



Historical Studies Project Coordination Request (PCR)

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Main CSJ: 0015-13-077, 0016-01-113

District personnel should complete this form with all appropriate documentation attached. ENV-HIST staff review is contingent on provision of an active CSJ (or equivalent if the project is not a construction project) against which environmental work can be charged. District personnel shall ensure project description information in ECOS is complete and accurate prior to submitting the PCR to ENV-HIST. District-provided responses should reflect known data about the project and identify any limitations that hindered provision of the requested information. ENV-HIST staff will review the PCR form and attached information per established Documentation Standards. This review will result in:

- ENV-HIST environmental clearance of the project; OR
- ENV-HIST identification of additional technical studies required for clearance; OR
- ENV-HIST rejection of the PCR for failure to meet specific Documentation Standards and instructions on how to redress the rejection.

This form specifies minimally required information needed to properly facilitate ENV-HIST's review process. Please submit all relevant documentation with this PCR at one time.

NOTE: * If this project information changes over the course of design OR if the funding source changes, then HIST requires re-coordination and a revised PCR in ECOS.

 No If FHWA funded, does the project conform to the type listed in Appendix 4 and the Historic Resources Toolkit?
OR

Does this historic coordination apply to the Antiquities Code as referenced in the Historic Resources Toolkit?

Information Required to Process Projects with Potential to Affect Historic Properties

1. Targeted ENV clearance date: December 2020
2. *Anticipated letting date: January 2022
3. "Historic-age" date (let date minus 45 years): 1977
4. Yes *The proposed action is subject to federal permitting (i.e. Corps of Engineers, Coast Guard, IBWC, etc.).

Describe:

A Nationwide Permit from USACE will likely be necessary

5. Yes *The proposed action requires additional ROW (purchased or donated) or easements?

Parcel ID	Required New ROW (acres)	Required New Easements	
		Temporary	Permanent
316274	0.06	0	0
319248	0.04	0	0
380597	0.01	0	0
372442	0.02	0	0
380598	0.01	0	0



Historical Studies Project Coordination Request (PCR)

[Reset Form](#)

Parcel ID	Required New ROW (acres)	Required New Easements	
		Temporary	Permanent
446843	0.02	0	0
553733	0.02	0	0
863394	0.02	0	0
863393	0.02	0	0
863391	0.04	0	0
783030	0.05	0	0
783029	0.03	0	0
338108	0.12	0	0
553790	0.05	0	0
430749	0.03	0	0
430744	0.07	0	0
430743	0.06	0	0
533185	0.07	0	0
576110	0.11	0	0
576183	0.09	0	0
576110	0.1	0	0
576182	0.03	0	0
430774	0.02	0	0
431146	0.05	0	0
810858	0.02	0	0
755897	0.02	0	0
755895	0.01	0	0
513752	0.02	0	0
513751	0.12	0	0
718807	0.07	0	0
718805	0.01	0	0
431181	0.12	0	0
350302	0.02	0	0
350980	0.02	0	0
350983	0.02	0	0
350982	0.02	0	0
350920	0.02	0	0
557097	0.02	0	0
557096	0.05	0	0
720196	0.11	0	0
720195	0.28	0	0
352572	0.02	0	0
720194	0.28	0	0
720193	0.26	0	0



Historical Studies Project Coordination Request (PCR)

[Reset Form](#)

921021	0.1	0	0
921019	0.55	0	0
921017	0.63	0	0
837564	0.14	0	0
868485	0.36	0	0
868486	1.11	0	0
894914	0.45	0	0
875220	0.02	0	0
875219	0.01	0	0
875218	0.04	0	0
861455	0.03	0	0
349920	0.08	0	0
820393	0.07	0	0
898058	0.09	0	0
923485	0.01	0	0
820390	0.09	0	0
349916	0.04	0	0
349915	0.02	0	0
848621	0.04	0	0
801952	0.11	0	0
878333	0.04	0	0
588125	0.18	0	0
869784	0.39	0	0
869785	0.17	0	0
869786	0.33	0	0
513056	0.3	0	0
513057	0.24	0	0
512904	0.01	0	0
322742	0.01	0	0
322736	0.04	0	0
322723	0.03	0	0
Total:		8.38	0



Historical Studies Project Coordination Request (PCR)

[Reset Form](#)

6. The following maps, tables or equivalents are uploaded to ECOS.

Yes/No/NA	Map Type	ECOS File Name:
<u>Yes</u>	Existing and proposed ROW boundaries.	I-35 Capital Express South PCR Attachments.pdf
<u>Yes</u>	Parcel boundaries for properties within the APE.	I-35 Capital Express South PCR Attachments.pdf
<u>Yes</u>	Results of the Texas Historic Sites Atlas search, identifying NHL, NRHP, SAL, and RTHL resources located within one-quarter mile of the project area listed in a table format and identified on color aerial map(s) or equivalent.	I-35 Capital Express South PCR Attachments.pdf
	Comments: There are no NRHP-listed, NHL or SAL properties with 1/4 mile of project area. See Table 1 for list of historic resources present within 1/4 mile of the project area.	
<u>Yes</u>	Results of TxDOT eligibility and historic bridge layers search. (See Historic Resources Toolkit for links).	I-35 Capital Express South PCR Attachments.pdf
	Comments: There are no NRHP listed or NRHP eligible bridges within the APE	

7. Yes Representative and dated photographs of the project area are uploaded to ECOS.

Note: Photographs should include the following elements:

1. Buildings/structures adjacent to project, especially if TxDOT will acquire ROW or easements from parcel.
2. Road Features (culverts, bridges, landscaping, etc.
3. Areas of proposed construction.

File Name in ECOS: I-35 Capital Express South PCR Attachments.pdf

8. Yes Preliminary plans are uploaded to ECOS.

File Name in ECOS: CapEx-S_Schematic.pdf

9. Yes Historic-age bridges are within the project area.

Location	NBI #	Year Built	Eligibility
I-35 ML & FR over DRAW (Culvert)	142270001513123	1957, Reconstructed 1999	Not Eligible
I- 35 ML & FR over BOGGY CREEK (Culvert)	142270001513127	1957	Not Eligible
I-35 NB over SLAUGHTER CREEK	142270001601003	1934, Reconstructed 1987	Not Eligible



Historical Studies Project Coordination Request (PCR)

[Reset Form](#)

Location	NBI #	Year Built	Eligibility
IH 35 SB over SLAUGHTER CREEK	142270001601064	1958, Reconstruct ed 1987	Not Eligible
IH 35 NB ML over ONION CREEK	142270001601069	1958, Reconstruct ed 1987	Not Eligible
IH 35 SB ML over ONION CREEK	142270001601004	1958, Reconstruct ed 1934	Not Eligible

9.1 Yes Aerial map(s) or equivalent with bridge location(s) identified are uploaded to ECOS.

File Name in ECOS:

9.2 No CHC consultation required (contact HIST if needed).

10. No Rock masonry features (culverts, ditches, walls, etc.) are within the project area.

11. No Historic-age rest area(s) are located within the project area.

12. No The proposed action involves the relocation of historical markers.

13. Yes Additional consulting parties (other than the THC) may be involved in this project.

Consulting Party Name	Representing	Contact Information
Travis County Historical Commission (Bob Ward)	CHC	bobward7@gmail.com

Additional Project Comments:

District Personnel Certification

Yes I reviewed all submitted documents for quality assessment and control.

Ryan Ingram

District Personnel Name

April 13, 2020

Date:



Historical Studies Project Coordination Request (PCR)

[Reset Form](#)

The following table shows the revision history for this document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
December 2013	Version 1 released.
June 2015	Version 2 released. The form was converted to a PDF format. Form level validations were installed to ensure that all certified forms contained the minimum required information. Various questions were modified to accommodate the improved functionality of the PDF format.
August 2015	Version 3 released. Revised the form to make it compatible with Adobe Acrobat Reader DC. No changes were made to the question sequence or form logic.
June 2019	Version 4 released. The form was updated to include a separate section for Appendix 4. Additional questions were added for form logic.



Historical Studies Research Design

Reconnaissance Survey

Project Name: I-35 Capital Express South

Project Limits: US 290W/ SH 71 to SH 45SE

District(s): Austin District

County(s): Travis

CSJ Number(s): 0015-13-077, 0016-01-113

Principal Investigator: M. Kelley Russell (Atkins)

Report Completion Date: 09/2020

This historical studies research design is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

Table of Contents

Project Identification.....	4
Recommended Area of Potential Effects (APE):	4
Project Setting/Study Area	5
Anticipated Section 106 Consulting Parties	5
Anticipated Project Stakeholders.....	6
Previously Designated Historic Properties and Evaluated Resources	6
Preliminary Assessment of Impacts to Historic Properties	7
Anticipated Survey Methods	7
Literature Review and Methodology	8
Preliminary Historical Context Outline	10
References Cited.....	14
Appendix A: Figures.....	16

Project Identification

- Report Completion Date: 09/15/2020
- Anticipated Date(s) for Fieldwork: October 12-16, 2020
- Anticipated Survey Type: ☐ Windshield ☒ Reconnaissance ☐ Intensive
- Research Design Version: ☒ Draft ☐ Final
- Regulatory Jurisdiction: ☒ Federal ☐ State
- TxDOT Contract Number: N/A
- District or Districts: Austin District
- County or Counties: Travis County
- Highway or Facility: I-35
- Proposed Project Limits: US 290W/ SH 71 to SH 45SE
- Main CSJ Number: 0015-13-077, 0016-01-113
- Anticipated Report Author(s): M. Kelley Russell, Atkins
- Anticipated Principal Investigator: M. Kelley Russell, Atkins
- Anticipated List of Preparers: M. Kelley Russell, historic resources project management, fieldwork and report preparation, Krista McClanahan fieldwork, and QA/QC; Steve Voroselo, GIS

Recommended Area of Potential Effects (APE):

- ☒ Existing right-of-way (ROW)
- ☒ 150' from Proposed ROW and Easements
- ☐ 300' from Proposed ROW and Easements
- ☐ Custom: 150' and .25 mile from Proposed ROW and Easements

- **Anticipated Historic-Age Survey Cut-Off Date:** 1977
- **Study Area Scope:** 1300 feet from edge of existing or proposed new ROW

Project Setting/Study Area

- **Current Land Use**

Beginning just south of US 290W/ SH 71 to north of Onion Creek, land use within the study area is predominantly commercial with a mix of residential (single family and multi-family) use. From south of Onion Creek to SH 45, development within the study area is limited to west of I-35 and consists primarily of modern multi-family residential. East of I-35, land use within the study area south of Onion Creek is primarily characterized by large stretches of cleared and vegetated undeveloped land punctuated by one nonhistoric-age religious property near the creek.

- **Natural Environment**

The study area is located within the Texas Blackland Prairie ecoregion, however the majority of the APE and the larger study area is characterized by dense urban development stretching from the northern project limits of US 290W/ SH 71 to Onion Creek (TPWD 2020). Within this portion of the study area several creeks flow perpendicular to I-35: Williamson Creek north of Stassney Lane, Boggy Creek north of Foremost Drive, and Slaughter Creek south of the intersection of Old San Antonio Road and I-35. Onion Creek flows perpendicular under I-35 just south of Onion Creek Parkway. The majority of the study area (more so on the east side) from south of Onion Creek to the project's southern terminus is undeveloped.

Anticipated Section 106 Consulting Parties

- **Proposed Public Involvement Outreach Efforts:**

An open house for the project was held on October 17, 2019. A proposed public hearing for the project is planned for January 2021.

- **Potential Consulting Parties:**

Justin Kockritz, lead Section 106 Reviewer	Texas Historical Commission (THC)	justin.kockritz@thc.texas.gov
Bob Ward, board chair	Travis County Historical Commission	Bobward7@gmail.com

Lindsey Derrington, executive director	Preservation Austin	lindsey@preservationaustin.org
Steve Sadowski, preservation officer	City of Austin Historic Preservation Office	Steve.Sadowsky@austintexas.gov

In collaboration with TxDOT, additional consulting parties may be identified through direct invitation to participate via email/mail, request to participate through the project website and/or at the project open house(s) and public hearing. Consulting parties will be mailed/emailed a request for their comments on the inventory of historic-age resources recorded within the APE, recommendations for NRHP eligibility, and assessment of effects to historic properties.

- **Anticipated Project Stakeholders**

Manchaca-Onion Creek Historical Association	Mochaonline.org
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Previously Designated Historic Properties and Evaluated Resources

- **Previously Evaluated Historic Resources** (within APE)

Previously evaluated historic resources located within the APE were identified via review of the THC Survey files and Historic Sites Atlas, TxDOT's Historic Bridge Survey Map, TxDOT's Historic Districts and Properties Map, and City of Austin Historic Landmarks list. The results are presented below (see **Appendix, Figure 1**):

Resource	Designation
Heep Homestead Tract	NRHP-Eligible District (all contributing elements appear to have been removed circa 2008)
Old San Antonio Road/ Austin to San Antonio Post Road	NRHP-Eligible

- **Previously Designated Historic Properties** (within 1300 feet of the APE)

In addition to those resources listed above, previously designated historic resources located within 1300 feet of the APE (study area) were identified via review of the THC's Historic Sites Atlas, the City of Austin's list of Historic Landmarks, TxDOT's Historic Bridge Survey Map, and TxDOT's Historic

Districts and Properties Maps. The results are presented in the table below (see **Appendix A, Figure 1**):

Resource	Designation
Assumption Cemetery	Cemetery
Miller-Searight House	City of Austin Landmark
Williamson Creek Cemetery	Cemetery, Historic Texas Cemetery Marker
Sebron G. Sneed Cemetery	Cemetery
Sebron Sneed Home	City of Austin Landmark (remnants)
Onion Creek Lodge 220, AF & AM	Recorded Texas Historic Landmark, City of Austin Historic Landmark
Horton-Duval House	City of Austin Historic Landmark (remnants)
Boggy Creek Masonic Cemetery	Cemetery, Official Texas Historic Marker
Circle S Road Bridge over Boggy Creek	NRHP-Eligible
Matthew Brown Homestead	City of Austin Historic Landmark
Old San Antonio Road/ Austin to San Antonio Post Road Bridge over Slaughter Creek	NRHP-Eligible

Preliminary Assessment of Impacts to Historic Properties

▪ Description of Impacts

ROW acquisition is proposed along the west side of I-35 within the parcel that included the NRHP-eligible Heep Homestead Tract. However, it appears (via Google Earth imagery) that all contributing resources to this property were removed circa 2008. This will be verified during the field survey. The APE also extends from I-35 southbound (SB) along 0.05 miles along the NRHP-eligible Old San Antonio to Post Road/ Austin to San Antonio Post Road (A-SAPR) at its intersection with I-35 SB. No new ROW is anticipated at this location as all proposed work will be limited to within the existing ROW of the Old San Antonio to Post Road/A-SAPR and I-35.

Anticipated Survey Methods

▪ Anticipated Surveyors

M. Kelley Russell and Krista McClanahan

▪ Anticipated Survey Methodology Description

Following approval of this research design, a team led by a TxDOT pre-certified historian proposes to conduct a reconnaissance-level historic resources survey within the proposed project's APE because the footprint of I-35 will be expanded through new ROW. The survey will be in compliance with TxDOT's *Documentation Standards for Reconnaissance Survey Reports* (01/2020) and will identify and document historic-age resources within the defined APE built in or prior to 1977 to accommodate an anticipated project letting date of 2022. This includes a 5-year buffer for possible construction delays. In addition to visual inspection, historians will make use of historic and recent maps of the area, aerial photographs and tax parcel maps to identify and document historic-age resources within the APE.

Each resource will be mapped, photographed, and documented for specific features, style, approximate age, and other pertinent information related to NRHP eligibility and/or effects recommendations. The resulting Historic Resources Survey Report (HRSR) will contain a discussion of property types in the APE, historical contexts representative of the property types in the APE, NRHP historic integrity assessments, NRHP eligibility recommendations and effects assessments, and any recommendations for intensive surveys.

All contributing elements to the previously determined NRHP-eligible Heep Homestead appear to have been removed from the property circa 2008. However, if any elements appear extant or other agricultural properties are documented within the APE, the HRSR will reference TxDOT's 2013 *Agricultural Theme Study for Central Texas* and the *Heep Jersey Farm Historic Resources Survey Report* (Knight 2005b).

Literature Review and Methodology

▪ Research to Date

Resources consulted to complete the research design include:

- THC's Historic Sites Atlas
- Texas State Historical Association Handbook of Texas online
- TxDOT's Historic Bridge Survey Map
- TxDOT's Historic Districts and Properties Maps
- City of Austin Historic Landmarks Commission online files
- Historic Topographic Maps
- Historic Aerial Imagery
- Historic Resources Survey Report for State Highway 45 Southeast: The Williams and Woods Tracts (Knight 2005a)
- Heep Jersey Farm, Task IE: Historic Resources Survey Report (Knight 2005b)

- The Historic and Architectural Resources of Southeast Travis County Multiple Property Submission NRHP nomination (Myers et al. 1996)
- Report for Historical Studies: Austin to San Antonio Post Road, 1915: Context and Survey (Benn 2015)

▪ **Proposed Literature Review**

Because of current COVID restrictions, additional research to complete the historic resources survey report may still be limited to online sources. These additional research sources *may* include: the newspapers and maps on the Portal to Texas History Online that pertain to the APE, Travis County Appraisal District parcel data, historic maps within the University of Texas at Austin Perry-Castañeda Library Map Collection online, and previous survey reports. TxDOT's *Agricultural Theme Study for Central Texas* (Moore et al. 2013) will be referenced if agricultural resources are recorded within the APE. In addition, National Parks Service (NPS) Bulletin 15, and the Criterion for Adverse Effects in 36 CFR 800.5 will be consulted to inform recommendations regarding effects to Historic Properties.

Preliminary Historical Context Outline

The preliminary context, areas of significance, and periods of significance will be further developed and revised based upon the results of extant historic-age resources recorded and presented within the Historic Resources Survey Report.

The project travels through southeast Austin and outside of the city's current southern limits. Settlement in the area began in the 1820s, however, the study area has ties to a second wave (post 1850) of early settlers who came to southeast Travis County after Texas had achieved some economic and political stability. Many were wealthy slave owners who came to Travis County to increase their fortunes through the purchase of large amounts of land for agricultural use. One of these men, Sebron Sneed, owned 21 slaves and a 700-acre plantation on which they farmed and raised livestock. The remnants of his 1857, 3-story, limestone block house is located east of I-35 just south of Stassney Lane. Sneed deeded 55 acres of his plantation property to his daughter Marinda Bledsoe in 1871. The property included another limestone house known as the Horton-Duval House and later the Rock House that was completed circa 1852 under ownership of Judge Thomas Duval. The remnants of this home are located at the southeast corner of I-35 and William Cannon within the Study Area. Enslaved people and formerly enslaved people including those that were owned by the Sneed family are buried in the Williamson Creek Cemetery to the west of the Sneed Home on the west of I-35 SB within the study area (Meyers et al. 1996).

Another early settler the area was Matthew Brown. His circa 1860, two-story, hall-and-parlor plan limestone block home is extant and is located along the Old San Antonio Post Road north of Slaughter Creek and west of I-35 SB (COA HLC 2019). Because many of the Anglo residents of southeast Travis County shared a similar social and economic status they established several political and social organizations including Onion Creek Lodge Number 220 located west of the Sneed Home and I-35 SB. Members of the fraternal organization were first buried in what is now known as the Boggy Creek Masonic Cemetery located within the study area west of I-35 SB, just north of Boggy Creek (Meyers et al. 1996).

Historic aerial imagery and maps indicate that while residential development was present by the 1960s in south Austin and southeastern Travis County, the I-35 corridor within the study area remained sparsely developed and primarily agricultural apart from the community of Pleasant Hill which extended into the study area southwest of William Cannon Drive. Development within the study area was gradual until the mid-1970s, when pockets of neighborhood development occurred north of Williamson Creek on either side of I-35 and southeast of Stassney Lane. It was not until the 2000s that significant commercial and residential (single family and multi-family) development occurred between US 290W/ SH 71 and Onion Creek within the study area as a result of extension of the Austin city limits and urban sprawl which in turn decreased the amount of agricultural land use in the study area. South of Onion Creek, the study area remained primarily agricultural in nature until the mid-2010's (NETRO 2020).

Anticipated Areas of Significance

Based upon the known extant historic-age resources within the APE and the surrounding study area, the identified areas of significance are Agriculture and Transportation.

Agriculture

Southeast Travis County including the study area contained some of the most productive agricultural land in central Texas. Prior to the Civil War the study area and surrounding land was owned by a few wealthy landowners who grew labor-intensive cotton on a large amount of acreage and relied on slave labor for its cultivation. However, changes in agricultural methods, landownership, and demographic composition occurred during the post antebellum period. With debt resulting from support of the Confederate cause and without the use of forced free labor, many landowners divested of their large landholdings and divided it into smaller tracts. Using a combination of sharecropping and tenant farming, cotton still remained the main cultivated crop in southeast Travis County followed by corn and grain (Myers et al. 1996).

Around the turn of the 20th century, the study area and surrounding area remained largely rural and had shifted to predominantly smaller, family operated farms. Cotton production in the area peaked during the early 1920s, but the boll weevil, grasshopper plagues, limits imposed by the federal government, and a drought in the mid-1920s resulted in some farmers diversifying their agricultural ventures. In particular, farmers who typically kept a few dairy cows for personal use, increased their herd size and ventured into commercial dairy farming (Myers et al. 1996). The former Barkley Dairy Farm that was located near Friedrich Lane and St. Elmo Road within the study area reflects this trend. The family farm grew corn, cotton, and hay, and became the commercial Barkley Dairy Farm by the end of the 1920s when it sold milk, cream, and butter to local stores (COA HLC 2002).

An outlier to the smaller landholding trend that occurred, but a family dairy farm, nonetheless was the sprawling 7,000-acre Heep Ranch and Dairy Farm. It once spanned from south of Onion Creek to south of Puyear Road (now SH 45) and from Old San Antonio Post Road on the west to far east of I-35. Patriarch Fred Heep, a local farmer and banker, acquired land known as the Heep Homestead Track at the northwest corner of the current I-35 ROW and Puyear Road in 1882. He amassed adjacent land and ultimately acquired 1,000 acres. The Heep family home was built on the homestead track in 1895. Fred Heep's son Herman helped start the Heep family dairy in 1920 but left the farm for oil and gas pursuits and became considerably wealthy. When he returned to the family land, he too built a house on the Heep Homestead Track in 1928. Unlike other local dairy men, Herman Heep's multi-million-dollar fortune allowed him to import Jersey cows from France, construct state-of-the-art dairy facilities, and purchase of thousands of additional adjacent acres along the Travis County and Hays County Line (Knight 2005a).

In 2005, the Heep Homestead Tract was recorded and determined eligible for listing the NRHP under Criteria B as an intact rural historic district due to its outstanding representation of a successful, late nineteenth to mid-twentieth century family farm associated with Herman Heep, an oilman,

philanthropist, and prominent dairyman. Contributing elements associated with the Heep family and the Heep Dairy Farm included Fred Heep's 1894 homestead, Herman Heep's 1928 homestead, landmark cruciform plan milking barns, utilitarian buildings, sheds, troughs, and hydrants in addition to historic pastures, roads, and landscaping (Knight 2005a). The land north of the Heep Homestead Tract to Onion Creek between I-35 SB and the Old San Antonio Road was previously part of the Herman Heep landholdings; however, this formerly unimproved land was recently cleared and developed for single family and multi-family use. Review of aerial imagery revealed that many if not all of the contributing elements on the Heep Homestead Tract were demolished or removed from the property circa 2008, possibly in anticipation of additional development (NETRO 2020).

The recommended period of significance for this preliminary context is circa 1882 to circa 1960. The earlier date accounts for the year that Fred Heep acquired the Heep Homestead tract which eventually grew into the Heep Ranch and Dairy Farm. The later date represents the approximate time period that shifted its operation from a dairy farm to raising cattle for beef.

Transportation

Early Trails and Roads

Early minor network of roadways within the study area appear on maps as early as the late 19th century and would have served the settlers in the area in travel to Austin, Bastrop and small surrounding communities. The first major road system was based upon previously established routes including the El Camino Real de los Tejas established by the Spanish in the 17th century. It ran from Mexico, through San Antonio, and then veered east travelling across the Louisiana border to Natchitoches. The route likely followed a network of existing Native American trails. During early Texas statehood, the portion of the road within the study area became known as the Old San Antonio Road. It served as a connector between San Antonio and Austin for stagecoach, wagons, and mail service along a largely rural route. The road remained an adequate thoroughfare except during inclement weather until the turn of the 20th century when automobile users could not effectively traverse the road (Benn 2015).

Austin to San Antonio Post Road (A-SAPR)

In 1906, after repeated demands for better postal delivery and adequate roads, the US Congress created the Office of Public Roads (OPR) which offered assistance to local and state offices supporting and developing roads. The OPR and the Post Office Department agreed to develop an experimental project to improve post roads around the country in 1913. After several requests from state representatives to Texas Governor Oscar B. Colquitt and, in turn, the OPR regarding improvements to specific post routes, a postal route was chosen and federal aid was offered. The selected route followed the old post road from Austin to San Marcos, through New Braunfels, and into San Antonio. Each county was required to offer funds to supplement the federal aid and provide any necessary right-of-way to complete the road. In addition to a post road from Austin to San Antonio, the federal program required the alignment to pass through each town and by the door of the post office and improve the transportation of rural farmers by reaching their markets (Benn 2015).

Construction of the Austin to A-SAPR began in January 1915 simultaneously in each county (Travis, Hays, Comal, Guadalupe, and Bexar) and each had its own standards of workmanship and control. In Travis County, work began from the southern city limits near Live Oak Street south of the Colorado River and headed south towards Hays County. Completed and open for traffic in early 1916, Travis County was the first to finish. However, heavy traffic took its toll quickly and the county reconstructed the road in its entirety in 1917. The same year, the Texas Highway Department (THD) formed and the A-SAPR was incorporated into the statewide highway system. When complete, the 16-ft wide gravel post road was considered the finest road in the state for several years. It was designated SH 2 in 1922 and THD assumed full management of the road in 1925. Today the roadway is paved in concrete and asphalt (Benn 2015).

Segment A of the A-SAPR was surveyed in 2006 as a result of SH 45 SE mitigation efforts. It begins at the intersection of I-35 SB and Old San Antonio Road within the APE and ends at what is now Loop 4 in Buda, Hays County (Benn 2015).

Texas Highway System

The beginnings of the Texas Highway System are rooted in the Federal Aid Road Act of 1916, which shifted management responsibility from individual counties to state highway departments. By 1917, routes were selected for the state's designated highway system, including SH 2 between Laredo and Waco located parallel and west of the current I-35 ROW through Austin. In 1929, a proposal was made to build a "superhighway" between Austin and San Antonio, and SH 2 was renamed US 81. It initially followed SH 2 route, travelling north of the project limits through the center of Austin along Congress Avenue and exited along North Lamar Boulevard out of the city limits. As early as 1945, a four-lane, 23-mile interregional highway was planned through central Texas, which partially consisted of upgrading US 81 between the towns of Round Rock and Kyle and rerouting it through Austin east of downtown, via East Avenue to facilitate the movement of traffic through the city. This was the beginnings of what would become I-35. By the end of 1956, the northern and southern segments of US 81 in and surrounding the Austin area were complete (including within the project area). The new alignment was soon renamed I-35 and consisted of four lanes divided by a median strip and frontage lanes surrounded by an essentially rural landscape within the study area (Benn 2015, Erlichman 2006). The I-35 corridor within study area has been improved several times and currently includes four mainlanes with outside shoulders divided by a concrete barrier, and frontage roads.

The recommended period of significance for this preliminary context is 1915 to 1956 which incorporates construction of the A-SAPR and I-35 within the APE.

References Cited

Benn, Renee

- 2015 "Report for Historical Studies: Austin to San Antonio Post Road, 1915: Context and Survey." Texas Department of Transportation. Environmental Affairs Division. Historical Studies Branch. Austin, Texas.

City of Austin (COA)

- 2002 The Southeast Combined Neighborhood Plan: Franklin Park, McKinney, Southeast Neighborhood Planning Areas. <ftp://ftp.ci.austin.tx.us/npzd/Austingo/southeast-np.pdf>

City of Austin Historic Landmark Commission (COA HLC)

- 2019 Staff Report for the Matthew Brown Homestead. Regular Meeting of the City of Austin Historic Landmark Commission. December 16, 2019.
http://austintexas.gov/cityclerk/boards_commissions/meetings/2019_31_1.htm

Erlichman, Howard J.

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Appendix A: Figures

A. Maps

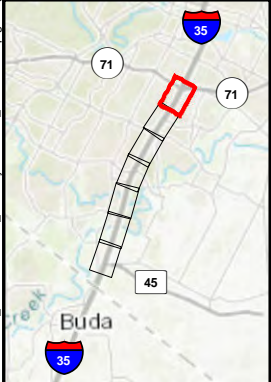
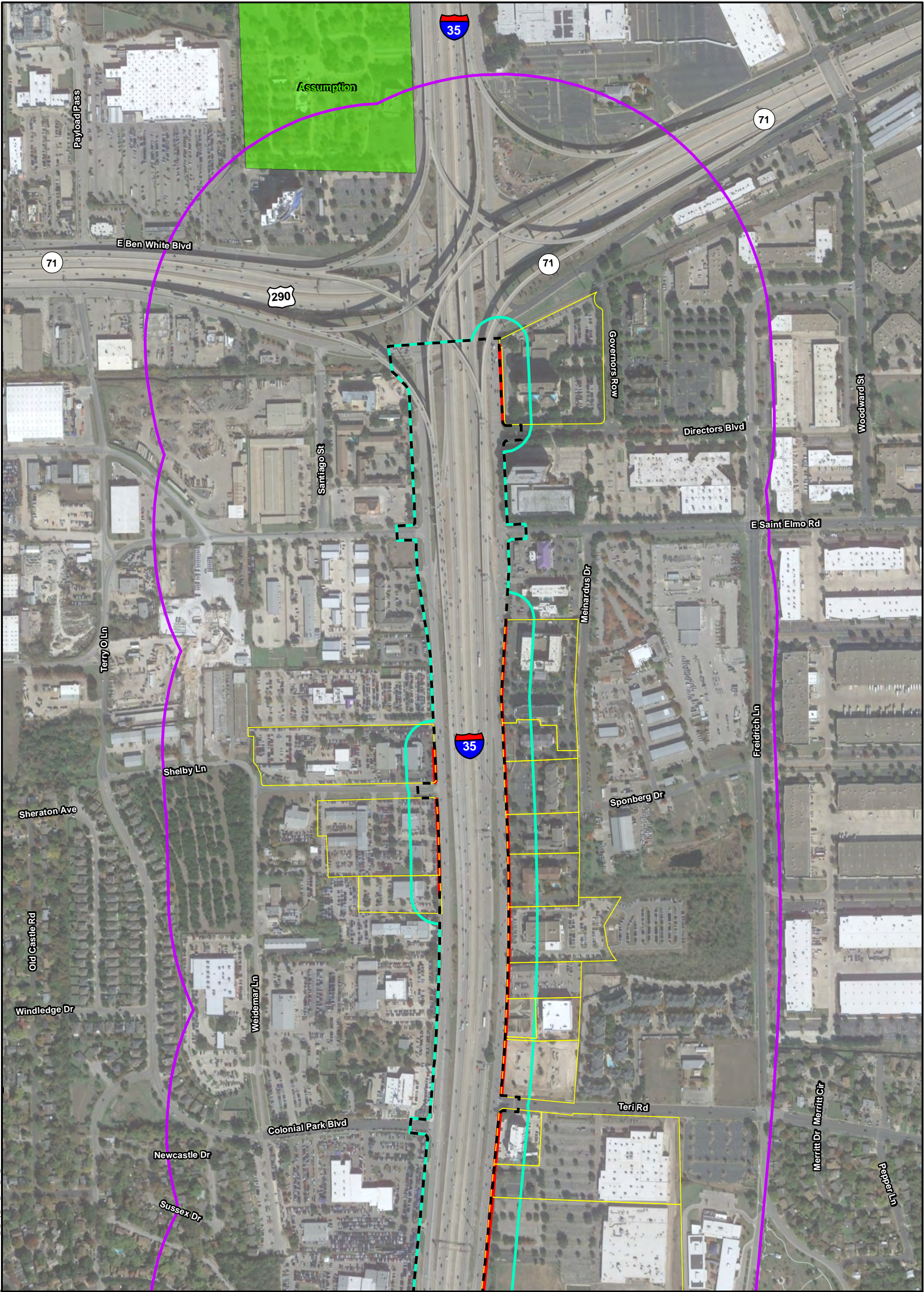
- ☐ *Project and construction limits projected onto aerial photographs or, if aeriels are not available, then based on USGS 7.5 quadrangle of equivalent maps. **Figure 1***
- ☐ *The APE projected over the proposed alignment. **Figure 1***
- ☐ *The locations of previously identified/designated historic properties or districts within 1300-feet from the edge of the APE. **Figure 1***

B. Typical Sections

- ☐ *Provide existing and proposed typical sections of the roadway **Uploaded to ECOS.***

C. Schematic

- ☐ *Do not attach project schematics to the HSRD. Ensure the project schematics are available to the historian for review in ECOS. **Uploaded to ECOS.***



- NRHP-Eligible Property
- Historic-age Bridge
- Official Texas Historic Marker (OTHM)
- NRHP-Eligible Property
- Existing ROW
- Proposed ROW
- One-Quarter Mile Study Area
- Parcel Boundary
- Area of Potential Effect (APE)
- Cemetery
- City of Austin Landmark

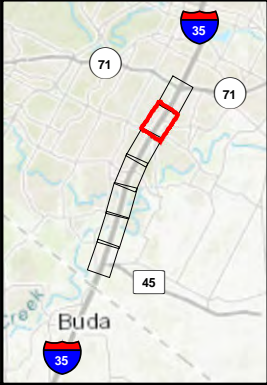
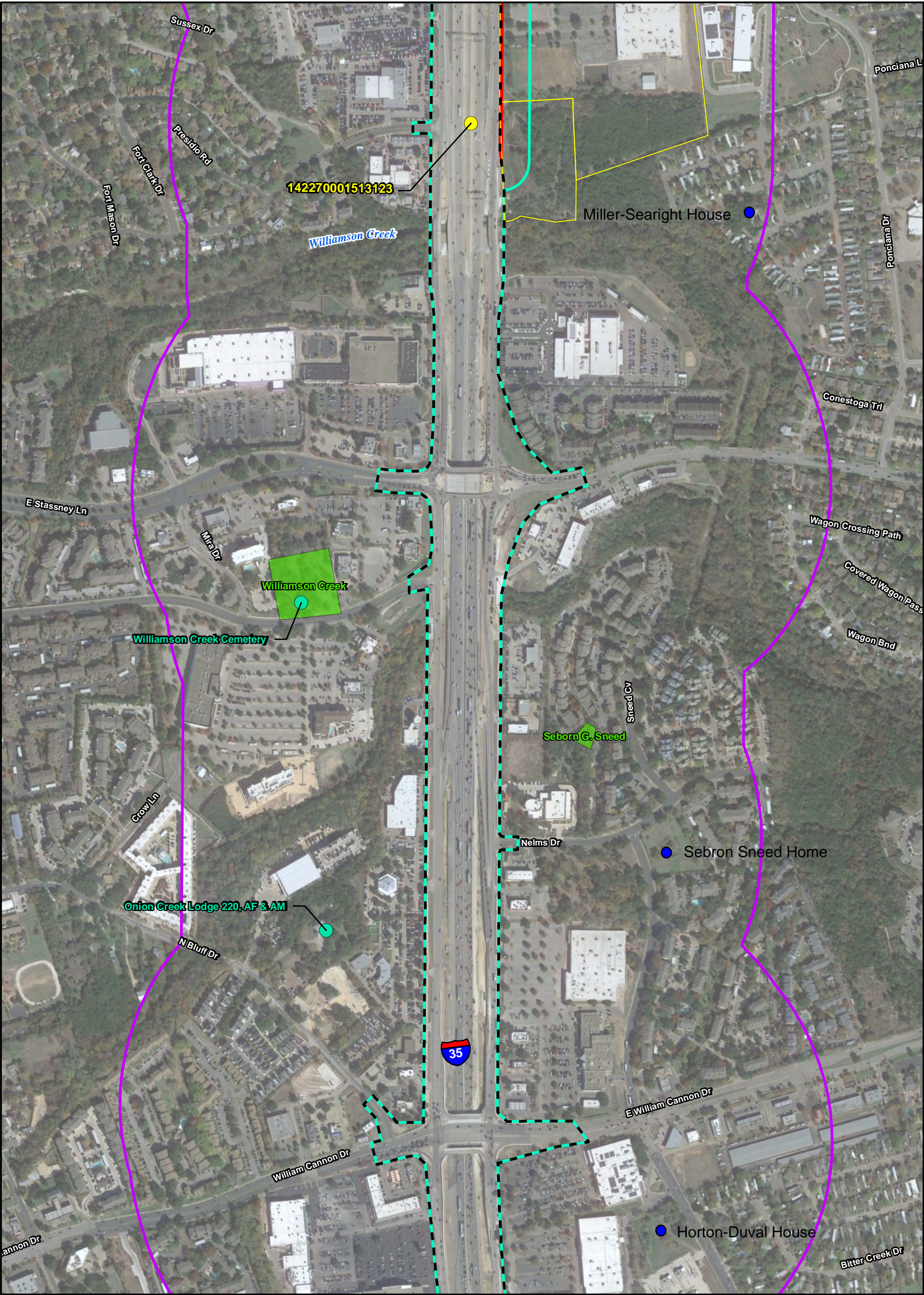
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Historic Resources Research Design APE Map

I-35 Capital Express South
US 290W/ SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113



NRHP-Eligible Property	Proposed ROW
Historic-age Bridge	One-Quarter Mile Study Area
Official Texas Historic Marker (OTHM)	Parcel Boundary
NRHP-Eligible Property	Area of Potential Effect (APE)
Existing ROW	Cemetery
	City of Austin Landmark

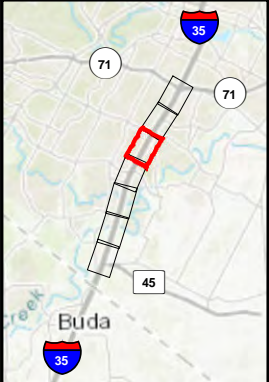
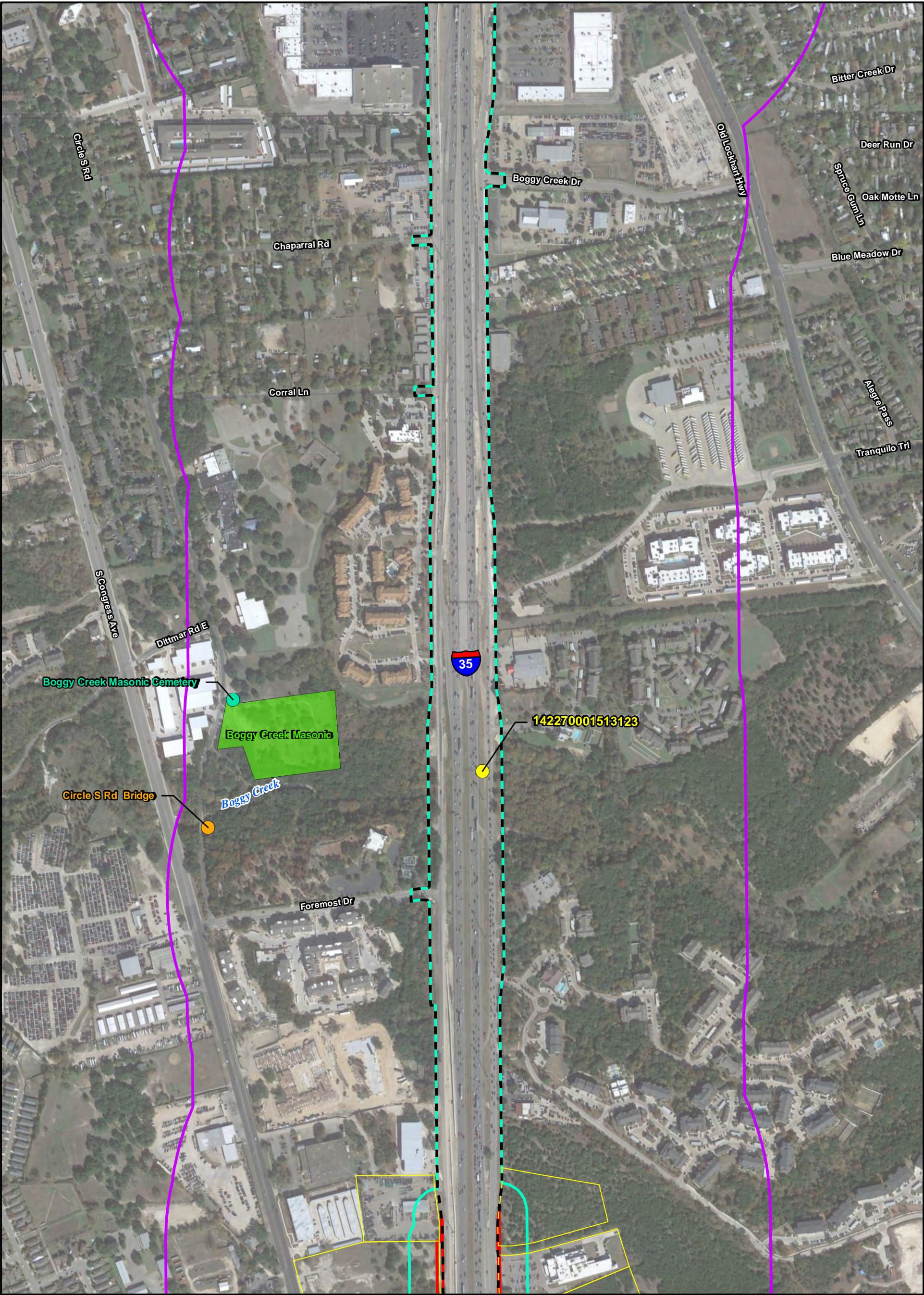
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Historic Resources Research Design APE Map

**I-35 Capital Express South
US 290W/ SH 71 to SH 45SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 2 of 7



NRHP-Eligible Property	Proposed ROW
Historic-age Bridge	One-Quarter Mile Study Area
Official Texas Historic Marker (OTHM)	Parcel Boundary
NRHP-Eligible Property	Area of Potential Effect (APE)
Existing ROW	Cemetery
	City of Austin Landmark

0 250 500 Feet

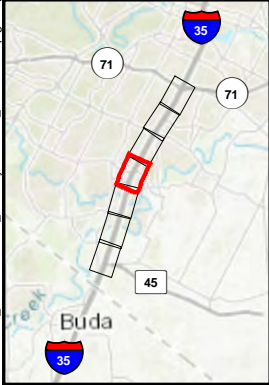
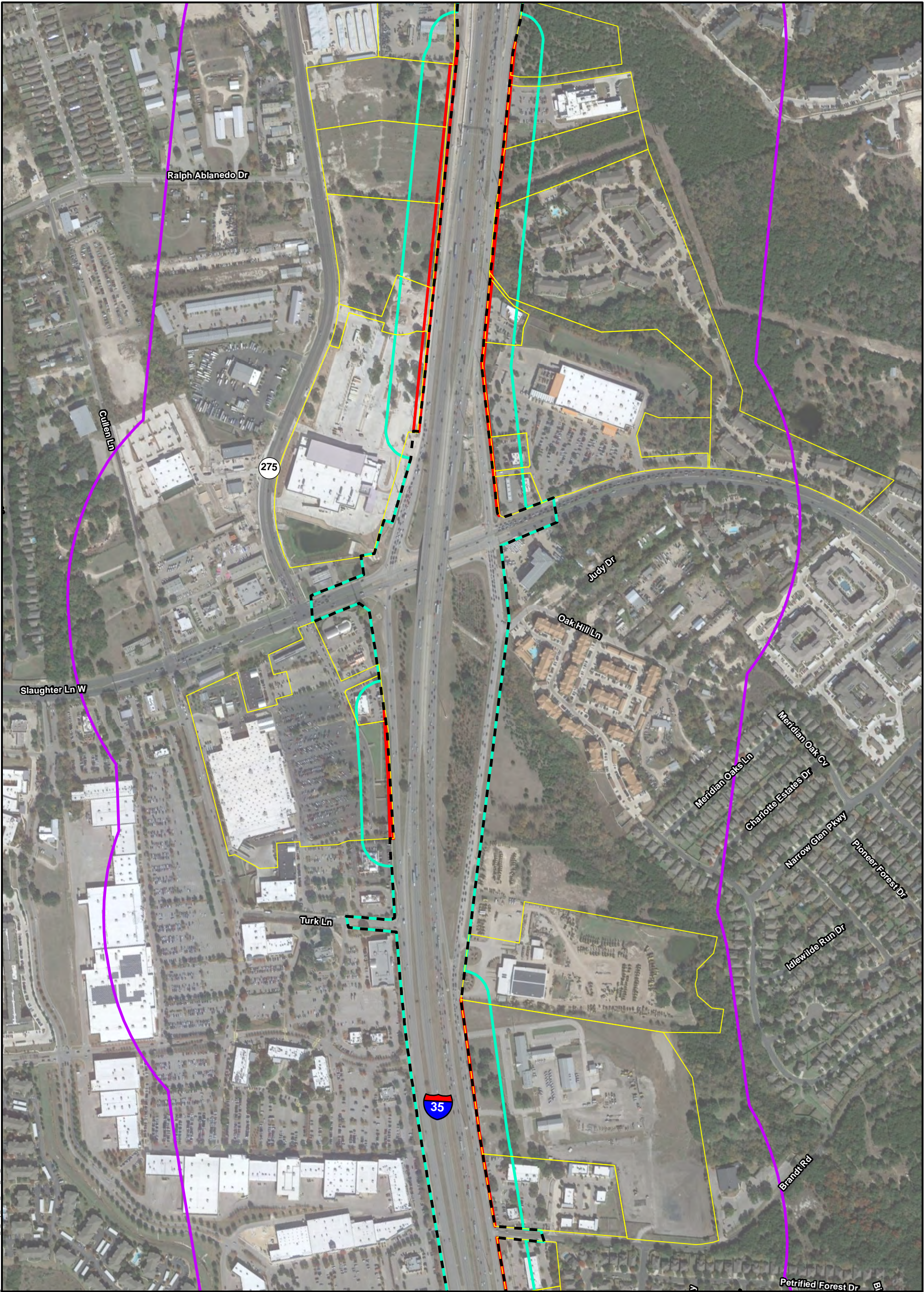
Historic Resources Research Design APE Map

**I-35 Capital Express South
US290W/ SH 71 to SH 45SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 3 of 7

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- NRHP-Eligible Property
- Historic-age Bridge
- Official Texas Historic Marker (OTHM)
- NRHP-Eligible Property
- Existing ROW
- Proposed ROW
- One-Quarter Mile Study Area
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- Cemetery
- City of Austin Landmark

0 250 500 Feet

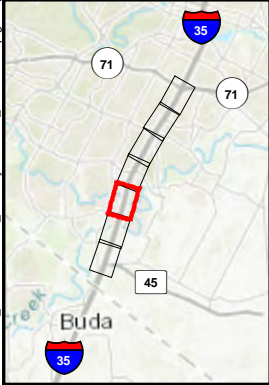
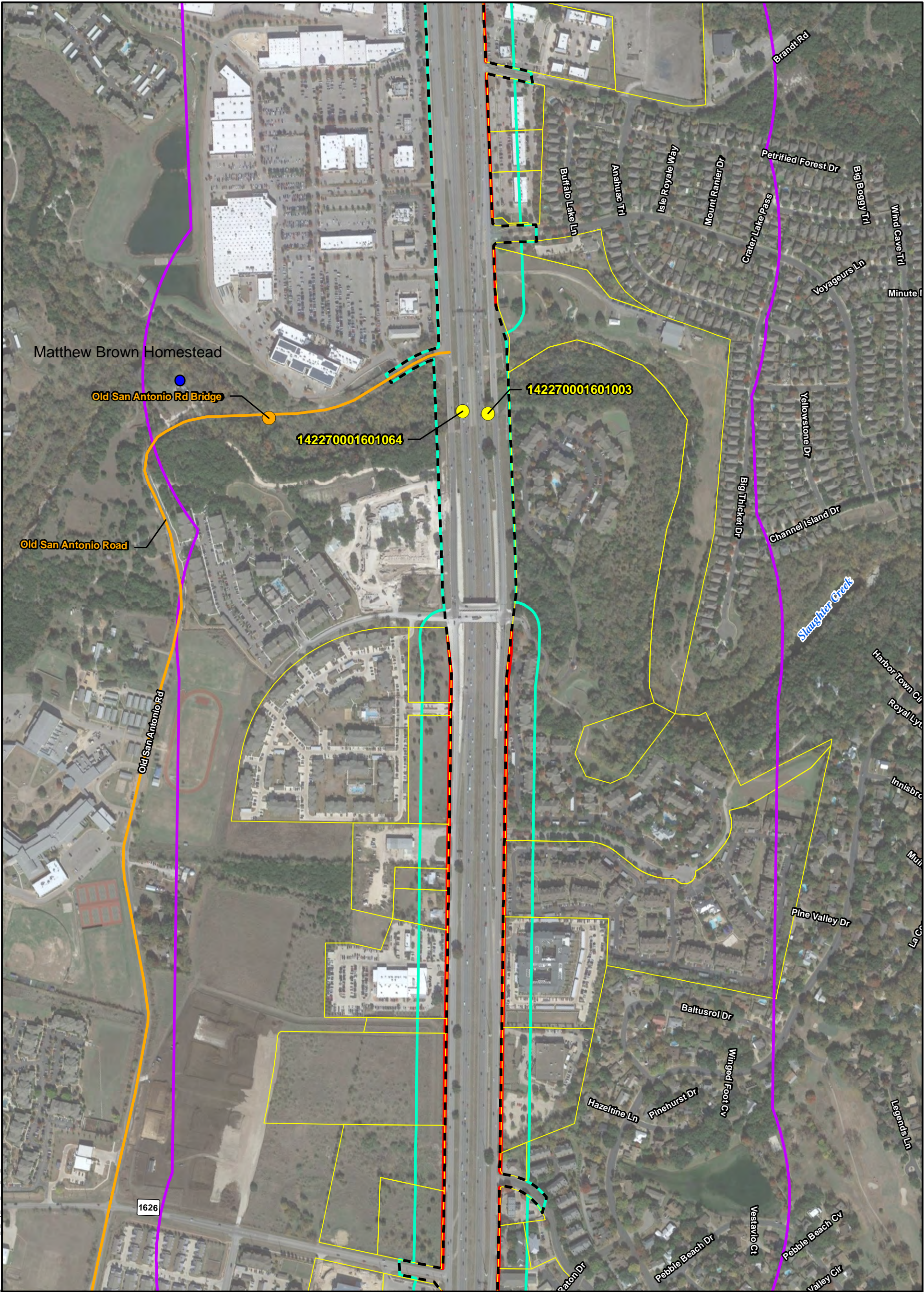


Historic Resources Research Design APE Map

**I-35 Capital Express South
US 290W/ SH 71 to SH 45SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 4 of 7



NRHP-Eligible Property	Proposed ROW
Historic-age Bridge	One-Quarter Mile Study Area
Official Texas Historic Marker (OTHM)	Parcel Boundary
NRHP-Eligible Property	Area of Potential Effect (APE)
Existing ROW	Cemetery
	City of Austin Landmark

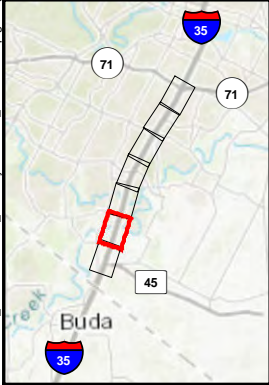
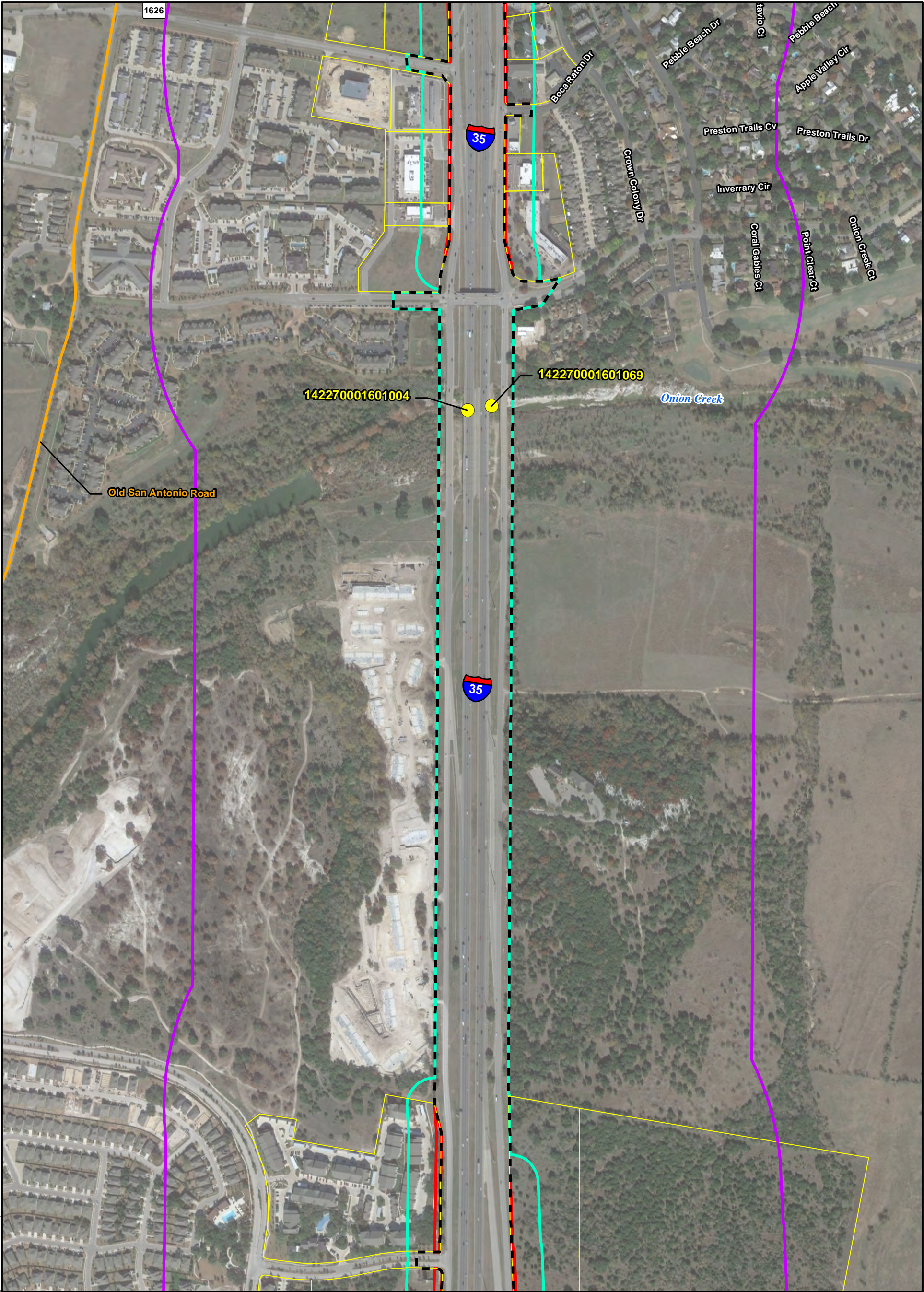
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Historic Resources Research Design APE Map

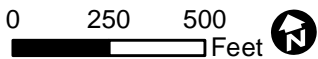
I-35 Capital Express South
US 290W/ SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 5 of 7



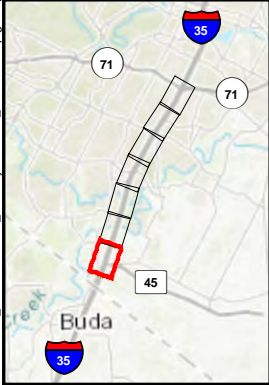
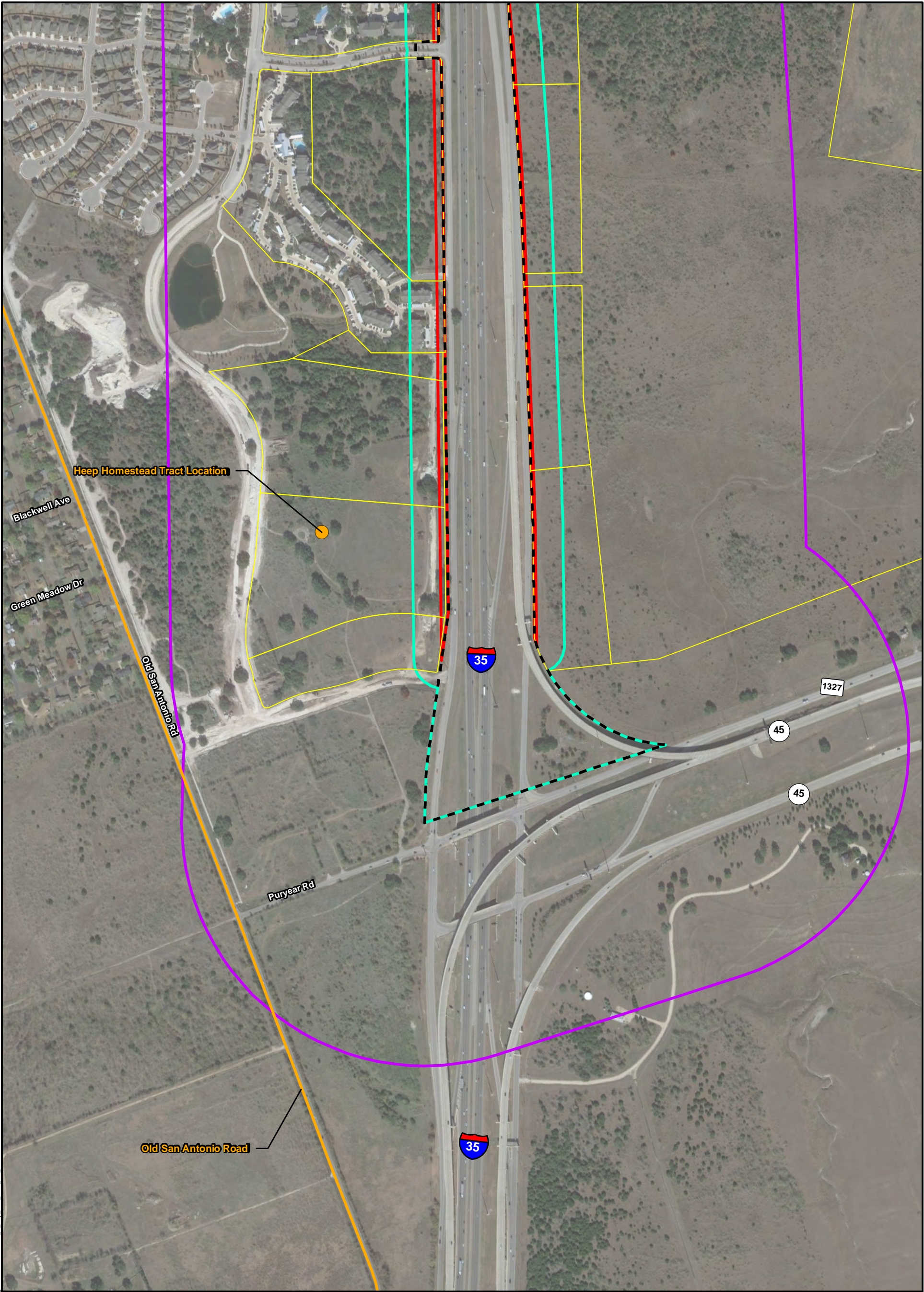
- NRHP-Eligible Property
- Historic-age Bridge
- Official Texas Historic Marker (OTHM)
- NRHP-Eligible Property
- Existing ROW
- Proposed ROW
- One-Quarter Mile Study Area
- Parcel Boundary
- Area of Potential Effect (APE)
- Cemetery
- City of Austin Landmark



Historic Resources Research Design APE Map

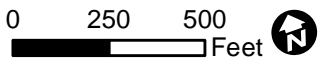
**I-35 Capital Express South
US 290W/ SH 71 to SH 45SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113



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- Cemetery
- City of Austin Landmark

Google, TNRS, Texas Google Imagery Service, 2019, 1:6,000; generated by Atkins; using ArcMap.
< <https://tnrs.org/texas-google-imagery/> > (28 July 2020);



Historic Resources Research Design APE Map

**I-35 Capital Express South
US 290W/ SH 71 to SH 45SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



Historical Resources Survey Report

Reconnaissance Survey

Project Name: I-35 Capital Express South

Project Limits: US 290W/SH 71 to SH 45SE

District(s): Austin District

County(s): Travis, Hays

CSJ Number(s): 0015-13-077, 0016-01-113

Principal Investigator: M. Kelley Russell (Atkins)

Report Completion Date: 12/2020

This historical resources survey report is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

Abstract

Texas Department of Transportation (TxDOT) proposes improvements to I-35 from US 290 West (W)/State Highway (SH) 71 and SH 45 Southeast (SE) within Travis County, Texas with a transition area extending from SH 45SE to Main Street in Buda, Hays County, Texas. The improvements include adding managed high-occupancy vehicle (HOV) lanes, reconstructing intersections, and improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. The total project length is 8.93 miles. The project would require approximately 13.45 acres of new right-of-way (ROW) and 0.68 acres of easements.

The Historic Resources Reconnaissance Survey resulted in the identification of 4 historic-age resources on 4 parcels within the Area of Potential Effects (APE). None of the resources are recommended eligible for listing in the National Register of Historic Places (NRHP) because they do not convey historic significance. Thus, in accordance with 36 CFR 800.11 it is recommended that the proposed project would have **no effect** on historic properties.

Table of Contents

Abstract.....	3
Project Identification.....	5
Area of Potential Effects (APE)	6
Section 106 Consulting Parties	6
Stakeholders	6
Project Setting/Study Area	7
Survey Methods	10
Survey Results.....	11
Historical Context Statement	12
National Register Eligibility Recommendations	18
Determination of Section 106 Effects Recommendations	19
U.S. DOT Section 4(f) Applicability Statement.....	19
References Cited.....	20
Appendix A: Project Information and ROW Information	22
Appendix B: Tabular Inventory of Surveyed Properties	23
Appendix C: Survey Forms for All Surveyed Properties.....	26
Appendix D: Figures	35
Appendix E: Consulting Party Outreach Efforts	36

Project Identification

- Report Completion Date: 12/04/2020
- Date of Fieldwork: 11/04/2020
- Survey Type: ☐ Windshield ☒ Reconnaissance ☐ Intensive
- Report Version: ☒ Draft ☐ Final
- Regulatory Jurisdiction: ☒ Federal ☐ State
- TxDOT Contract Number: N/A
- District or Districts: Austin District
- County or Counties: Travis and Hays
- Highway or Facility: I-35
- Project Limits:
 - From: US 290W/SH 71
 - To: SH 45SE
- Main CSJ Number 0015-13-077, 0016-01-113
- Report Author(s): M. Kelley Russell (Atkins)
- Principal Investigator: M. Kelley Russell (Atkins)
- List of Preparers: M. Kelley Russell, historic resources project management, survey, and report preparation; C. Russ Shortes, survey; Krista McClanahan QA/QC; Steve Voroselo, GIS/Figures

Area of Potential Effects (APE)

- ☒ Existing ROW
- ☒ 150' from Proposed ROW and Easements
- ☐ 300' from Proposed ROW and Easements
- ☐ Custom: <0'> from Proposed ROW and Easements

- **Historic-Age Survey Cut-Off Date:** 1977
- **Study Area** 1300 feet from the edge of the Area of Potential Effects (APE)

Section 106 Consulting Parties

- **Public Involvement Outreach Efforts:**

An open house for the project was held on October 17, 2019 at Akins High School in Austin, Texas. No comments were received that concerned cultural resources/historic resources.

- **Identification of Section 106 Consulting Parties:**

Per 36 Code of Federal Regulations (CFR) 800, the THC has been identified as a consulting party.

- **Section 106 Review Efforts:**

Per 36 CFR 800 and the stipulations of the *Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings*, TxDOT may afford the THC an opportunity to review and comment on the historic resources eligibility determinations and project effects determinations.

Stakeholders

- **Identification of Stakeholder Parties:**

Bob Ward, chair

Travis County Historical
Commission (TCHC)

Bobward7@gmail.com

Lindsey Derrington,
executive director

Preservation Austin

lindsey@preservationaustin.org

Steve Sadowski,
preservation officer

City of Austin Historic
Preservation Office

Steve.Sadowsky@austintexas.gov

Manchaca-Onion Creek
Historical Association
(MOCHA)

99Mocha@gmail.com

- **Stakeholder Outreach Efforts:**

Emails were sent to each of the stakeholders seeking input concerning information on recorded historic-age resources within the APE and/or information regarding any other historic-age resources within the APE. See **Appendix E**.

- **Summary of Stakeholder Comments:**

Responses were received from Lindsey Derrington of Preservation Austin via email and Bob Ward of the TCHC via phone call. Ms. Derrington responded that Preservation Texas did not need to comment on the project and Mr. Ward responded that the TCHC had no additional information on historic-age resources within the APE. See **Appendix E**.

Project Setting/Study Area

- **Study Area**

In accordance with standard procedure for historic resources surveys, the proposed study area is defined 1,300 feet from the edge of the APE. The study area is located along the I-35 corridor in south Austin, Travis County and extends south terminating on the north edge of Buda in north Hays County. It primarily consists of single- and multi-family residential, small-to-medium commercial, and medium-to-large agricultural and undeveloped parcels. Historically, most of the parcels were either undeveloped or used as ranching or farming properties. Due to the rapid development of Austin and expanded city limits in the recent past most of the development in the study area has occurred relatively recent.

- **Previously Evaluated Historic Resources (within APE)**

Previously evaluated historic resources located within the APE were identified via review of the THC Survey files and Historic Sites Atlas, TxDOT's Historic Bridge Survey Map, TxDOT's Historic Districts and Properties Map, and City of Austin Historic Landmarks list. The results are presented below and in **Appendix D, Figure 1:**

Resource	Designation
Heep Homestead Tract	NRHP-Eligible District - No longer extant (all contributing elements were removed from parcel circa 2008)

- **Previously Designated Historic Properties (within study area)**

In addition to those resources listed above, previously designated historic resources located within 1300 feet of the APE (study area) were identified via review of the THC's Historic Sites Atlas, the City of Austin's list of Historic Landmarks, TxDOT's Historic Bridge Survey Map, and TxDOT's Historic Districts and Properties Maps, the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL). The results are presented in the table below and in **Appendix D, Figure 1:**

Resource	Designation
Assumption Cemetery	Cemetery
Miller-Searight House	City of Austin Landmark
Williamson Creek Cemetery	Cemetery, Historic Texas Cemetery Marker
Sebron G. Sneed Cemetery	Cemetery
Sebron Sneed Home	City of Austin Landmark (remnants)
Onion Creek Lodge 220, AF & AM	Recorded Texas Historic Landmark, City of Austin Historic Landmark
Horton-Duval House	City of Austin Historic Landmark (remnants)
Boggy Creek Masonic Cemetery	Cemetery, Official Texas Historic Marker
Circle S Road Bridge over Boggy Creek	NRHP-Eligible
Matthew Brown Homestead	City of Austin Historic Landmark

Old San Antonio Road/ Austin to San Antonio Post Road Bridge over Slaughter Creek	NRHP-Eligible
Old San Antonio Road/ Austin to San Antonio Post Road	NRHP-Eligible

▪ **Previously Designated Historic Districts (within study area)**

Resource	Designation
Heep Homestead Tract	NRHP-Eligible District- No longer extant (all contributing elements were removed circa 2008)

▪ **Historic Land Use**

A review of historic aerial photography and historic topographic maps indicates that the study area was historically characterized by large vegetated undeveloped parcels and cleared undeveloped parcels involved in agricultural production interspersed with clustered associated agricultural buildings and residences.

▪ **Current Land Use and Environment**

The northern two-thirds of the study area is heavily developed as is the southern terminus near the city of Buda. Beginning just south of US 290W/SH 71 to north of Onion Creek, land use within the study area is predominantly nonhistoric-age commercial with a mix of nonhistoric-age residential (single-family and multi-family) use. From south of Onion Creek to SH 45SE, development within the study area is limited to the west of I-35 and consists primarily of nonhistoric-age multi-family residential. South of Onion Creek east of I-35 and to just north of Buda (CR 104/ Turnersville Road), land use within the study area is primarily characterized by large stretches of cleared and vegetated undeveloped land punctuated by one nonhistoric-age religious property near the creek. Traveling south of CR 104/ Turnersville Road within the northern edge of the city of Buda in Hays County, the study area is characterized by commercial and industrial land use.

- **Historic Period(s) and Property Types**

The earliest extant (and partially extant) property types within the study area are dwellings and cemeteries associated with mid-to late-nineteenth century settlers and enslaved people. No historic-age resources from this time period were identified within the APE. Throughout the early-to-mid twentieth century, the study area remained mostly rural with agricultural properties and scattered associated dwellings and outbuildings including Resources 02 and 03. Roadways associated with this time period within the study area are the Old San Antonio Road/ Austin to San Antonio Post Road (A-SAPR) and SH 2 (a segment of which later became I-35). Resources 02 and 03, historic dwellings dating to 1929 and 1942 respectively, were located near these roadways. After construction of I-35 which included widening of a segment of SH 2, development of commercial properties along the I-35 corridor followed. Two of these property types were recorded within the APE: Resource 04 and Resource 01 dating to 1966 and 1971 respectively.

- **Integrity of Historic Setting**

Construction of I-35 within the study area beginning in the late 1950 resulted in the removal of residences and farm-related buildings located along SH 2. The resulting development along the I-35 corridor which began in earnest starting in the 1970s has affected the historic setting through conversion of a mixture of undeveloped vegetated and cleared agricultural parcels and associated buildings to a mixture of parcels containing dense residential and commercial development.

Survey Methods

- **Methodological Description**

An historic resources reconnaissance survey was conducted to identify and document properties in the APE that are 45 years old or older (constructed in 1977 or earlier) and to ascertain whether any resources warrant further study. Historic-age resources were identified using a combination of historic map and aerial imagery and Travis and Hays Central Appraisal District data. The reconnaissance survey involved developing a historic context for the study area; the context includes relevant themes in the historical development of the area and the identification of property types in the APE.

- **Comments on Methods**

Properties were photo documented within the I-35 shoulder ROW and/or sidewalk except for Resource 01 which was also documented from within the adjacent TxDOT Area Engineer Office Property.

Survey Results

- **Project Area Description**

As described above, the majority of the proposed project is located in southeastern Travis County within the southern city limits of Austin and the northern city limits of Buda in Hays County. The northern two-thirds of the APE and the I-35 corridor is densely developed and consists primarily of nonhistoric-age single- and multi-family residential and commercial properties. Development, apart from sparse farm-related structures, generally did not begin until the late 1970s and 1980s and it appears to have continued in earnest south along the corridor as the Austin city limits expanded southward. Construction of new buildings within this area of the APE and I-35 corridor appears to have proceeded continually for the past 30 years. Development within the southern 1/3 of the APE and I-35 corridor is relatively recent and limited to multi-family residential southeast of Onion Creek and commercial properties south of Turnersville Road to the project's southern terminus.

- **Literature Review**

To understand the development of the APE and larger study area, Atkins historians conducted the literature review in accordance with the TxDOT-approved research design. The literature review included the THC's Historic Sites Atlas, Texas State Historical Association Handbook of Texas online, Travis and Hay Counties Central Appraisal District, USGS maps, historic highway maps, historic and current aerial imagery, TxDOT's Historic Bridge Survey Map, TxDOT's Historic Districts and Properties Maps, City of Austin Historic Landmarks Commission online files, Historic Resources Survey Report for State Highway 45 Southeast: The Williams and Woods Tracts (Knight 2005a), Heep Jersey Farm, Task IE: Historic Resources Survey Report (Knight 2005b), the Historic and Architectural Resources of Southeast Travis County Multiple Property Submission NRHP nomination (Myers et al. 1996), Report for Historical Studies: Austin to San Antonio Post Road, 1915: Context and Survey (Benn 2015), the African-American Settlement Survey Travis County, Texas (Porterfield 2016), and the Cultural Resources Survey, and Assessment of Southeast Travis County, Texas (Myers 2014).

Historical Context Statement

The context, areas of significance, and periods of significance were developed and revised based upon the literature review, comments received from TxDOT on the approved research design, and the results of extant historic-age resources recorded during the Historic Resources Survey. The following includes a brief context for mid- nineteenth to mid twentieth century settlement within the APE and larger study area followed by areas of significance within the APE.

Mid-Nineteenth Century to Mid-Twentieth Century Settlement in Travis and Hays Counties, Texas

The project travels through southeast Austin, outside of the city's current southern limits, into the northern edge of Hays County and the northern limits of the city of Buda. Settlement in the area began in the 1820s; however, the study area has ties to a second wave (post 1850) of early settlers who came to the area after Texas had achieved some economic and political stability. Many of the settlers were wealthy slave owners who relocated from the southeastern states to increase their fortunes through the purchase of large amounts of land for agricultural use. One of these men, Sebron Sneed, owned 21 slaves and a 700-acre plantation on which they farmed and raised livestock. The remnants of his 1857 limestone block house is located east of I-35 just south of Stassney Lane within the study area. Sneed deeded a portion of his plantation property to his daughter Marinda Bledsoe in 1871. The property included another limestone house known as the Horton-Duval House and later the Rock House that was completed circa 1852 under ownership of Judge Thomas Duval. The remnants of this home are located at the southeast corner of I-35 and William Cannon within the study area. Enslaved people and formerly enslaved people including those that were owned by the Sneed family are buried in the Williamson Creek Cemetery to the west of the Sneed Home west of I-35 corridor within the study area (Myers et al. 1996).

Another early settler to the area was Matthew Brown. His circa 1860, hall-and-parlor plan limestone block home is extant and is located along the Old San Antonio Post Road north of Slaughter Creek and west of I-35 (COA HLC 2019). Because many of the Anglo residents of southeast Travis County shared a similar social and economic status they established several political and social organizations including Onion Creek Lodge Number 220 located west of the Sneed Home and I-35. Members of the fraternal organization were first buried in what is now known as the Boggy Creek Masonic Cemetery located within the study area west of I-35 just north of Boggy Creek (Meyers et al. 1996).

During the mid-nineteenth century and towards the later part of the century settlers and freedmen with smaller landholdings established several independent communities adjacent to the study area including Bluff Springs, Manchaca, Pleasant Hill, and St. Elmo.

Bluff Springs

The community of Bluff Springs was settled southeast of Austin in the 1850's at the intersection of Old Lockhart Road and Nuckols Crossing, immediately south of Onion Creek and north of E. Slaughter Lane. By the 1880's, the robust community of 250 included several churches as well as gristmills and cotton gins to support area farmers. Almost half the population were African Americans, likely formerly enslaved people and their ancestors. An African American school served the community as late as the 1940s. The springs after which the community is named, was a destination for picnics and gatherings. Bluff Springs was later incorporated into the city of Austin; however, scattered remnants of the community are still evident (Porterfield 2016; Smyrl 2020a; TCHC 2014).

Manchaca

The community of Manchaca takes its name from Manchaca Springs (south of the Hays County Line) which began as a stagecoach way station located along the Old San Antonio Road just south of the Travis and Hays County Line. Manchaca was founded in 1850 between Slaughter and Onion Creeks at the modern-day intersection of FM 1626 and Manchaca Road. The Great Northern Railroad was built in 1881 and the community further developed on either side of the rail line. In the 1880s Manchaca had 75 residents and served as a shipping location for locally produced cotton, lumber, and grain. By the late 1930s the community had formed a school district with schools for black and white students. Manchaca continued as a self-supporting community is still an considered an unincorporated community in Travis County (Smyrl 2020b).

Pleasant Hill

Pleasant Hill was a rural community founded approximately five miles south of Austin along SH 2/South Congress Avenue and North Bluff Drive north of modern-day William Cannon at the intended site of Johnstown which was surveyed by never developed. By 1903 the community had separate schools for white and black pupils near Williamson Creek. The schools as well as widely scattered dwellings, and a church are evident on 1932 Highway map and 1940 aerial imagery. The Pleasant Hill Independent school district was established in 1956 but was consolidated with AISD in 1960. As the southern city limits of Austin expanded, the community Pleasant Hill was absorbed into its boundaries in the 1980s (Smyrl 2020c; Travis County Engineering Department 1932; USDA 1940).

St. Elmo

The St. Elmo townsite developed around a post office was established in 1872 at Turney's Store four miles south of Austin along SH 2/ South Congress Avenue (and modern-day US 290/SH71). In 1875, the community was named St. Elmo. From the mid-1880s to mid-1890s

St. Elmo's population increased from 25 to over 200 and included a school, cotton gin, saloon, and general store. A common school district was formed in 1914 and it served the community until it was consolidated into the Austin Independent School District (AISD) in 1937. With the southward expansion of the city, the townsite of St. Elmo was later absorbed into the city of Austin (Smyrl 2020d).

Areas of Significance

Based upon the known extant historic-age resources in the APE and within the surrounding study area, the identified areas of significance are Agriculture, Transportation, and Commerce.

Agriculture

Southeast Travis County and northeast Hays County including the study area contained some of the most productive agricultural land in central Texas. Prior to the Civil War, the study area and surrounding land was owned by a just few wealthy landowners who grew labor-intensive cotton on a large amount of acreage and relied on slave labor for its cultivation. However, changes in agricultural methods, landownership, and demographic composition occurred during the post antebellum period. With debt resulting from support of the Confederate cause and without the use of forced free labor, many landowners divested of their large landholdings and divided it into smaller tracts. Using a combination of sharecropping and tenant farming, cotton still remained the main cultivated crop within the study area followed by corn and grain (Myers et al. 1996).

Around the turn of the 20th century, the study area and surrounding area remained largely rural and had shifted to predominantly smaller, family operated farms. Historic aerial imagery and maps show that the SH 2 alignment within the study area (from south of modern-day Slaughter Lane) was lined with sparse clusters of residential and agricultural complexes on undeveloped and terraced parcels. The Resources 01 and 02 are residential remnants of these early to mid-twentieth century family farms.

Cotton production in the area peaked during the early 1920s, but the boll weevil, grasshopper plagues, limits imposed by the federal government, and a drought in the mid-1920s resulted in some farmers diversifying their agricultural ventures. In particular, farmers who typically kept a few dairy cows for personal use, increased their heard size and ventured into commercial dairy farming (Myers et al. 1996). The former Barkley Dairy Farm that was located near Friedrich Lane and St. Elmo Road within the study area reflects this trend. The family farm grew corn, cotton, and hay, and became the commercial Barkley Dairy Farm by the end of the 1920s when it sold milk, cream, and butter to local stores (COA HLC 2002).

An outlier to the smaller landholding trend that occurred, but a family dairy farm, nonetheless was the sprawling 7,000-acre Heep Ranch and Dairy Farm. It once spanned from south of

Onion Creek to south of Puryear Road (now SH 45SE) and from Old San Antonio Post Road on the west to far east of I-35. Patriarch Fred Heep, a local farmer and banker, acquired land known as the Heep Homestead Track at the northwest corner of the current I-35 ROW and Puryear Road in 1882. He amassed adjacent land and ultimately acquired 1,000 acres. The Heep family home was built on the homestead track in 1895. Fred Heep's son Herman helped start the Heep family dairy in 1920 but left the farm for oil and gas pursuits and became considerably wealthy. When he returned to the family land, he too built a house on the Heep Homestead Track in 1928. Unlike other local dairy men, Herman Heep's multi-million-dollar fortune allowed him to import Jersey cows from France, construct state-of-the-art dairy facilities, and purchase of thousands of additional adjacent acres along the Travis County and Hays County Line (Knight 2005a).

In 2005, the Heep Homestead Tract was recorded and determined eligible for listing the NRHP under Criteria B as an intact rural historic district due to its outstanding representation of a successful, late-nineteenth to mid-twentieth century family farm associated with Herman Heep, an oilman, philanthropist, and prominent dairyman. Contributing elements associated with the Heep family and the Heep Dairy Farm included Fred Heep's 1894 homestead, Herman Heep's 1928 homestead, landmark cruciform plan milking barns, utilitarian buildings, sheds, troughs, and hydrants in addition to historic pastures, roads, and landscaping (Knight 2005a). The land north of the Heep Homestead Tract to Onion Creek between I-35 SB and the Old San Antonio Road was previously part of the Herman Heep landholdings; however, this formerly unimproved land was recently cleared and developed for single- and multi-family residential use. Review of aerial imagery and field verification revealed that all of the contributing elements on the Heep Homestead Track were demolished or removed from the property circa 2008, possibly in anticipation of additional development (NETRO 2020). Remnants of additional historic-age properties belonging to the Heep family are situated at the southeast corner of I-35 and SH 45SE and include a circa 1910 dwelling on the Williams Tract and remnants of circa 1920 barns and a 1956 farm water facility at the southeast corner of the intersection (Knight 2005a).

Transportation

Early Trails and Roads

Early minor network of roadways within the study area appear on maps as early as the late 19th century and would have served the settlers in the area in travel to Austin, Bastrop and small surrounding communities. The first major road system was based upon previously established routes including the El Camino Real de los Tejas established by the Spanish in the 17th century. It ran from Mexico, through San Antonio, and then veered east travelling across the Louisiana border to Natchitoches. The route likely followed a network of existing Native American trails. During early Texas statehood, the portion of the road within the study area became known as the Old San Antonio Road. It served as a connector between San Antonio and Austin for stagecoach, wagons, and mail service along a largely rural route. The road remained an

adequate thoroughfare except during inclement weather until the turn of the 20th century when automobile users could not effectively traverse the road (Benn 2015).

Austin to San Antonio Post Road (A-SAPR)

In 1906, after repeated demands for better postal delivery and adequate roads, the US Congress created the Office of Public Roads (OPR) which offered assistance to local and state offices supporting and developing roads. The OPR and the Post Office Department agreed to develop an experimental project to improve post roads around the country in 1913. After several requests from state representatives to Texas Governor Oscar B. Colquitt and the OPR regarding improvements to specific post routes, a postal route was chosen and federal aid was offered. The selected route followed the old post road from Austin to San Marcos, through New Braunfels, and into San Antonio. Each county was required to offer funds to supplement the federal aid and provide any necessary right-of-way to complete the road. In addition to a post road from Austin to San Antonio, the federal program required the alignment to pass through each town and by the door of the post office and improve the transportation of rural farmers by reaching their markets (Benn 2015).

Construction of the Austin to San Antonio Post Road (A-SAPR) began in January 1915 simultaneously in each county (Travis, Hays, Comal, Guadalupe, and Bexar) and each had its own standards of workmanship and control. In Travis County, work began from the southern city limits near Live Oak Street south of the Colorado River and headed south towards Hays County. Completed and open for traffic in early 1916, Travis County was the first to finish. However, heavy traffic took its toll quickly and the county reconstructed the road in its entirety in 1917. The same year, the Texas Highway Department (THD) formed and the A-SAPR was incorporated into the statewide highway system. When complete, the 16-ft wide gravel post road was considered the finest road in the state for several years. It was designated SH 2 in 1922 and THD assumed full management of the road in 1925. Today the roadway is paved in concrete and asphalt (Benn 2015).

Segment A of the A-SAPR was surveyed in 2006 as a result of SH 45 SE mitigation efforts. It begins at the intersection of I-35 and Old San Antonio Road within the study area and ends at what is now Loop 4 in Buda, Hays County. The road corridor was determined NRHP-eligible by TxDOT under Criterion A for its association with early transportation routes between Austin and San Antonio, and it is significant as an early recipient of federal transportation funding (Benn 2015).

Texas Highway System

The beginnings of the Texas Highway System are rooted in the Federal Aid Road Act of 1916, which shifted management responsibility from individual counties to state highway departments. By 1917, routes were selected for the state's designated highway system,

including SH 2 between Laredo and Waco located parallel and west of the current I-35 ROW through Austin. In 1929, a proposal was made to build a “superhighway” between Austin and San Antonio, and SH 2 was renamed US 81. It initially followed the SH 2 alignment travelling north of the project limits through the center of Austin along Congress Avenue and exited along North Lamar Boulevard out of the city limits. As early as 1945, a four-lane, 23-mile interregional highway was planned through central Texas, which partially consisted of upgrading US 81 between the towns of Round Rock and Kyle and rerouting it through Austin east of downtown, via East Avenue to facilitate the movement of traffic through the city. This was the beginnings of what would become I-35. By the end of 1956, the northern and southern segments of US 81 in and surrounding the Austin area were complete (including within the study area). The new alignment was soon renamed I-35 and consisted of four lanes divided by a median strip and frontage lanes surrounded by a predominantly rural landscape within the study area (Benn 2015, Erlichman 2006). The I-35 corridor within the study area followed a widened SH 2 alignment to the modern intersection of Slaughter Lane, then veered northeast along new ROW east of downtown Austin. The interstate has been improved many times and currently includes four mainlanes with outside shoulders divided by a concrete barrier, and frontage roads.

Commerce

The vast majority of the built environment along the SH 2 and later I-35 corridors were residential and agricultural complexes located on small-to-medium parcels dedicated to farming and agriculture. Commercial development does appear to have occurred within the APE or the I-35 corridor until the mid-1950s subsequent to construction of I-35. One of first commercial or industrial properties built along the new interstate was the 1955 Adams Extract plant and offices (now demolished) located southwest of FM 1626 (Adams 2017). Further commercial development in the next decade within the APE and I-35 corridor was slow and included construction of Resource 04 in 1966, years after completion of I-35 resulted in the removal of residences and farm-related buildings from the parcel that were previously located along SH 2 (NETRO 2020).

By the early 1970s sparse large and small commercial development began to emerge along the I-35 corridor including Resource 01 in 1971 southeast of Slaughter Lane. Commercial development along the I-35 corridor began in earnest between the 1970s and 1980s with concentrations at the intersections of East Saint Elmo Road, William Cannon Drive, and south of Slaughter Lane. Concentrated commercial development increased southward along the I-35 corridor, first between US 290W/SH 71 to Stassney Lane in the 1990’s then to further south to Slaughter Lane and Onion Creek by the 2000s. At the southern end of the project near Buda, commercial development began in the 1980s and intensified in the 2000’s (NETRO 2020).

National Register Eligibility Recommendations

- **Eligible Properties/Districts**

None

- **Ineligible Properties/Districts**

Resource 01 is a 1971 rigid steel frame service repair building and attached office of the Holt CAT heavy equipment company. Resource 01 retains integrity of location, feeling, materials, and workmanship though its setting has been compromised by modern infill. The rear addition detracts from integrity of design. Though the resource retains a high level of historic integrity, it does not maintain architectural merit, known specific associative significance with late mid-century commercial development, or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.

Resource 02 is a single-story dwelling dating to 1929 that now functions as an office for a bottled water business. The resource is situated on 20-acre irregular-shaped parcel along the north side of Slaughter Creek and west of Bluff Springs. The parcel includes the remnants (chimney and rubble) of a contemporaneous dwelling, large modern warehouse, and large oak and pecan trees. Historic aerials and topographic maps depict several dwellings, a large barn, and several outbuildings situated on the parcel and surrounded by terraced fields. Resource 02 retains historic integrity of location. The setting has been compromised by loss of contemporaneous and associated dwellings and outbuildings. In addition to lack of historic association, integrity of design and workmanship have been compromised by the addition of nonhistoric-age stone skirting, replacement entry door, and replacement roof. The resource does not maintain architectural merit, known specific associative significance with late early- and mid-twentieth century development, or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.

Resource 03 is a 1942 end-gabled house along the I-35 frontage road that appears to still be in use as dwelling. The house appears to be the last the remnant of a residential and agricultural complex situated along SH 2 that was demolished during construction of the interstate. The resource retains integrity of location. However, in addition to historic integrity of association, the setting has been compromised by nonhistoric-age infill of previous surrounding agricultural fields and loss of contemporaneous buildings. Historic integrity of feeling, design, and workmanship have been compromised by the southern addition, replacement entrance and garage doors, replacement of the gable roof, and alteration of the porch roofline. The resource does not maintain architectural merit, known specific associative significance with late mid-

twentieth century development, or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.

Resource 04 is a circa 1960 commercial building located along the frontage road of I-35 that functions as specialty retail store. The resource was built after construction of the interstate resulted in the demolition of buildings associated with residential and agricultural complex situated along SH 2. In addition to historic integrity of association, the setting has been compromised by nonhistoric-age infill of earlier surrounding agricultural fields and loss of contemporaneous buildings. Historic integrity of feeling, design, and workmanship have been compromised by the addition of a false-front parapet. The resource does not maintain architectural merit, known specific associative significance with late mid-twentieth century development, or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.

- **Recommendations for Further Study**

No further work is recommended.

Determination of Section 106 Effects Recommendations

- **Direct Effects**

None

- **Indirect, Cumulative or Reasonable Foreseeable Effects**

None

U.S. DOT Section 4(f) Applicability Statement

The proposed project activities will not result in a permanent or a temporary use of a historic property as defined by 23 CRF 774 which would trigger a Section 4(f) evaluation.

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Appendix A: Project Information and ROW Information

Screenshot from ECOS with Description, Length, ROW, and easements.

[Back To List](#)

- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)


[Archived WPD I](#) [Print this Page](#)

Project Definition

 Project Name:

 CSJ: - -

Anticipated Environmental Classification:

 Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

☐ Project Association(s)

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:001601113	Federal,State	NH ()	EA	WF	Associate	Main	

☐ DCIS Project Funding and Location

Funding

DCIS Funding Type:

☒ Federal

☒ State

☐ Local

☐ Private

Location

 DCIS Project Number:

 Highway:

 District:

 County:

 Project Limit -- From:

 Project Limit -- To:

 Begin Latitude: + .

 Begin Longitude: - .

 End Latitude: + .

 End Longitude: - .
☐ DCIS & P6 Letting Dates

 DCIS District:

 DCIS Approved:

 DCIS Actual:

 P6 Ready To Let:

 P6 Proposed Letting:
☐ DCIS Project Description

 Type of Work:

Layman's Description:

 DCIS Project Classification:

 Design Standard:

 Roadway Functional Classification:
☐ Jurisdiction

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

☒ FHWA - Assigned to TxDOT ☐ TxDOT - No Federal Funding ☐ FHWA - Not Assigned to TxDOT

TxDOT ▼

Who is the project sponsor as defined by 43 TAC 2.7?

No ▼

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes ▼

Does the project require any federal permit, license, or approval?

☒ USACE ☐ IBWC ☐ USCG ☐ NPS ☐ IAJR ☐ Other

No ▼

Does the project occur, in part or in total, on federal or tribal lands?

☐ Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: (Feet)

Maximum Depth of Impacts: (Feet)

New ROW Required: (Acres)

New Perm. Easement Required: (Acres) New Temp. Easement Required: (Acres)

Project Description

Describe Limits of All Activities:

The Texas Department of Transportation is proposing improvements to I-35 from US 290 West/State Highway (SH) 71 (SH 71) to SH 45 southeast (SE) in Travis County, with a transition area extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed high-occupancy vehicle (HOV) lanes in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. The project length is approximately 8.93-miles (mi). The project would require the acquisition of approximately 13.45 acres of right of way (ROW).

Refer to CapEx-S_Schematic_20200812.pdf for a copy of the schematic.

Describe Project Setting:

The proposed project location is in an urban to suburban setting. The existing roadway experiences high traffic volumes throughout the day, as I-35 is one of only three north-south oriented controlled-access facilities in the Austin metropolitan area. Other substantial traffic generators in the vicinity of the project area include SH 71, Stassney Lane, William Cannon Drive, Slaughter Lane, Farm-to-Market (FM) 1626, and SH 45SE.

In the northern portion of the study area, the land uses are primarily urban and commercial development, including hotels, car dealerships, strip malls, and schools. The general area surrounding the southern portion of the study area is more suburban with a mix of multi-family and single-family developments and undeveloped land. The names of the neighborhoods are Franklin Park, Comal Bluff, Lincoln Ridge, Circle S Ridge, Bluff Springs, South Bend, Park Ridge, South Park Meadows, and Onion Creek. There are a few undeveloped parcels; however, none are being used for cropland, pasture, or range land.

Four named creeks: Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek cross the project area. All creeks and tributaries occurring within the project area flow from west to east and are classified by the USGS as perennial or intermittent/ephemeral streams.

Vegetation in the project area consists of maintained roadside grasses and forbs within existing ROW. Landscaped grasses, forbs, shrubs, and scattered trees are located within developed areas. Landscaped portions of the ROW include live oak, eastern redbud and cedar elm.

A review of the Texas Historical Commission (THC) Historic Sites Atlas indicates that there are no cemeteries, previously designated historic districts or properties adjacent to the project area.

Describe Existing Facility:

I-35 within the proposed project limits is an access-controlled interstate highway. The facility typically has three to four, 12-foot wide general purpose mainlanes (concrete barrier separated) with 2-foot wide inside shoulders, 4-foot wide outside shoulders, and two to three, 11-foot wide frontage road lanes with 2-foot wide inside and outside shoulders in each direction. Sidewalks exist intermittently throughout the project area between the frontage roads and adjacent businesses and around the intersections. No shared-use paths are located in the project area. Drainage along the roadway (mainlanes and frontage roads) is provided by open ditches. The existing ROW width is typically 300 to 420 feet. The posted speed limit along I-35 in the proposed project area is 70 mph on the mainlanes and 45 to 55 mph on the frontage roads.

The following existing access ramps (10 northbound and 9 southbound) and existing direct connectors (four northbound and three southbound) are located along the roadway:

Southbound

- Direct connector from eastbound SH 71
- Direct connector from westbound SH 71
- Exit to Stassney Lane
- Entrance from Stassney Lane
- Exit to William Cannon Drive
- Entrance from William Cannon Drive

Describe Proposed Facility:

The proposed facility would be concrete barrier separated and would consist of three to four, 11- to 12-foot wide general-purpose lanes, two, 11- to 12-foot wide managed lanes, a 6-foot to 10-foot wide outside shoulder, 4-foot to 10-foot wide inside shoulder, two to three, 11-foot wide frontage road lanes, and a shared-use path in each direction. A 4-foot wide buffer would separate the general-purpose lanes from the managed lanes. The proposed ROW would typically be 300 to 420 feet wide. Storm sewer is proposed to convey stormwater, replacing the ditches, in some places. Curb and gutter would be added to frontage roads. The proposed project would require approximately 13.45 acres of additional ROW which includes 0.68 acre of proposed permanent drainage easement and 0.89 acres of floodplain management area.

The managed lanes will be elevated from north of Stassney Lane to south of William Cannon Drive. These lanes would be designed to achieve the most efficient and reliable travel times. Access to frontage roads would be maintained and ramps would be better optimized for safety and mobility.

The proposed roadway would remain controlled access. Existing access to the general-purpose lanes would remain, with some reconstruction of existing entrance and exit ramps. Additionally, all overpass/underpass and bridge locations would remain the same as existing, with some minor reconstruction to accommodate the proposed improvements. The following ingress/egress points to the proposed managed lanes would be provided:

☐ Transportation Planning

 Is the project within an MPO's boundaries?

 Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in area.

This status applies to:

☐ CO - Carbon Monoxide

☐ O3 - Ozone

☐ NO2 - Nitrogen Dioxide

☐ PM10 - Particulate

☐ PM2.5 - Particulate

☐ Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification:

☐ Project Contacts

Created By:

Date Created:

Project Sponsor: ☒ TXDOT (Or) ☐ Local Government

Sponsor Point Of
Contact:

ENV Core Team
Member:

District Core Team
Member:

Other Point of Contact(s):

Last
Updated By: Andrew Cooper-C

Last Updated Date: 10/20/2020 10:17:32

Appendix B: Tabular Inventory of Surveyed Properties

Resource No.	Address/ Location	Current Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
01	Holt CAT Austin 9601 S I-35 Austin, Texas 78744 30° 9'38.45"N, 97° 47'15.05"W	Commerce/ Specialty Store	No Style	1971 (TCAD)	Resource 01 retains integrity of location, feeling, materials, and workmanship though its setting has been compromised by modern infill. The rear addition detracts from Integrity of design. The resource does not maintain architectural merit or known specific associative significance with late mid-century commercial development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.	Not recommended NRHP Eligible
02	Hill Country Springs, Inc 10019 S I-35 Austin, Texas 78728 30° 9'10.29"N, 97° 47'17.06"W	Commerce/ Office	Craftsman	1929 (TCAD)	Resource 02 retains integrity of location. The setting has been compromised by loss of contemporaneous and associated dwellings and outbuildings that appear to have been associated with an early- to mid-century farmstead along SH 2. In addition to the lack of historic association, integrity of design and workmanship have been compromised by the addition of nonhistoric-age stone skirting, replacement entry door, and replacement roof. The resource does not maintain architectural merit or known specific associative significance with late early- and mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.	Not recommended NRHP Eligible
03	10728 S I-35 Austin, Texas 78645 30° 8'46.04"N, 97° 47'40.86"W	Domestic/ Single Dwelling	No Style	1942 (TCAD)	Resource 03 retains integrity of location. In addition to integrity of association, the setting has been compromised by nonhistoric-age infill of previously surrounding agricultural fields and loss of contemporaneous buildings. Integrity of feeling, design, and workmanship have been compromised by the southern addition, replacement entrance and garage	Not recommended NRHP Eligible

Resource No.	Address/ Location	Current Function/ Sub-function	Architectural Style	Date(s)	Integrity/Comments	NRHP Eligibility
					doors, replacement of the gable roof, and alteration of the porch roofline. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.	
04	Planet K 10730 S I-35 Austin, Texas 78744 30° 8'44.24"N, 97° 47'41.16"W	Commerce/ Specialty Store	No Style	Circa 1960	In addition to integrity of association, Resource 04's integrity setting has been compromised by nonhistoric-age infill of previously surrounding agricultural fields and loss of contemporaneous buildings. Integrity of feeling, design, and workmanship have been compromised by the addition of the false parapet. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.	Not recommended NRHP Eligible

Appendix C: Survey Forms for All Surveyed Properties

[see Documentation Standard for Historic Resources Survey Report]

Survey Date: 11/04/2020
Resource No: 01
Project Location: Travis County, Hays County
Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long: Holt CAT Austin
9601 S I-35
Austin, Texas 78744
30° 9'38.45"N, 97° 47'15.05"W
Function/Sub-function: Commerce/ Specialty Store
Construction Date: 1971 (TCAD) with circa 1980 rear addition
NRHP Eligibility: Not recommended NRHP eligible
Integrity/Comments: Resource 01 is a large, one-and-a half story rigid steel-frame building with a low front gable service garage and an attached office that faces the I-35 North frontage road. The one-story flat roof office is clad in corrugated metal and features an attached steel frame porch along the south façade. The large service garage is also clad in corrugated metal and features wide eaves along the north and south façades which shelter overhead garage doors. An addition was attached to the service garage doubling its size circa 1980. Resource 01 retains integrity of location, feeling, material, and workmanship though its setting has been compromised by modern infill. The rear addition detracts from Integrity of design. The resource does not maintain architectural merit or known specific associative significance with late mid-century commercial development to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 01, camera facing southeast

Survey Limitations: Photo limitations due to the resource's size and large equipment surrounding it and due to safety concerns of photographing the resource from the I-35 frontage road.



Resource 01, camera facing northeast

Survey Date: 11/04/2020

Resource No: 02

Project Location: Travis County, Hays County

Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113

Address, Lat/Long: Hill Country Springs, Inc
10019 S I-35
Austin, TX 78747
30° 9'10.29"N, 97° 47'17.06"W

Function/Sub-function: Commercial/Office

Construction Date: 1929 (TCAD)

NRHP Eligibility: Not recommended NRHP eligible

Integrity/Comments: Resource 02 is a 1929 single-story dwelling with Craftsman influences situated upon a pier and beam foundation. The building now functions as an office space for a bottled water business. The hipped roof has wide overhanging eaves and exposed rafter tails and is covered in standing-seam metal. The resource is clad in thin, horizontal wood siding and features what appear to be 1/1 wood sash windows with simple wood surrounds found in singles and doubles. An exterior painted brick chimney is situated on the north façade. The bottom portion of the resource is encased in a rock veneer skirting. The resource is situated on 20- acre irregular-shaped parcel along the north side of Slaughter Creek and west of the community of Bluff Springs. The parcel includes the remnants (chimney and rubble) of a contemporaneous dwelling and a large modern warehouse. Historic aerials and topographic maps depict several dwellings, a large barn, and several outbuildings situated surrounded by terraced fields. Resource 02 retains integrity of location. The setting has been compromised by loss of contemporaneous and associated dwellings and outbuildings that appear to have been associated with an early- to mid-century farmstead along SH 2. In addition to the lack of historic association, integrity of design and workmanship have been compromised by the addition of nonhistoric-age stone skirting, replacement entry door, and replacement roof. The resource does not maintain architectural merit or known specific associative significance with late early- and mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 02 oblique, camera facing southeast



Overview of Resource 02 and nonhistoric-age warehouse on parcel, camera facing east

Survey Limitations: Photo limitations due to the setback location of the building on the parcel, vegetation obscuring the resource, and no access to the parcel.

Survey Date: 11/04/2020

Resource No: 03

Project Location: Travis County, Hays County

Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113

Address, Lat/Long: 10728 S I-35
TX 78745
30° 8'46.04"N, 97° 47'40.86"W

Function/Sub-function: Domestic/ Single Dwelling

Construction Date: 1942 (TCAD)

NRHP Eligibility: Not recommended NRHP eligible

Integrity/Comments: Resource 03 is a 1942 single-story, end-gabled house with a flat roof porch supported by simple wood posts that extends the majority of the length of the house and over the attached garage. The front façade includes two entry doors: the primary entrance flanked by a pair of and four 6/6 aluminum metal sash windows and secondary entrance on the south end of the house, which appears to be later historic-age addition. The resource is clad in asbestos siding and has a replacement metal roof. Alterations include the gable roof, porch roof and roofline, garage door, and entry doors. A 2007 Google streetview of the property shows the house prior to the replacement of the porch which now extends over the attached garage. Resource 03 retains integrity of location. In addition to integrity of association, the setting has been compromised by nonhistoric-age infill of previous surrounding agricultural fields and loss of contemporaneous buildings. Integrity of design and workmanship have been compromised by the southern addition, replacement entrance and garage doors, replacement of the gable roof, and alteration of the porch roofline. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 03 primary façade, camera facing west



Resource 03 oblique, camera facing southwest

Survey Date: 11/04/2020
Resource No: 04
Project Location: Travis County, Hays County
Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long: Planet K
10730 S I-35
TX 78744
30° 8'44.24"N, 97° 47'41.16"W
Function/Sub-function: Commerce/ Specialty Store
Construction Date: Circa 1960
NRHP Eligibility: Not recommended NRHP eligible

Integrity/Comments: Resource 04 is a circa 1960 one-story, commercial building with a front-gable roof and a false-front brick parapet. The resource is of concrete masonry unit (CMU) construction with no cladding or windows. A full-length metal shed-roof porch with wood pole supports, extends from the false front. In addition to integrity of association, the setting has been compromised by nonhistoric-age infill of previous surrounding agricultural fields and loss of contemporaneous buildings. Integrity of feeling, design, and workmanship have been compromised by the addition of the false parapet. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or persons to qualify for inclusion in the NRHP under Criteria A, B, or C.



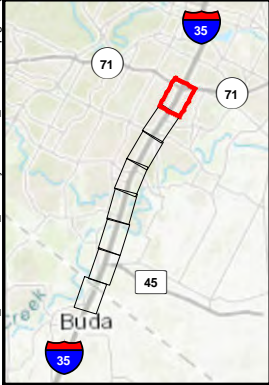
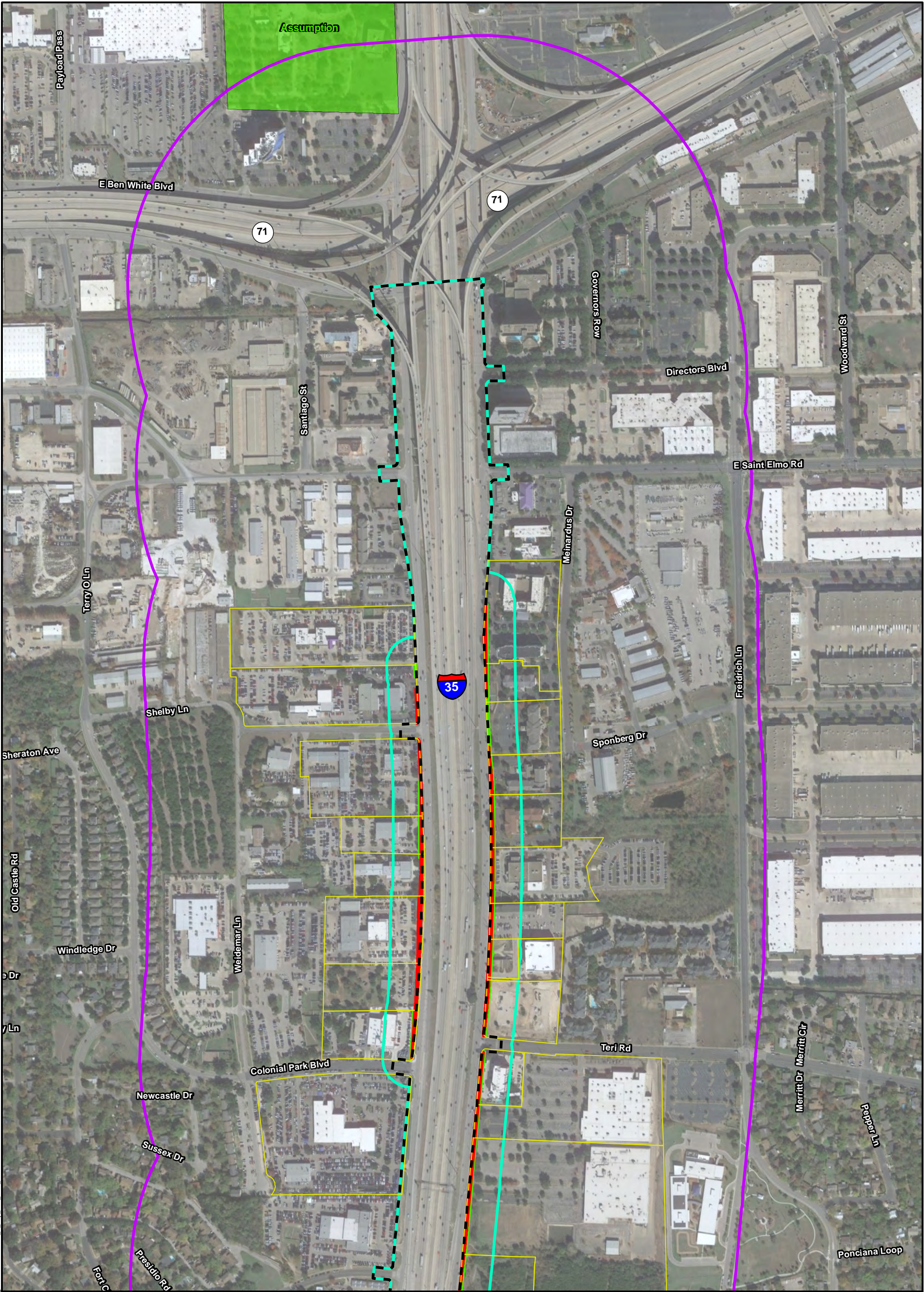
Resource 04 oblique, camera facing southwest



Resource 04 oblique, camera facing northwest

Survey Limitations: Photo limitations limited due to safety concerns of the proximity to I-35 frontage road.

Appendix D: Figures



NRHP-Eligible Property

Official Texas Historic Marker (OTHM)

Historic-age Resource

City of Austin Landmark

NRHP-Eligible Property

Existing ROW

Proposed ROW

One-Quarter Mile Study Area

Parcel Boundary within APE

Area of Potential Effect (APE)

Construction Easement

Cemetery

0250500

Feet

Google, TNIRIS, Texas Google Imagery Service. 2019. 1:6,000; generated by Atkins; using ArcMap.
<<https://tniris.org/texas-google-imagery/>> (24 November 2020);

Historic Resources Survey Report APE Map

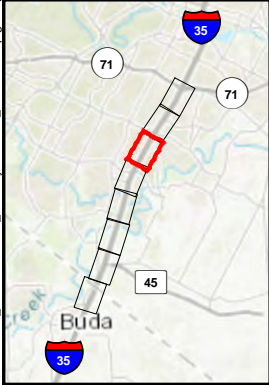
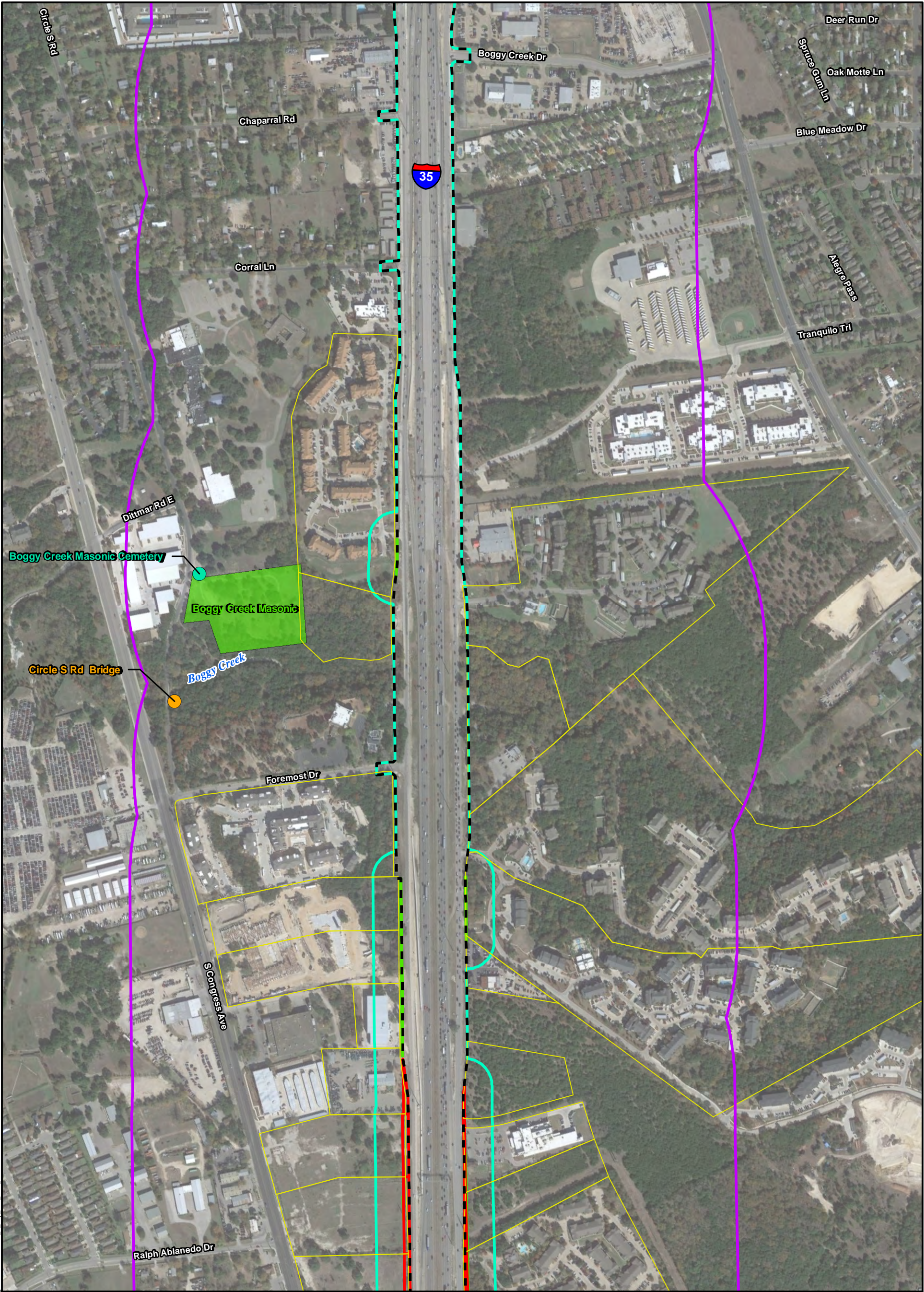
I-35 South Capital Express

SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS

CSJs 0015-13-077. 0016-01-113

Sheet 1 of 8



- | | |
|---|--------------------------------|
| ● NRHP-Eligible Property | Existing ROW |
| ● Official Texas Historic Marker (OTHM) | Proposed ROW |
| ● Historic-age Resource | One-Quarter Mile Study Area |
| ● City of Austin Landmark | Parcel Boundary within APE |
| — NRHP-Eligible Property | Area of Potential Effect (APE) |
| | Construction Easement |
| | Cemetery |

Google, TNRS, Texas Google Imagery Service, 2019, 1:6,000; generated by Atkins; using ArcMap.
<<https://tnrs.org/texas-google-imagery/>> (24 November 2020);

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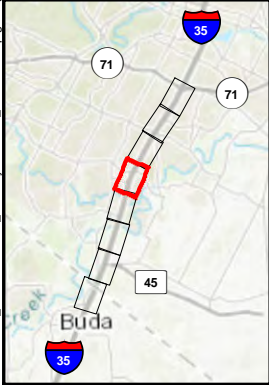
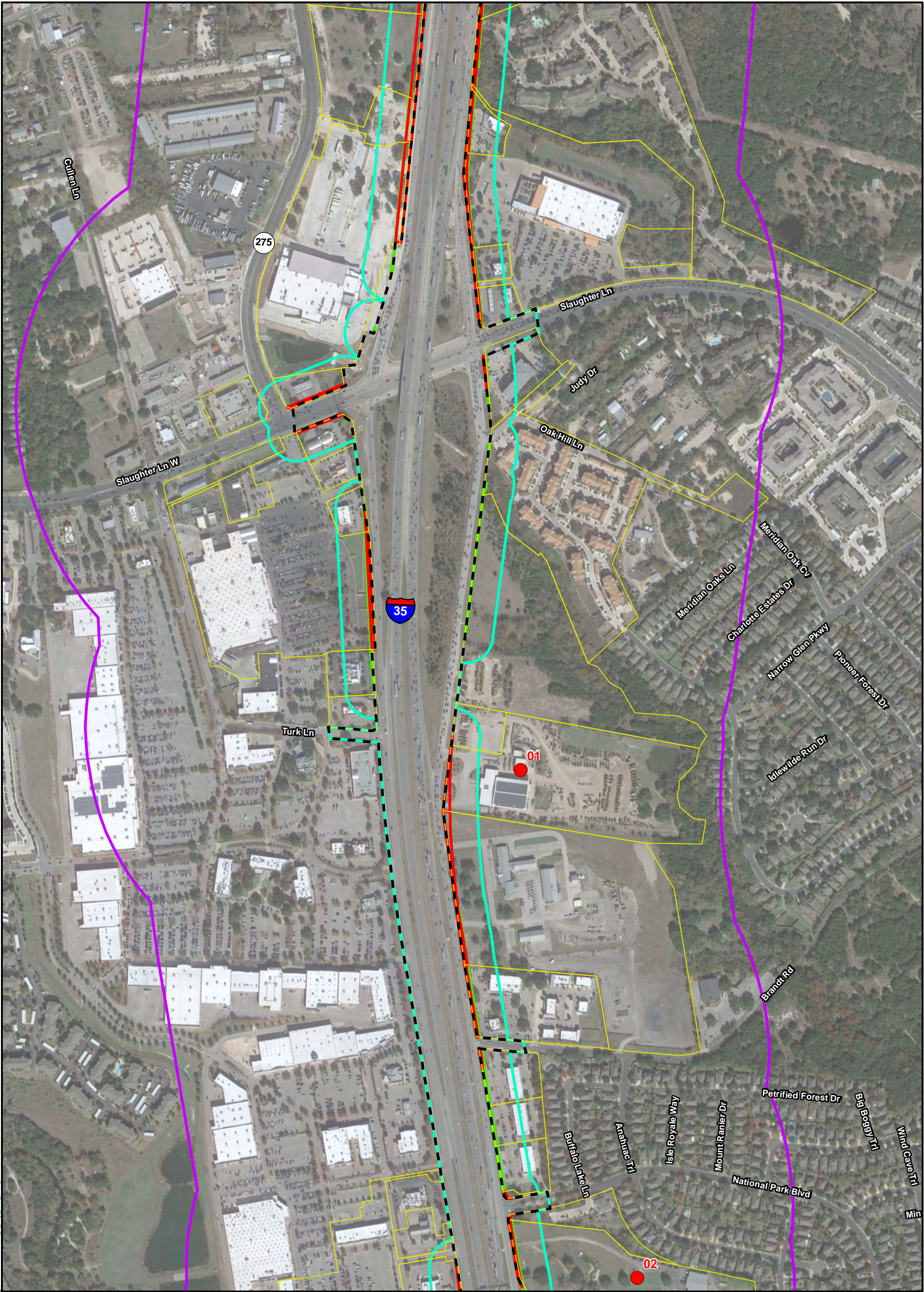


Historic Resources Survey Report APE Map

**I-35 South Capital Express
SH 71 to SH 45 SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 3 of 8



<ul style="list-style-type: none">NRHP-Eligible PropertyOfficial Texas Historic Marker (OTHM)Historic-age ResourceCity of Austin LandmarkNRHP-Eligible Property	<ul style="list-style-type: none">Existing ROWProposed ROWOne-Quarter Mile Study AreaParcel Boundary within APEArea of Potential Effect (APE)Construction EasementCemetery
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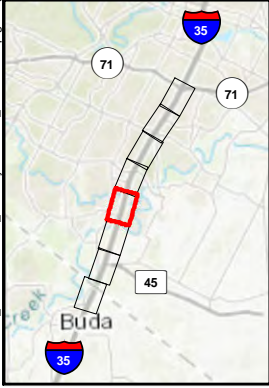
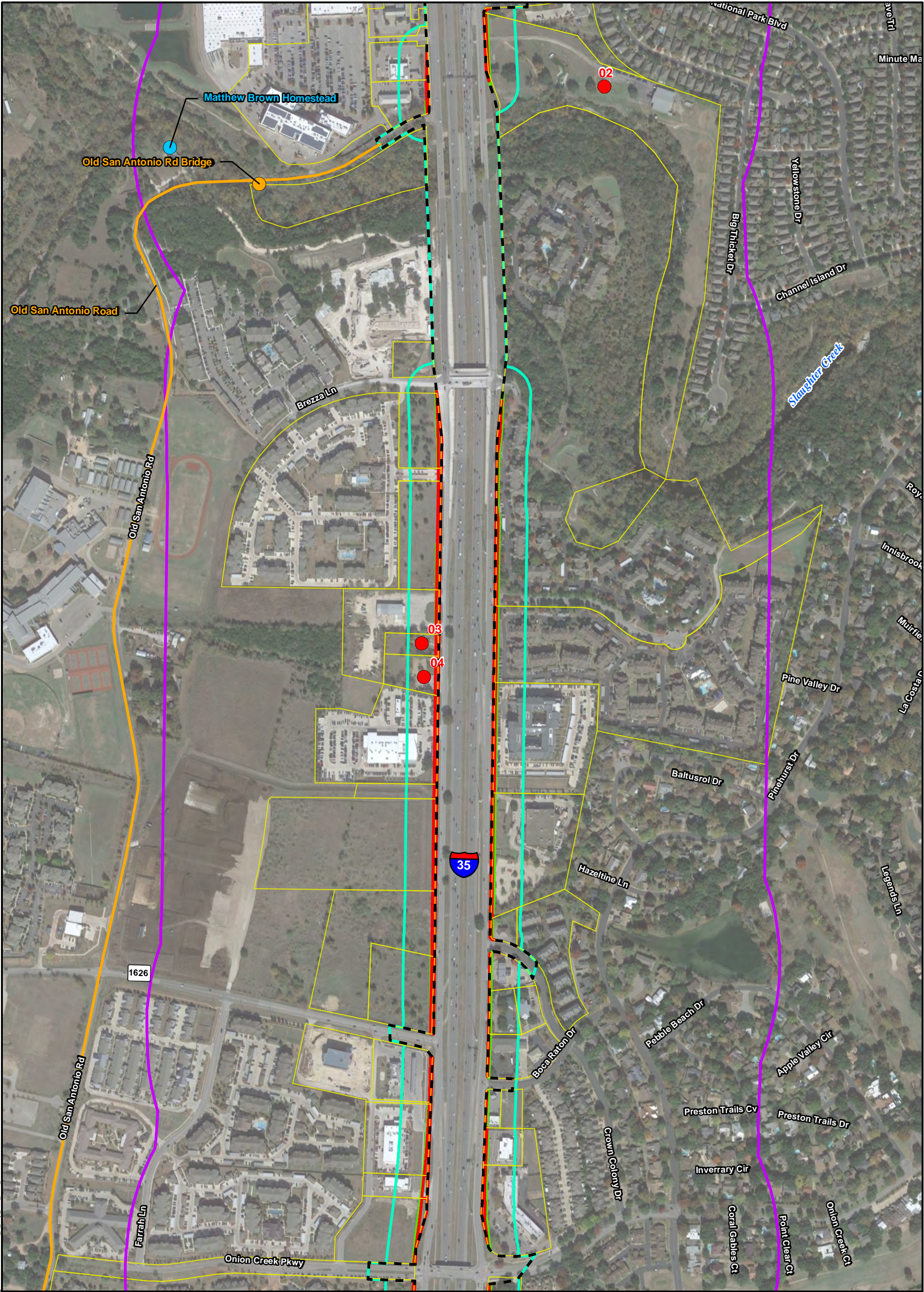
Historic Resources Survey Report APE Map

I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 4 of 8

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<ul style="list-style-type: none">NRHP-Eligible PropertyOfficial Texas Historic Marker (OTHM)Historic-age ResourceCity of Austin LandmarkNRHP-Eligible Property	<ul style="list-style-type: none">Existing ROWProposed ROWOne-Quarter Mile Study AreaParcel Boundary within APEArea of Potential Effect (APE)Construction EasementCemetery
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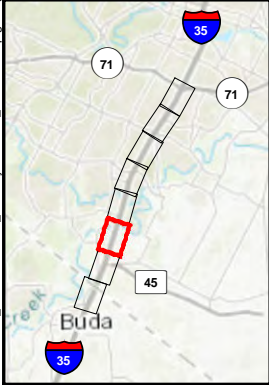
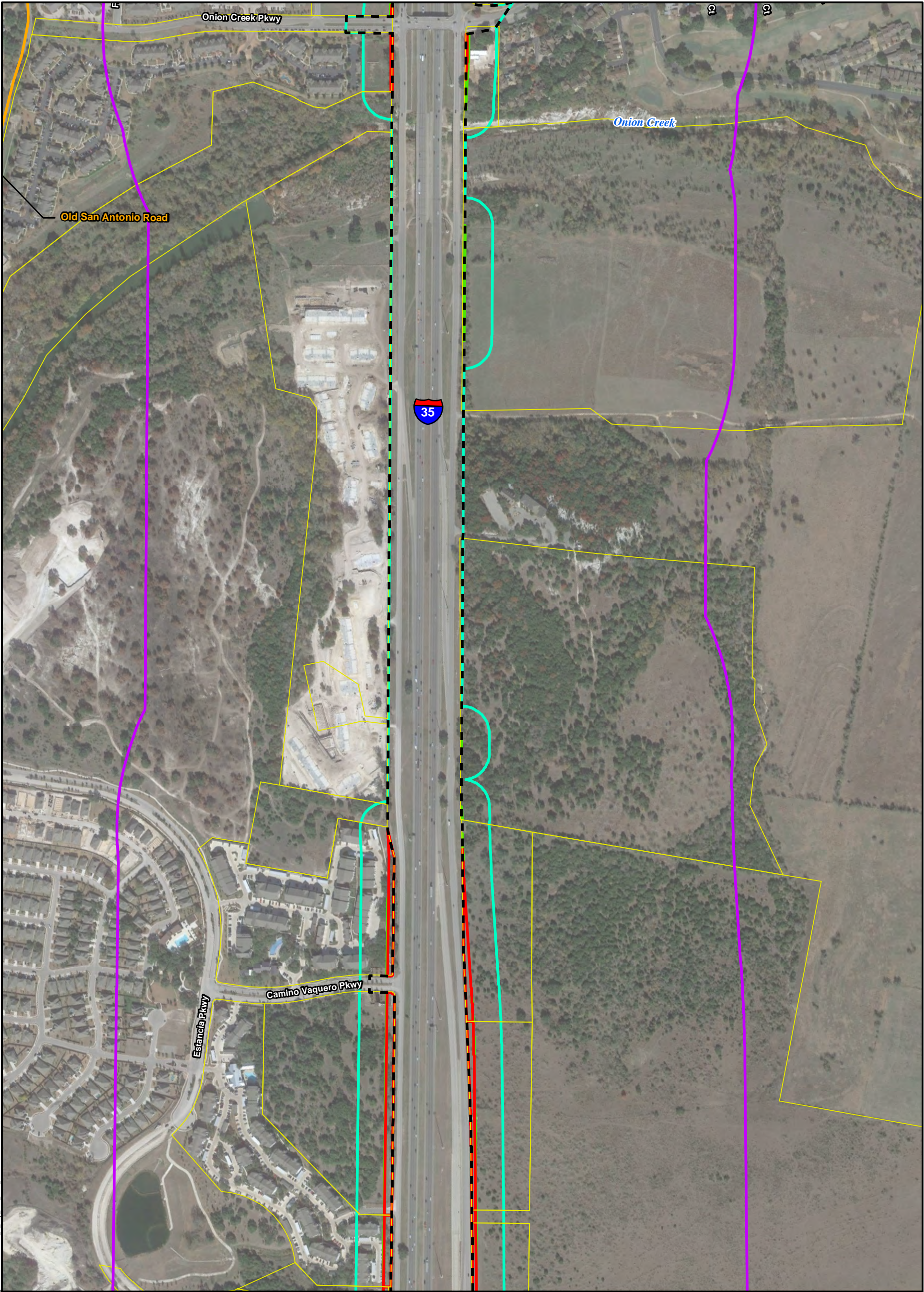
Google, TNIRIS, Texas Google Imagery Service, 2019, 1:6,000; generated by Atkins; using ArcMap.
<https://tnris.org/texas-google-imagery/> (24 November 2020);

Historic Resources Survey Report APE Map

I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 5 of 8



<ul style="list-style-type: none">NRHP-Eligible PropertyOfficial Texas Historic Marker (OTHM)Historic-age ResourceCity of Austin LandmarkNRHP-Eligible Property	<ul style="list-style-type: none">Existing ROWProposed ROWOne-Quarter Mile Study AreaParcel Boundary within APEArea of Potential Effect (APE)Construction EasementCemetery
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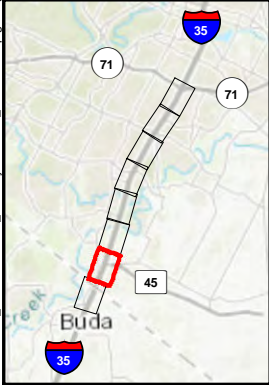
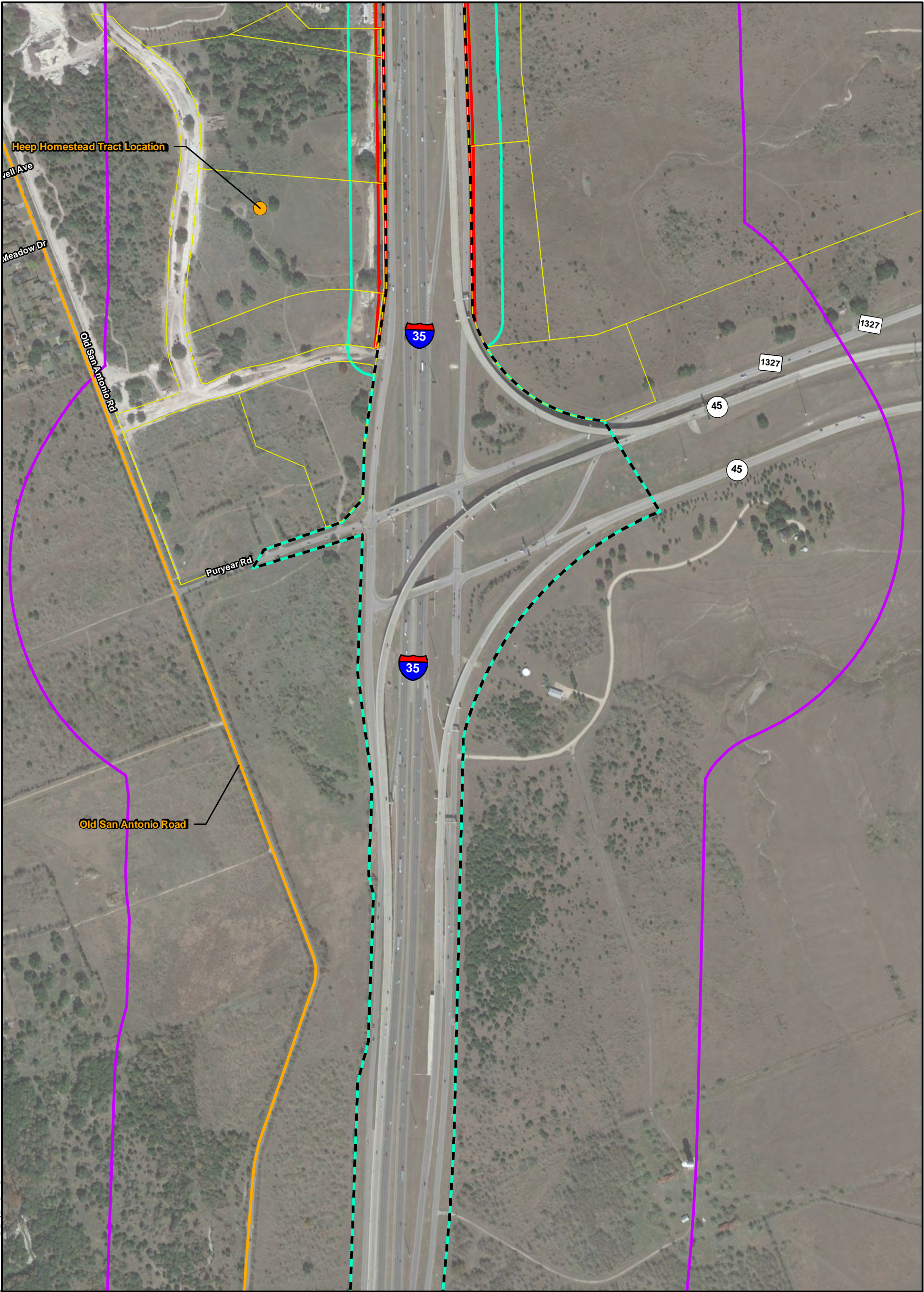
Historic Resources Survey Report APE Map

I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

Sheet 6 of 8

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NRHP-Eligible Property	Existing ROW
Official Texas Historic Marker (OTHM)	Proposed ROW
Historic-age Resource	One-Quarter Mile Study Area
City of Austin Landmark	Parcel Boundary within APE
NRHP-Eligible Property	Area of Potential Effect (APE)
	Construction Easement
	Cemetery

0 250 500 Feet

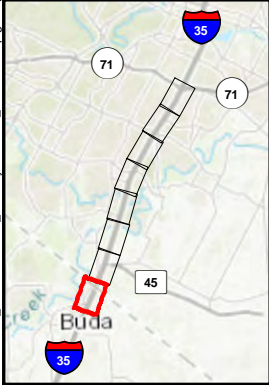
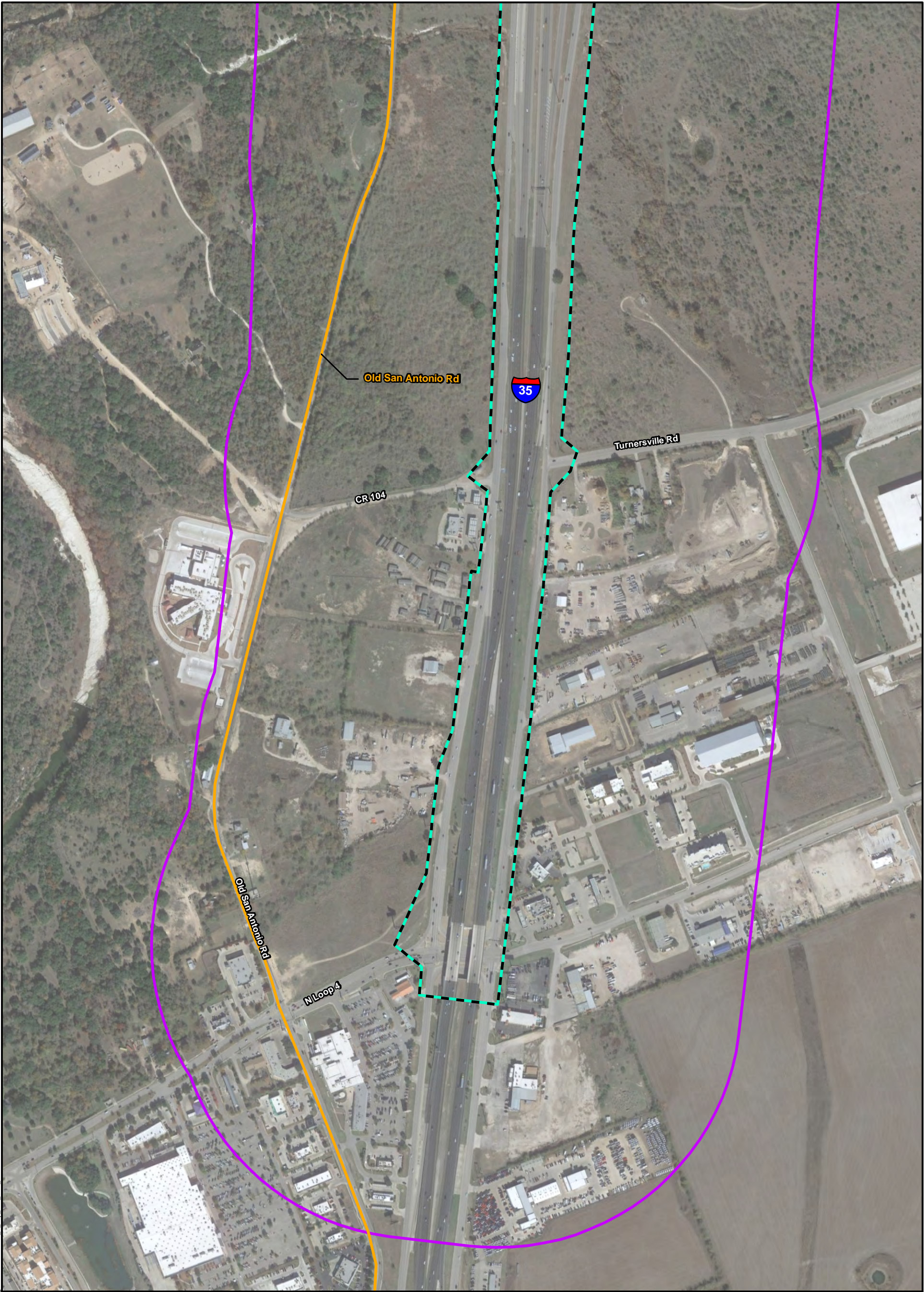
Google, TNRS, Texas Google Imagery Service, 2019, 1:6,000; generated by Atkins; using ArcMap.
< <https://tnrs.org/texas-google-imagery/> > (24 November 2020);

Historic Resources Survey Report APE Map

**I-35 South Capital Express
SH 71 to SH 45 SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 7 of 8



- | | |
|---------------------------------------|--------------------------------|
| NRHP-Eligible Property | Existing ROW |
| Official Texas Historic Marker (OTHM) | Proposed ROW |
| Historic-age Resource | One-Quarter Mile Study Area |
| City of Austin Landmark | Parcel Boundary within APE |
| NRHP-Eligible Property | Area of Potential Effect (APE) |
| | Construction Easement |
| | Cemetery |

Google, TNRS, Texas Google Imagery Service, 2019, 1:6,000; generated by Atkins; using ArcMap.
< <https://tnrs.org/texas-google-imagery/> > (24 November 2020);

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Historic Resources Survey Report APE Map

**I-35 South Capital Express
SH 71 to SH 45 SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 8 of 8

Appendix E: Consulting Party Outreach Efforts

From: [Russell, Kelley](#)
To: [Bob Ward](#)
Subject: I-35 Capital Express South
Date: Thursday, November 19, 2020 2:24:00 PM
Attachments: [I35_S_Cap_Hist_APE.pdf](#)

Hello Mr. Ward,

I am a consultant on TxDOT's I-35 project and am seeking the Travis County Historical Commission's input regarding information on historic resources that you may know of in this area of Travis County. TxDOT is proposing improvements to 8.93 miles I-35 from US 290 West/SH 71 to SH 45SE in Travis County, with a transition area extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed HOV lanes in each direction, reconstruct intersections and bridges, and improve bicycle and pedestrian accommodations along I-35 frontage roads and east/west crossings.

Please contact me if you have any information regarding known or potential historic-age resources (built in or before 1977) in the project's Area of Potential Effects (APE), see attached map. Known historic-age resources are labeled on pages 4 and 5 on the attached map. Please also contact me if you have any questions or comments, or would like additional information regarding this project.

Thank you,
Kelley Russell

M. Kelley Russell, M.S.
Senior Scientist II
Architectural Historian/ Archeologist
Austin Cultural Resources

ATKINS

11801 Domain Blvd., Suite 500, Austin, TX 78758 | Tel: +1 (512) 342 3357 | Fax: +1 (512) 327 2453 | Cell: (512) 917-8866
Email: m.k.russell@atkinsglobal.com Web: www.atkinsglobal.com/northamerica www.atkinsglobal.com

From: [Russell, Kelley](#)
To: [Lindsey Derrington](#)
Subject: I-35 Capital Express South Project - Historic Resources Information
Date: Wednesday, December 2, 2020 9:16:00 AM
Attachments: [I35_S_Cap_Hist_APE_11-2020.pdf](#)

Hello Ms. Derrington,

I am a consultant on TxDOT's I-35 Capital Express South project and am reaching to Preservation Austin to see if you would like to offer comment or share information regarding known or potential historic-age resources (built in or before 1977) within the project's Area of Potential Effect (APE) (see attached map). The proposed project includes improvements to 8.93 miles of I-35 from US 290 West/SH 71 to SH 45SE in Travis County, with a transition area within the existing right-of way (ROW) extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed HOV lanes in each direction, reconstruct intersections and bridges, and improve bicycle and pedestrian accommodations along I-35 frontage roads and east/west crossings.

Please contact me if you have any questions or comments, or would like additional information regarding this project.

Thank you,
Kelley Russell

M. Kelley Russell, M.S.
Senior Scientist II
Architectural Historian/ Archeologist
Austin Cultural Resources

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11801 Domain Blvd., Suite 500, Austin, TX 78758 | Tel: +1 (512) 342 3357 | Fax: +1 (512) 327 2453 | Cell: (512) 917-8866
Email: m.k.russell@atkinsglobal.com Web: www.atkinsglobal.com/northamerica www.atkinsglobal.com

From: [Russell, Kelley](#)
To: Steve.Sadowsky@austintexas.gov
Subject: I-35 Capital Express South Project - Historic Resources Information
Date: Wednesday, December 2, 2020 9:13:00 AM
Attachments: [I35_S_Cap_Hist_APE_11-2020.pdf](#)

Hello Mr. Sadowsky,

I am a consultant on TxDOT's I-35 Capital Express South project and am reaching to the City of Austin's Historic Preservation Office to see if your office would like to offer comment or share information regarding known or potential historic-age resources (built in or before 1977) within the project's Area of Potential Effect (APE) (see attached map). The proposed project includes improvements to 8.93 miles of I-35 from US 290 West/SH 71 to SH 45SE in Travis County, with a transition area within the existing right-of way (ROW) extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed HOV lanes in each direction, reconstruct intersections and bridges, and improve bicycle and pedestrian accommodations along I-35 frontage roads and east/west crossings.

Please contact me if you have any questions or comments, or would like additional information regarding this project.

Thank you,
Kelley Russell

M. Kelley Russell, M.S.
Senior Scientist II
Architectural Historian/ Archeologist
Austin Cultural Resources

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Email: m.k.russell@atkinsglobal.com Web: www.atkinsglobal.com/northamerica www.atkinsglobal.com

From: [Russell, Kelley](#)
To: 99Mocha@gmail.com
Subject: I-35 Capital Express South Project - Historic Resources Information
Date: Wednesday, December 2, 2020 9:47:00 AM
Attachments: [I35 S Cap Hist APE 11-2020.pdf](#)

Hello,

I am a consultant on TxDOT's I-35 Capital Express South project and am reaching to Manchaca-Onion Creek Historical Association to see if you would like to offer comment or share information regarding known or potential historic-age resources (built in or before 1977) within the project's Area of Potential Effect (APE) (see attached map). The proposed project includes improvements to 8.93 miles of I-35 from US 290 West/SH 71 to SH 45SE in Travis County, with a transition area within the existing right-of way (ROW) extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed HOV lanes in each direction, reconstruct intersections and bridges, and improve bicycle and pedestrian accommodations along I-35 frontage roads and east/west crossings.

Please contact me if you have any questions or comments, or would like additional information regarding this project.

Thank you,
Kelley Russell

M. Kelley Russell, M.S.
Senior Scientist II
Architectural Historian/ Archeologist
Austin Cultural Resources

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