HSR, such as ATP, communication systems, SP, SSP and TPSS.

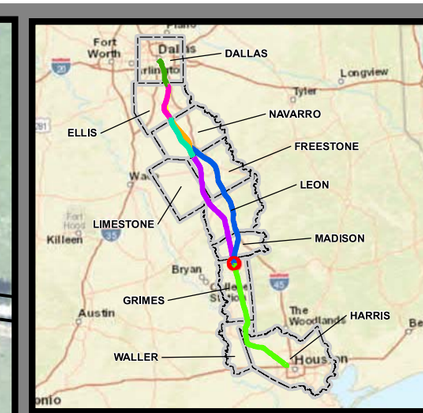
Data Sources: Parcel Data - Contract Land Staff - April 26, 2017
Aerial Imagery: USDA NAIP 2014

1 inch = 400 feet

0 200 400 Feet

N W E S





Dallas to Houston
High-Speed Rail Project
Project Footprint
Segment 3C, 5
Sheet 314 of 536

Legend

Track Configuration
- Viaduct
- Embankment
- Cut

Limits of Disturbance by Segment
- Segment 1
- Segment 2A
- Segment 2B
- Segment 3A
- Segment 3B
- Segment 3C
- Segment 4
- Segment 5

Limits of Disturbance by Impact Type
- Permanent
- Temporary
- Railroad
- Property Boundary
- County Boundary

Limits of Disturbance by Discipline
- Rail
- Highway
- Train Maintenance Facility
- Maintenance of Way Facility
- Systems*
- Utilities
- Hydro/Drainage
- Station
- Structures
- Temporary Construction

*****This Sheet only depicts Segments 3C & 5; Segment 4 is also located in this same area and can be referenced on Sheet 419.*****

Property ID -This is a unique identifier that corresponds with the Property identification number.

*Systems data includes associated systems and facilities for the HSR, such as ATP, communication systems, SP, SSP and TPSS.

Data Sources: Parcel Data - Contract Land Staff - April 26, 2017
Aerial Imagery: USDA NAIP 2014

1 inch = 400 feet
0 200 400 Feet

N W E S