



MEMO

April 19, 2018

To: 850 File, Various Road Projects, Various CSJs, Various Districts

From: Scott Pletka, Ph.D.

Subject: Internal review under the First Amended 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 (PA-TU), and internal review under the Memorandum of Understanding (MOU) Between the Texas Historical Commission and the Texas Department of Transportation

Listed below are the projects reviewed internally by qualified TxDOT archeologists from 4/12/18 to 4/18/18. The projects will have no effect on archeological historic properties. As provided under the PA-TU, consultation with the Texas State Historic Preservation Officer is not necessary for these undertakings. As provided under the MOU, the proposed projects do not require individual coordination with the Texas Historical Commission.

CSJ	DISTRICT	COUNTY	ROADWAY	DESCRIPTION	WORK PERFORMED
0902-90-077	Fort Worth	Tarrant	Cotton Belt Extension	Trail Extension, Safety Improvements	Background Study
0009-11-238 0009-12-215 0009-12-220 0009-12-219	Dallas	Dallas	IH 30	Widen to Add Shoulders	Background Study
0270-04-006	Corpus Christi	Karnes	BS 72	Rehab Roadway	Background Study
0691-01-035	Corpus Christi	Karnes	FM 81	Widen Roadway & Replace Structures	Background Study
0912-70-093	Houston	Harris	Calhoun Street	Bridge Replacement	Background Study
0025-03-097	San Antonio	Guadalupe	IH 10	Highway Expansion Seguin Section	Background Study
0465-02-027	San Antonio	Bexar	FM 1518	Intersection Improvements	Background Study

Signature _____
 For TxDOT
 cc: ECOS Data Entry; PD; ENV_ARC: PA File

Date: 04 / 19 / 2018

Table Template for Weekly List Memo.doc

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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Properties ★ **Details**

Archeology Background Study Details

Documentation of Project Setting

1. Does the project conform to a type agreed (per Appendix 3 of PA-TU) to pose no potential to affect historic properties? No
2. Geologic Atlas of Texas map or PALM or soils maps examined. Yes
3. Texas Archeological Sites Atlas map examined for sites within one kilometer of the project area. Yes
4. Historical information examined. Check all that apply. Yes

Resources Used During the Initial Assessment

Topographic map(s) Soil map(s) Road map(s) As-built plans Other

If other selected, please identify:

5. Aerial images or project area images (e.g., Google Maps with Street View) examined. Yes

Analysis of Project Setting

6. Have archeological sites been identified within the area of potential effects (APE) or within 150 feet of the APE? No

Comments:

7. Do cemeteries occur within the APE or within 25 feet of the APE? No

Comments:

8. Do Holocene-age deposits mapped on Geologic Atlas of Texas or PALM or soils maps occur within the APE? No

Comments:

9. Does the APE cross a waterway with the potential for shipwrecks? No

Comments:

10. Is the APE within 500 feet of a historically reliable water source? No

Comments:

11. Does the APE include a wetland or frequently flooded area? No

Comments:

12. Does the Atlas map or other information (enter comment) show that occupation typically occurs on particular landform or landforms that the APE does not contain? No

Comments:

13. Have all settings that may have been favorable for occupation been subject to previous disturbances? Check all that apply. Yes

Previous Disturbances Identified During the Initial Assessment

Previous road construction and maintenance Installation of utilities
 Modern land use practices like plowing and brush clearing Urban and/or suburban development
 Erosion and scouring by natural processes Other

If other selected, please identify:

14. Have the majority of the settings with high potential for archeological sites within the APE been previously surveyed?

Comments:

Conclusions

15. Have previous investigations covered a sufficient proportion of the APE to conclude that the APE is unlikely to contain archeological sites or cemeteries? Yes

Comments:

16. Has the APE been sufficiently disturbed that any prehistoric archeological sites would lack the integrity to address important questions? Any such sites would lack integrity of (check all that apply): Yes

Integrity Issues Identified During the Initial Assessment

Location Design Materials Association Other

If other selected, please identify:

17. Has the APE been sufficiently disturbed that any historic-era archeological deposits would lack sufficient integrity to address important questions? Any such sites would lack integrity of (check all that apply): Yes

Integrity Issues Identified During the Initial Assessment

Location Design Materials Association Other

If other selected, please identify:

18. Does historic research show that historic-era archeological deposits, cemeteries, and shipwrecks are not likely to occur within the APE? Yes

Comments:

19. Does the project area occur in a setting that was not conducive to human occupation and activity? No

Comments:

20. Will the project adversely affect archeological sites or cemeteries? No

Comments:

Last Updated By: Barbara J Hickman Last Updated Date: 04/17/2018 06:05:42

ARCHEOLOGICAL INFORMATION FOR TxDOT-ENV COORDINATION:

DALLAS ROAD TOD CORRIDOR/COTTON BELT EXTENSION FROM INTERSECTION OF W. DALLAS ROAD AND WILLIAM D. TATE AVENUE TO EXISTING LINKS TRAIL AT TEXAN TRAIL ROADWAY CITY OF GRAPEVINE, TARRANT COUNTY, TEXAS CSJ: 0902-90-077

Project Description

The City of Grapevine proposes to construct a trail in the eastern central portion of the city. This project consists of designing and developing plans, specifications, proposal documents, and estimates in compliance with TxDOT guidelines for the construction of approximately 1.5 miles of the Cotton Belt Trail. The project calls for a 10-foot-wide trail section along the north side of Dallas Road between William D. Tate (Ball Street) and Dooley Street, a 10-foot-wide trail section along the east side of Dooley Street from Dallas Road north to DART right-of-way, and a 12-foot-wide trail section east from Dooley Street along the north side of the DART rail corridor to Texan Trail, where it will narrow to a 10-foot wide section and connect with the Links Trail, a TxDOT on-system trail.

To construct the 10-foot-wide trail section along Dallas Road, the existing 5-lane undivided, 67-foot-wide pavement section will be reduced on the north side to a 4-lane divided roadway, 59-foot-wide pavement section. A 6-foot-wide sidewalk will also be constructed along the south side of Dallas Road between William D. Tate (Ball Street) and Jean Street.

Figure 1 shows the project location within Tarrant County, and the location of Tarrant County within the State of Texas. The archeological area of potential effects (APE) is shown in **Figure 2a-b**. The Hybrid Potential Archeological Liability Map (HPALM) is presented in **Figure 3**. **Appendix A** shows project area photographs. Project design documents are available in TXECOS under the filename: "Plans (0902-90-077).pdf".

Highways/County/District

Dallas Road and Dooley Street/Tarrant/Fort Worth

CSJ

0902-90-077

Environmental Ready-to-Let (RTL) Date

August 2018

Letter of Authority (LOA) Date

March 2019

Funding

Federal and Local

Consulting Parties

TxDOT, Texas Historical Commission (THC), Tarrant County Historical Commission, and City of Grapevine Heritage Programs and Preservation office.

Project Length

Approximately 1.5 miles

Project Width

10 feet and 6 feet on Dallas Road, 12 feet along DART ROW, 10 feet at Texan Trail

Project Acreage

Approximately 19.0 acres

Maximum Depth of Impacts

Typical trail construction would occur within 2 feet of the ground surface

Existing ROW

Approximately 19.0 acres

New ROW

None anticipated

Existing Easements

None anticipated

New Temporary or Permanent Easements

None anticipated

Project-Specific Locations

None known

Background Information

The 19.0-acre (7.6-hectare) APE ranges from 610 to 650 feet (186 to 198 meters) above mean sea level in east-central Grapevine (**Figures 1** and **2a-b**). The APE is in a fully urban environment surrounded by residential subdivisions and complexes, large commercial enterprises, educational and religious buildings, and a large railroad yard; only small portions near the western end of the APE remain undeveloped.

Geologically, the APE is underlain primarily by Late Cretaceous Eagle Ford Formation (USGS 2018). The formation is comprised of shale with siltstone and limestone as secondary rock types; it has an approximate depth of 22 to 60 meters (75 to 200 feet). According to Natural Resources Conservation Service (NRCS) data, the mapped soils in the APE are: Houston Black clay on 1 to 3

percent slopes, Houston Black-Urban land complex on 1 to 4 percent slopes, Navo clay loam on 1 to 3 percent slopes, and Navo-Urban land complex on 1 to 3 percent slopes. Houston Black soils are very deep, level to moderately sloping that were formed in clayey residuum derived from Cretaceous-age calcareous mudstone. These soils occur on interfluvial and side slopes on upland ridges and plains on dissected plains. Navo soils are deep, nearly level to sloping soils formed in clayey sediments and found on stream divides. Both of these soil types have a shallow A Horizon over B Horizons. Urban land consists of extensively developed areas where 75 percent or more of the surface is covered with buildings and pavement (NRCS 2018).

A review of the Fort Worth Hybrid Potential Archeological Liability Maps (HPALM) reveals that 9.7 acres of the APE are mapped within Map Unit 0, which has a negligible potential for surficial or sub-surface archeological deposits. The remaining 9.3 acres fall in Map Unit 1, where there is a low potential for archeological deposits (**Figure 3**; Abbott 2011).

A search of the *Texas Archeological Sites Atlas* (Atlas) maintained by the THC and the Texas Archeological Research Laboratory was conducted in order to identify archeological sites, historical markers (Recorded Texas Historic Landmarks), properties or districts listed on the National Register of Historic Places, State Antiquities Landmarks, cemeteries, or other cultural resources that may have been previously recorded in or near the APE, as well as previous surveys undertaken in the area. A larger 1-kilometer study area around the APE was also examined.

According to the Atlas search, the majority of the APE has been subjected to survey; a 2013 survey along the TexRail (Cotton Belt) corridor and a 1991 Federal Highways Administration survey along Dallas Road (see **Figure 2a-b**). No archeological sites were recorded in the vicinity of the APE during either of these surveys. Nine additional surveys have been conducted in the area, including surveys along Northwest Highway in 1988 and 1994, a 1999 survey for the U.S. Army Corps of Engineers on the north side of Northwest Highway, a 2004 survey for TxDOT for a segment of Texan Trail at Cottonwood Branch, a 2007 survey for the Federal Aviation Administration, a 2017 survey for Atmos along Hudgins Street, a 2017 survey for Atmos in the Original Town Residential Historic District, and a 2017 survey between the TexRail and an old spur on the eastern edge of the study area (THC 2018).

In addition to these surveys in the area, three archeological sites, four National Register districts, and four historical markers have been recorded. **Table 1** presents all previously-recorded resources mapped within the 1-kilometer study area, with all resources located within or adjacent to the APE highlighted in gray (THC 2018).

Table 1. Resources within the APE and the 1-kilometer Study Area

Resource Designation	Trinomial and/or Name	Description / Additional Information	Eligibility Determination
Archeological Site/NRHP Property	41TR213/Thomas J. and Elizabeth Nash Farmstead	Mid-19 th -early 20 th Century farmstead; Gothic architectural design; 1850-1874, 1875-1899, 1900-1924.	Listed
Archeological Site	41TR214/Hackberry House	Mid-20 th Century house site	Ineligible

Resource Designation	Trinomial and/or Name	Description / Additional Information	Eligibility Determination
Archeological Site	41TR264/Grapevine Jail	Early 20 th Century jail	Undetermined
NRHP District	Original Town Residential Historic District	Residential area of Queen Anne, Colonial Revival, and other architectural styles; 1875-1899, 1900-1924, 1925-1949	Listed
NRHP District	Grapevine Commercial Historic District	Commercial area in original downtown; 1875-1899, 1900-1924, 1925-1949.	Listed
NRHP District	Cotton Belt Railroad Industrial Historic District	Historic rail and associated industry; 1875-1899, 1900-1924, 1925-1949, 1950-1974	Listed
Historical Marker	Grapevine	Wild mustang grapes gave the town its name; first settlers arrived in 1845; a post office was established in 1858; originally known as Dunnville in the 1870s; Cotton Belt RR opened in 1888; incorporated in 1907 and officially became Grapevine in 1914.	Unknown
Historical Marker	First Baptist Church of Grapevine	Baptists first met in own sion 1846 later moving services to a log schoolhouse on what is now Dooley Street; formally formed church in 1869; first sanctuary was built in 1871.	Unknown
Historical Marker	Torian Log Cabin	Made of hand hewn logs, built near the pioneer town of Dove; John R. Torian bought the property in 1886 and the family occupied it until the 1940s; moved to this site in 1976.	Unknown
Historical Marker	The Grapevine Sun	Started by Benjamin R. Wall in 1895; the paper was sold in 1897 to James E. Keeling; his family continued the weekly publication until it was sold in 1976.	Unknown
Historical Marker	Tarrant County State Bank Building	Classical revival style elements, constructed in 1897 as retail spacer and remodeled in 1921 for bank.	Unknown
Historical Marker	J.E. Foust & Sons, Funeral Directors	John E. Foust opened a general store that sold coffins, added other services to establish a funeral company Son, John E., II joined in 1923 and operated the store and funeral home until the 1960s.	Unknown

A review of available historic aerial photos and topographic maps on Google Earth™ and the Nationwide Environmental Title Research website, www.historicaerials.com, was also undertaken to determine how the corridor has been utilized over time. As of the earliest available aerial photo (1957)

and topographic map (1931), the railroad and major roads in the project area are all extant, with development concentrated west of Dooley Street. The subsequent aerial photographs (1963, 1968, 1970, 1979, 1990, 2001-2005, 2007-2018) show continuous development over the course of 55 years. By the 1960 topographic map, most of the western portion of the APE, from Dooley Street to and including Ball Street, is solidly colored/shaded to indicate dense urban development. On the 1969 topographic map, a residential area along Texan Trail is included in this urban dense shading; the remaining portions are still illustrated as undeveloped or with some minor improvements (Google Earth 2018, NETR 2018).

Known and perceived disturbances in the APE include those associated with existing railroad and road construction and maintenance, long-term development for industrial, commercial, residential and other structures, and buried and overhead utility installation. These types of impacts were observed during an initial environmental constraints study field visit, during which planted coastal hay fields and hay bales were observed.

Recommendation

The majority of the APE has been previously surveyed for archeological resources. Additionally, the APE is located entirely within existing right-of-way that has been previously disturbed by various activities. The APE has a low potential of containing archeological resources, and all 19.0 acres of the APE are located within HPALM Map Units 0 and 1, which are considered to possess negligible and low potential for archaeological resources, respectively. All of the impacts from the proposed project would be shallow. Given the previous disturbances within the APE and the low probability that archeological resources are present, the proposed project is unlikely to disturb intact archeological resources. Therefore, it is recommended that no archeological survey is necessary prior to construction.

References

Abbott, James T.

- 2011 *Geoarcheology of North Central Texas, A Framework for Archeological Investigation, Interpretation, and Cultural Resource Management in the Fort Worth Highway District*. Texas Department of Transportation, Environmental Affairs Division, Archeological Studies Program Report 130, Austin.

Google Earth

- 2018 Historic Aerial Imagery. Available at <http://www.google.com/earth/index.html>. Accessed March 12, 2018.

Natural Resources Conservation Service

- 2018 NRCS SSURGO and STATSGO soil data viewed through SoilWeb KMZ interface for Google Earth, available at <http://casoilresource.lawr.ucdavis.edu/soilweb/>. U.S. Department of Agriculture and California Soil Resource Laboratory, University of California, Davis. Accessed March 12, 2018.

Nationwide Environmental Title Research

2018 Historic Aerials Database. Nationwide Environmental Title Research. Available at <http://historicaerials.com>. Accessed March 12, 2018.

Texas Historical Commission (THC)

2018 *Texas Archeological Sites Atlas*. Texas Archeological Research Laboratory and the Texas Historical Commission. Available at <http://nueces.thc.state.tx.us>. Accessed March 12, 2018.

U.S. Geological Survey (USGS)

2018 Texas Geology Map Viewer. Available at <http://txpub.usgs.gov/dss/texasgeology/>. Accessed March 12, 2018.

Attachments

- Figure 1. Project Location
- Figure 2a-b. Location of Archeological APE
- Figure 3. HPALM Map
- Appendix A. Project Area Photographs

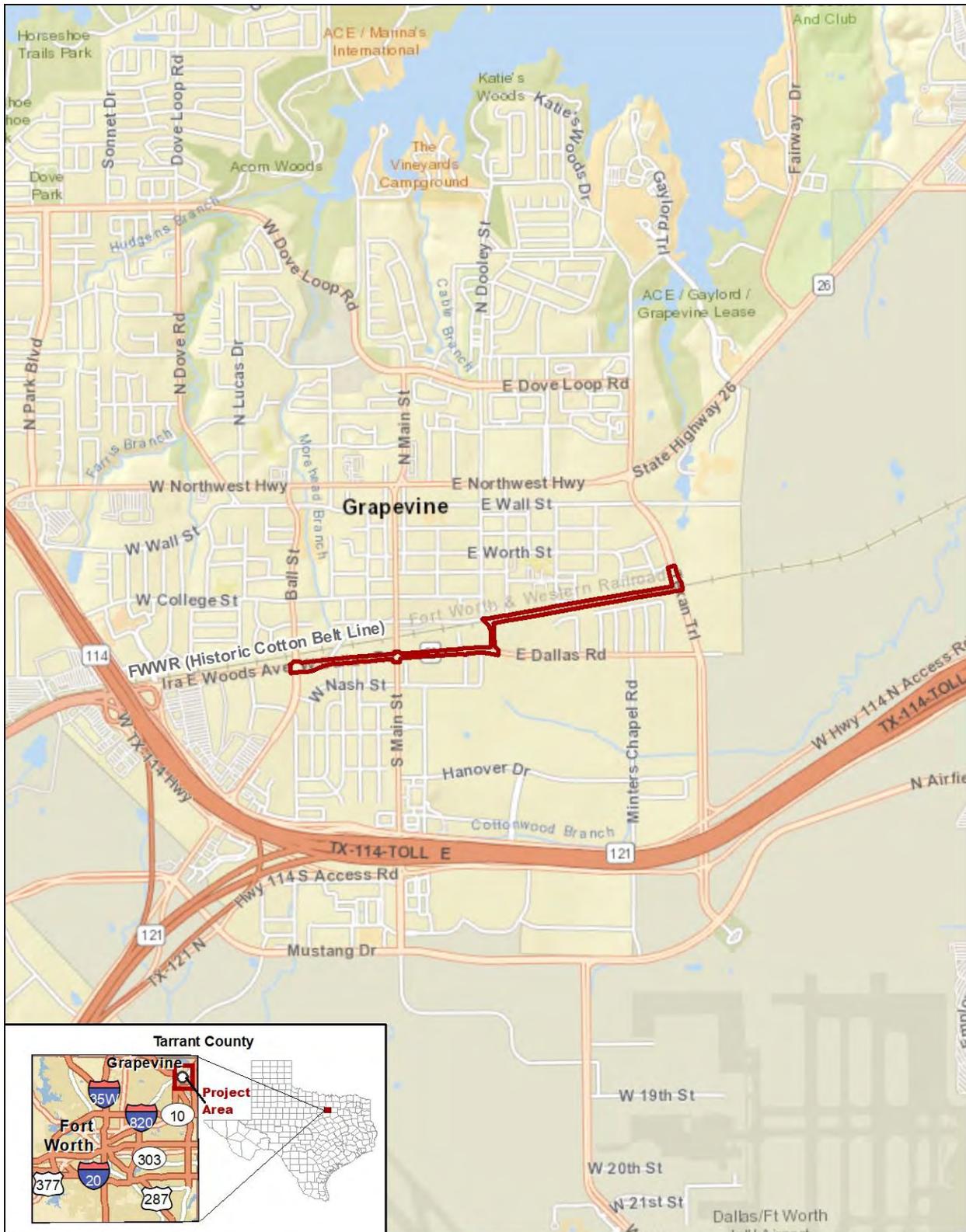


Figure 1
Project Location
Cotton Belt Trails

 Project Location/APE

	0	0.5 Miles
	0	0.75 Kilometers
Prepared for: TxDOT	1 in = 0.5 miles	
CSJ: 0902-90-077	Scale: 1:31,680	
	Date: 3/29/2018	

Basemap Source: ESRI (2018)

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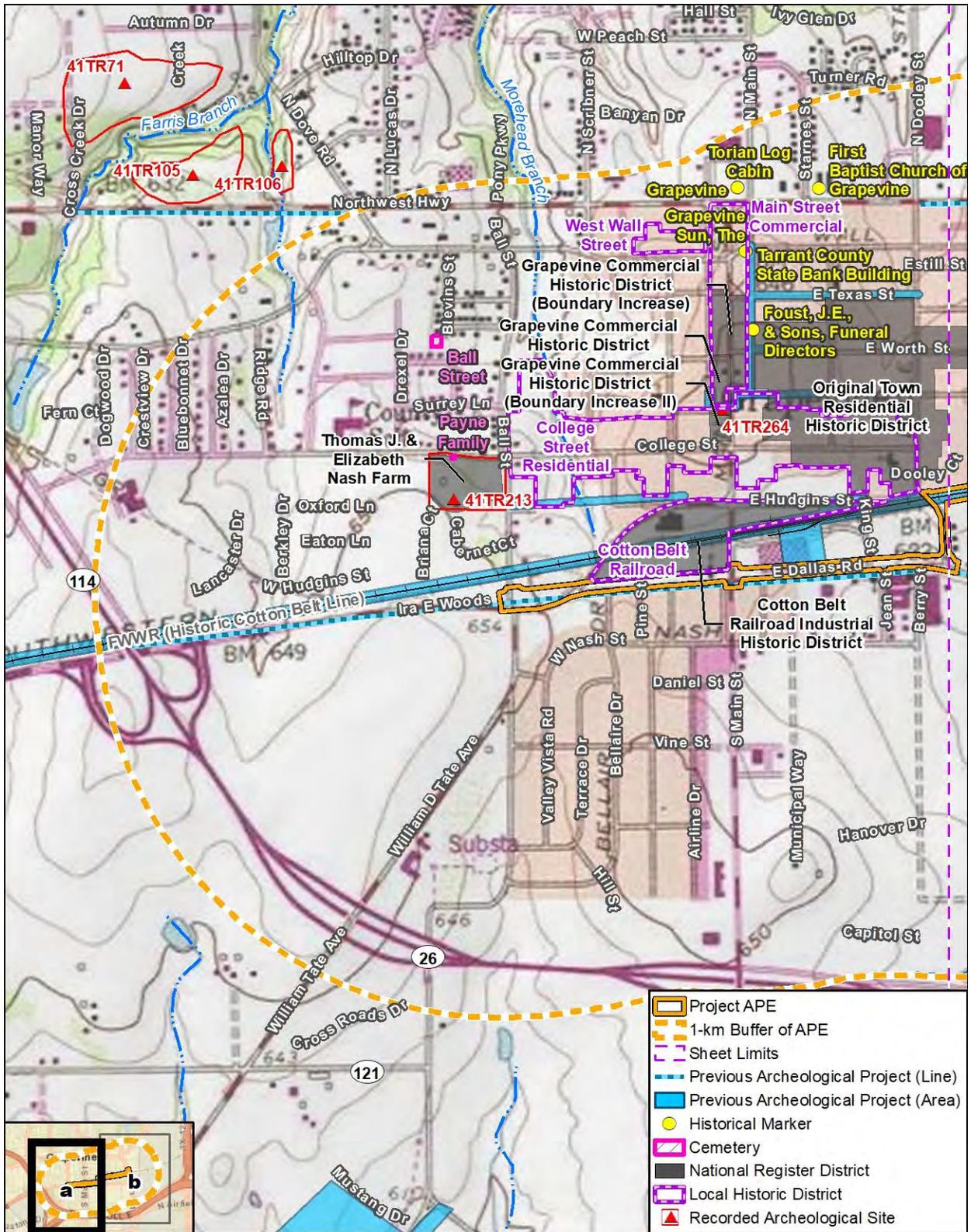


Figure 2a
Location of Archeological APE
Cotton Belt Trails

Data Sources: THC (2018), TARL (2017), NHD (2014), City of Grapevine (2018)
 Topographic Source: USGS Grapevine 7.5' Quadrangle (1981)

Prepared for: TxDOT	1 in = 1,200 feet
CSJ: 0902-90-077	Scale: 1:14,400
	Date: 3/29/2018

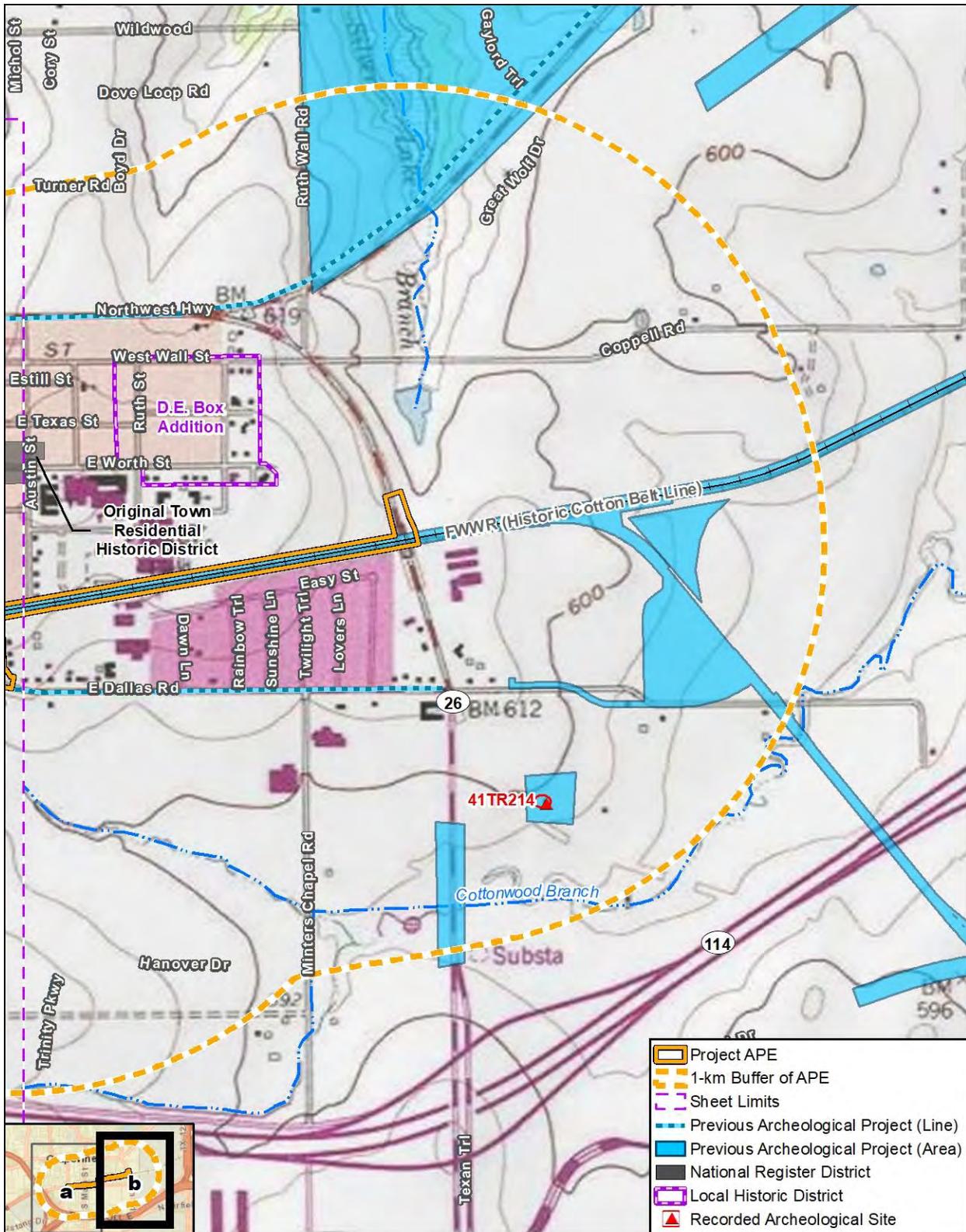


Figure 2b
Location of Archeological APE
Cotton Belt Trails

Data Sources: THC (2018), TARL (2017),
 NHD (2014), City of Grapevine (2018)
 Topographic Source: USGS Grapevine 7.5' Quadrangle (1981)

	0	1,200 Feet
	0	400 Meters
Prepared for: TxDOT	1 in = 1,200 feet	
CSJ: 0902-90-077	Scale: 1:14,400	
	Date: 3/29/2018	

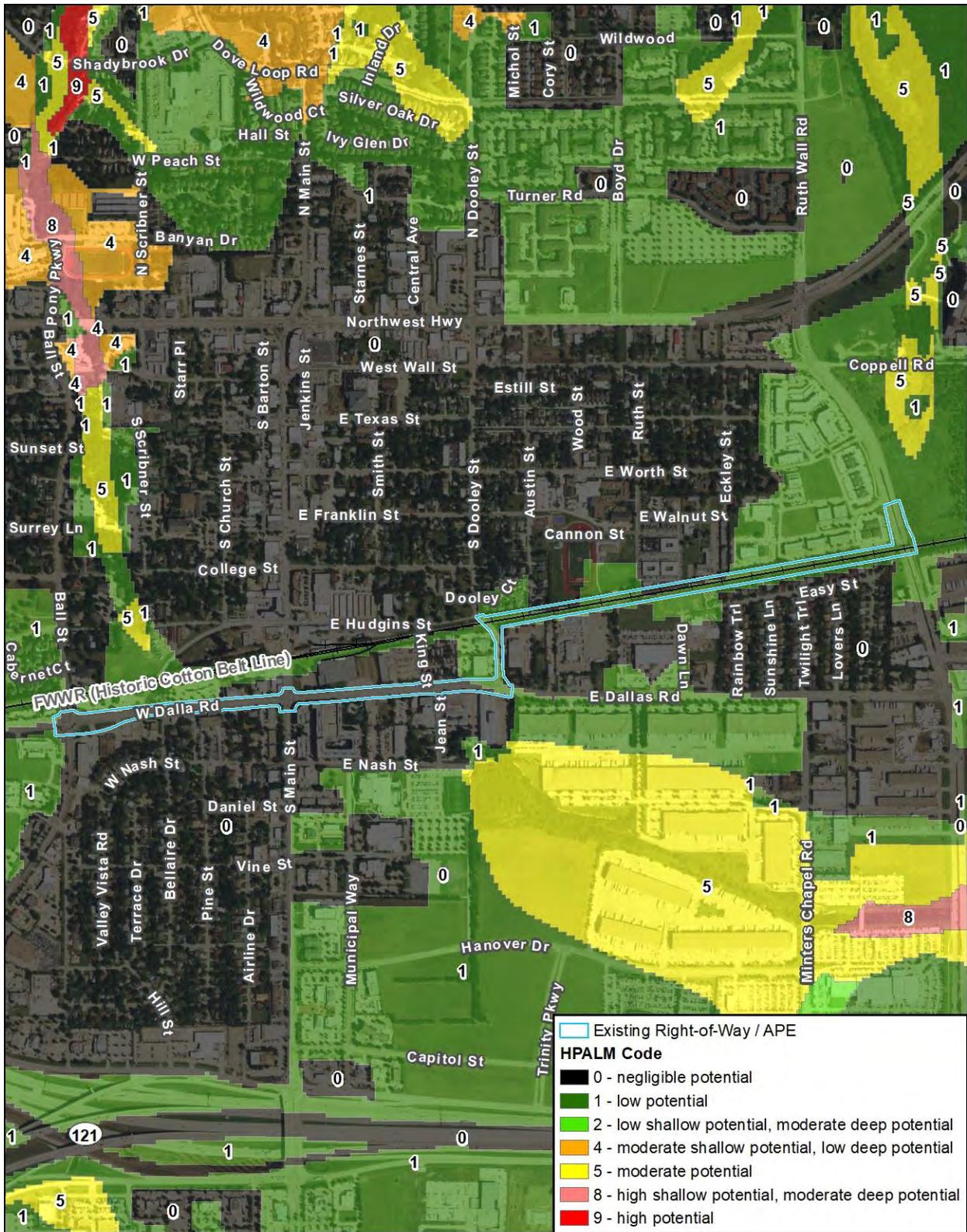


Figure 3
HPALM Map
Cotton Belt Trails

Data Source: TxDOT (2011)
 Aerial Source: NAIIP (2016)

	0	1,200 Feet
	300 Meters	
Prepared for: TxDOT	1 in = 1,200 feet	
CSJ: 0902-90-077	Scale: 1:14,400	Date: 3/29/2018

G:\Projects\CityofGrapevine\Cotton_Belt_Trail\Arch_Figure 3_HPALM_20180329.mxd

Appendix A—Project Area Photographs



Photo 1. East terminus along Texan Trail; view north.



Photo 2. Turn of corridor from Texan Trail along RR tracks; view west.



Photo 3. Along trail corridor adjacent to RR tracks; view west.



Photo 4. Small drainage behind school athletic field; view east.



Photo 5. Nearing Dooley Street; view west.



Photo 6. Turn at Dooley Street; view southeast.



Photo 7. Along Dooley Street; view southeast.



Photo 8. Turn at Dallas Road; view west.



Photo 9. Current construction along corridor on Dallas Road; view north.



Photo 10. Along corridor across street from current construction; view west.



Photo 11. West terminus at William D. Tate; view west.

Logged in as bhickman () [Log off](#)

Details for Site 41TR213

Archeological Site Form — Atlas Number 9439021301

Form THSA1 (../SiteForms/THSA1.gif) Data

Form Number	
Form Date	10/19/2006
Trinomial	41TR213
Site Type	historic
Explanation of Type	Farmstead
Site Name	Nash Farmstead
Field Identifier	Nash Farm
Project Name	Nash Farmstead
Project Number	GMI 20068.00.01
Funding Source	City of Grapevine Historical Foundation
Permitting Source	Texas Antiquities Permit
Permit Number	3902
Additional Sources of Info.	David Klempin, Historic Preservation Office, City of Grapevine
Recorder	Melissa Green
Recorder's Organization	Geo-Marine, Inc.
Recorder's Address	2201 K Avenue, Suite A2
Recorder's City	Plano
Recorder's State	TX
Recorder's Zip Code	75074
Recorder's Phone Number	(972) 423-5480
Recorder's Fax Number	(972) 422-2736
Recorder's Email	mgreen@geo-marine.com
Observe/Record Dates	29 September 2005
Surface Inspect/Collect Dates	September 15 to 29, 2005
Surface Inspect/Collect Techniques	Controlled - select
Mapping Dates	18 October 2006

Mapping Methods	Tape and compass
Testing Dates	September 15 to 29, 2005
Testing Methods	5 - 50-x-50 cm units; 2 hand trenches 50-x-200
Excavation Dates	None
Excavation Methods	N/A
Types of Records	testing/unit/square records, map drawings, field catalog, lab inventory
Materials Collected	Cut and wire nails, glass, ceramics, plastic, metal
Special Samples	None
Temporary Housing	Geo-Marine, Inc.
Permanent Housing	City of Grapevine Historical Foundation
Primary County	Tarrant
Site Location in County	E
Secondary Counties	
USGS Map	Grapevine (3297-444)
Recorder Visited Site	Yes
Time Periods of Occupation	Middle Statehood
Description of Location	Located on the southwest edge of downtown Grapevine bounded by Bell Street, Homestead Lane (on south and west sides) and West College Street.
Elevation of Site in Feet	647
Elevation Range	
UTM Zone	14
UTM Easting	679000
Form Submitted to TARL	Yes
UTM Northing	3645440
UTM Range	
Degrees Latitude	
Minutes Latitude	
Seconds Latitude	
Degrees Longitude	
Minutes Longitude	
Seconds Longitude	
Nearest Natural Water	Morehead Branch is ca. 260 m east
Major Drainage	Morehead Branch
Name and Type of Drainage Basin	Trinity River

Owner Information	City of Grapevine
Informant Information	None
Soil Description	Primarily Navo-Urban land complex, 1 to 3 percent slopes, with small area of Heiden clay, 1 to 3 percent slopes, in southwest corner
Soil Genetic Type	Alfisol
Soil Surface Texture	Silt/clay; some sand; sandstone at/near surface
Soil Derivation	Derivation Situ
Other Soil Derivation	
Ground Surface Visible	Zero
Environmental Description	Flat to slightly rolling; grasses, trees (oak, hackberry, mesquite, pecan), spider lillies blooming; ornamental plants, irises. In middle of new subdivision that was built from farm land. A number of large oaks form a line from College Street across site ending near front yard of house.
Time Periods of Occupation	Occupied ca. 1850s to 1950s
Component	Single Component
Basis for Determining Components	Archival records, family history
Cultural Features	1870s house with additions, large barn, new pole barn, well, concrete pads (1950s), cemetery, farm implements
Site Size	1 full block
Basis for Size	Site visit
Top of Deposits Below Surface	Surface
Basis for Top of Deposit	50-x-50s and trenches
Thickness of Deposit	40± cm
Basis for Thickness	50-x-50s and trenches
Artifactual Materials Present	Cut and wire nails, bottle glass, stoneware, whiteware, hinge, plastic
Circumstances Affecting Observations	Hot, dry - soil was very compact. Lots of thick grass.
Percentage of Site Intact	
Current Land Use	Park; historic farm; community activities
Natural Impacts	Cracks in ground
Artificial Impacts	Construction of new pole barn - built up; installation of utilities (water line), parking areas, plowing and planting in field along Ball Street as part of park activities
Future Impacts	None
Research Value	Site may still contain research/education information, but large portions have been developed for public use.
Further Investigations	Possibly - educational interpretation
State Archeological Landmark	
National Register	

Conservation Easement

Recorded TX Historical Landmark

Comments on Registration

Additional Comments

No evidence of expected trash piles/pits were observed and may have been destroyed during subdivision development in last five years. The only remaining part of the approximately 300 acre farmstead is the house, barn, centery, and the approximately 1 full block surrounding it. Farm was in probate for 50 years and remained intact until 2000 (?) when most was bought for residential subdivision. Potential for buried deposits remaining around the barn and close to the house.

Attachments

1. Copy of topo map showing site location 2. Plan map of site

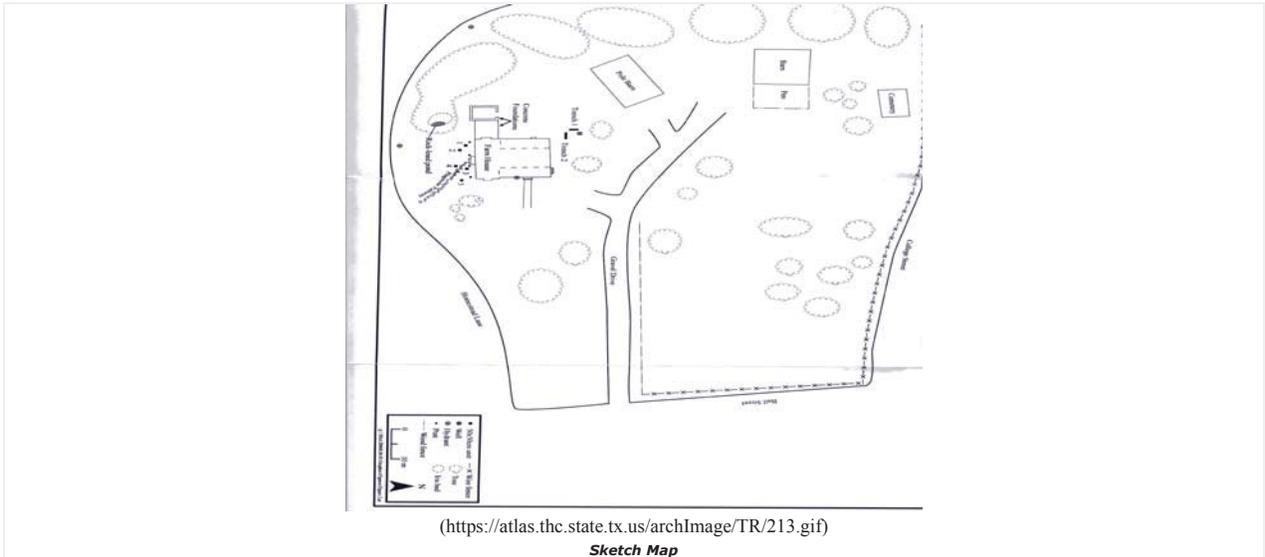
Local Identifier

Nash Farm

Revisit Form

No

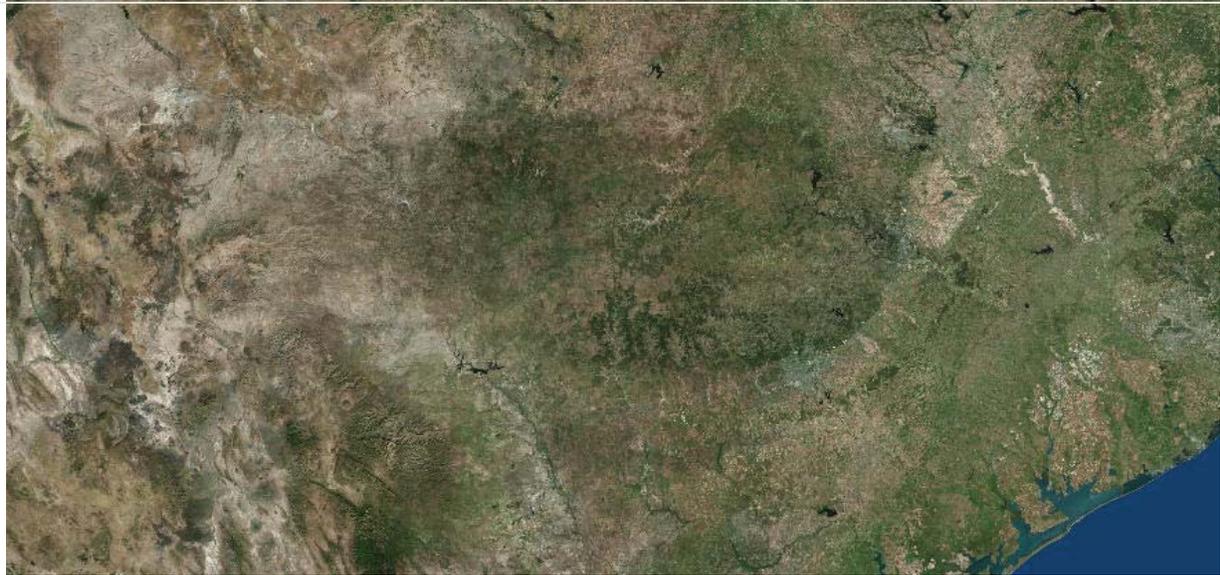
Images



TRINOMIAL='41TR213'

Location Map





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(temap)
-5)

Details for Site 41TR264

Archeological Site Form — Atlas Number 9439026401

Form THSA139 (../SiteForms/THSA139.gif) Data

Form Number	
Form Date	5/31/2013
Trinomial	41TR264
Site Type	Historic
Explanation of Type	jail
Site Name	Grapevine jail
Site Number	
Project Name	Texas Jail Survey
Funding Source	n/a
Project Number	n/a
Permitting Source	none
Permit Number	n/a
Additional Sources of Info.	
Recorder	William E. Moore
Recorder's Organization	Brazos Valley Research Associates
Recorder's Address	813 Beck Street
Recorder's City	Bryan
Recorder's State	TX
Recorder's Zip Code	77803
Recorder's Phone Number	979-823-1148
Recorder's Fax Number	none
Recorder's Email	bvracrm@gmail.com
Observe/Record Dates	31-May-13
Surface	
Inspect/Collect Dates	n/a
Surface	
Inspect/Collect Techniques	n/a
Mapping Dates	n/a

Mapping Methods	n/a
Testing Dates	n/a
Testing Methods	n/a
Excavation Dates	n/a
Excavation Methods	n/a
Types of Records	digital photos and narrative on file at TARL
Materials Collected	none
Special Samples	none
Temporary Housing	n/a
Permanent Housing	n/a
Primary County	Tarrant
Site Location in County	
Secondary Counties	none
USGS Map	Grapevine (3297-444)
Recorder Visited Site	No
Time Periods of Occupation	Modern (1901-present)
Description of Location	This jail is located on the southwest corner of West Franklin and South Main streets
UTM Zone	14
UTM Easting	679630
UTM Northing	3645870
UTM Datum	NAD 1983
Nearest Natural Water	n/a
Major Drainage	
Name and Type of Drainage Basin	n/a
Owner Information	City of Grapvine 200 South Main Street Grapevine, Texas 76051 (817) 410-3000
Informant Information	Pam Price Grapevine Historical Society (817) 481-3774 grapevinehistory@gmail.com Sallie Andrews Grapevine Historical Society (817) 455-0819
Soil Description	n/a
Soil Surface Texture	n/a
Soil Derivation	
Other Soil Derivation	
Ground Surface Visible	100%
Environmental Description	n/a
Time Periods of Occupation	personal communication from Pam Price
Component	Single Component

Basis for Determining Components	structure only used as a jail
Cultural Features	none present
Site Size	8' (width) x 10' (length) x 8' (height)
Basis for Size	personal communication from Pam Price
Top of Deposits Below Surface	n/a
Basis for Top of Deposit	n/a
Thickness of Deposit	n/a
Basis for Thickness	n/a
Artifactual Materials Present	n/a
Circumstances Affecting Observations	I found this jail on the Internet and obtained information through local informants
Percentage of Site Intact	This jail was reinforced with new concrete when it was moved. The structure is 100% intact.
Current Land Use	median in Main Street
Natural Impacts	weathering
Artificial Impacts	unknown
Future Impacts	unknown
Research Value	This is a good example of a early 20th century Texas jail constructed in small unincorporated communities that could not afford to build a regular jail
Further Investigations	Continue to preserve it and conduct research to add to the knowledge of this jail
State Archeological Landmark	Unknown
National Register	Unknown
Conservation Easement	Unknown or n/a
Recorded TX Historical Landmark	Unknown
Comments on Registration	none
Additional Comments	The Grapevine City Council authorized construction of the town's first jail in 1909. This jail was used to house petty criminals until the early 1950s, and the job of law enforcement belonged to the Night Watchman. A. B. Allen served in this capacity until 1956 when his title was changed to the office of Chief of Police. At the time of its construction, the United States Census records state that there were only 681 persons in town. That number increased to 821 in the 1920. Originally, it was located on the corner of Barton and Texas streets near the site of the current water tower just north of the current site. It was moved to Heritage Park in 1975 by the local museum. When the museum was moved back to the railroad location, the jail was relocated to the southwest corner of Franklin and Main streets in 1994 where it was restored and remains today. This old jail is a landmark in town that the students love to visit during the Main Street walking tour. The gate is unlocked, and visitors are allowed to venture inside and imagine what it must have been like to be locked up in that tiny jail.
Attachments	digital photos and brief narrative
Local Identifier	BM219
Revisit Form	No
Materials Collected	No

TRINOMIAL='41TR264'

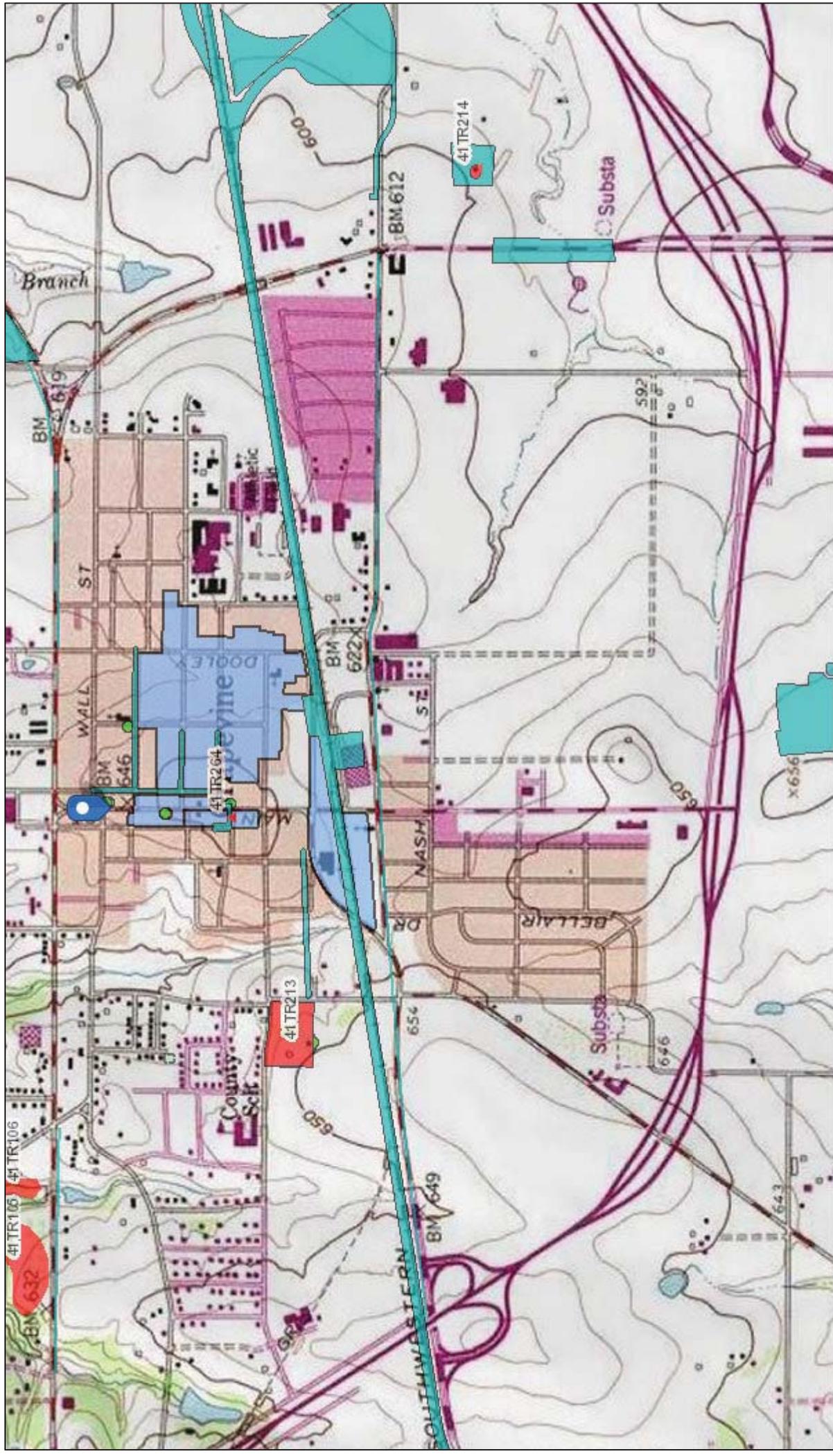
Location Map



(//thc.state.tx.us)

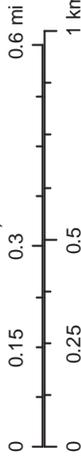
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TRAIL Search (<https://www.tsl.state.tx.us/trail/index.html>) | Site Map (<http://www.thc.texas.gov/sitemap>)
| Policies (<http://www.thc.texas.gov/policies>) | Archeological Log In ([/Account/Login?Length=5](#))
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Texas Archeological Sites Atlas



April 13, 2018

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Details for Ball Street

Cemetery — Atlas Number 7439002903

Data

Cemetery ID Number	TR-C029
Cemetery Name	Ball Street
Additional Names	NULL
Directions	From Wall St go .1 mile S on Ball St, then .0 mile W on Sunset St., S of intersection of Sunset and Blevin
City	Grapevine
County	Tarrant
Historic Texas Cemetery?	No
Designation Date	
Number of graves	
Burial Dates	
Data Sources	
Archival Source	RIP Fields Table

Images



(https://atlas.thc.state.tx.us/atlasimg/Cemetery15/TR-C029.jpg)

Ball Street Cemetery

CEMNUM='TR-C029'

Location Map





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Details for Cotton Belt Railroad Industrial Historic District

National Register Listing — Atlas Number 2097001109

Data

Property Name	Cotton Belt Railroad Industrial Historic District
Other Name	
County	Tarrant
Address	Along RR tracks, roughly bounded by Hudgins, Dooley, and Dallas Sts.
City	Grapevine
Date Listed	9/4/1997
Reference Number	97001109
Multiple Property Name	Historic and Architectural Resources of Grapevine (https://atlas.thc.state.tx.us/AdvancedSearch/MPS?mpsid=27)
To SBR	11/9/1996
Vicinity	No
Status Code	1
Status	Listed
Date Removed from National Register	
To NPS	7/28/1997
Date Notified	
Certified Local District	
National Historic Landmark	
Local Significance	Yes
State Significance	No
National Significance	No
Area of Significance	Architecture, Industry, Transportation
Criteria	C (design/architecture), A (historic events)
Architectural Style	None Listed
Time Period	1950-1974, 1925-1949, 1900-1924, 1875-1899
Resource Type	District
Architect	

REFNUM='97001109'

Location Map



Files

[National Register Nomination File \(https://atlas.thc.state.tx.us/NR/pdfs/97001109/97001109.pdf\)](https://atlas.thc.state.tx.us/NR/pdfs/97001109/97001109.pdf)



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Dallas Road TOD Corridor/ Cotton Belt Extension from Dallas Road at Ball Street by Cotton Belt Trail to Grapevine Links Trail by Texan Trail, CSJ 0902-90-077, Tarrant County, Fort Worth District, Trail Extension/Safety Improvements

The City of Grapevine proposes to construct a trail in the eastern central portion of the city from the intersection of West Dallas Road and William D. Tate Avenue to the existing Links Trail at Texas Trail Roadway. This project consists of designing and developing plans, specifications, proposal documents, and estimates in compliance with TxDOT guidelines for the construction of approximately 1.5 miles of the Cotton Belt Trail. The project calls for a 10-foot-wide trail section along the north side of Dallas Road between William D. Tate (Ball Street) and Dooley Street, a 10-foot-wide trail section along the east side of Dooley Street from Dallas Road north to DART right-of-way, and a 12-foot-wide trail section east from Dooley Street along the north side of the DART rail corridor to Texan Trail, where it will narrow to a 10-foot wide section and connect with the Links Trail, a TxDOT on-system trail.

To construct the 10-foot-wide trail section along Dallas Road, the existing five-lane undivided, 67-foot-wide pavement section will be reduced on the north side to a four-lane divided roadway, 59-foot-wide pavement section. A 6-foot-wide sidewalk will also be constructed along the south side of Dallas Road between William D. Tate (Ball Street) and Jean Street.

The Area of Potential Effect (APE) for archeological resources is the footprint of the existing ROW and any proposed expansion to the maximum depth of impact. The existing ROW width is approximately 59 feet. No easements are planned. No additional ROW is required. There are 19.0 acres of existing ROW. The APE for archeological resources will cover a total distance of approximately 7,920 feet and 19.0 acres. The maximum depth of impacts is expected to be 2 feet. A buffer zone extending 50 feet beyond the APE would be included as well.

According to Geologic Atlas of Texas (GAT), Dallas Sheet, the APE is geologically underlain by Woodbine and Eagle Ford formations of Upper Cretaceous age. Human occupations typically occur in Holocene-age deposits. Given the age and nature of the Cretaceous-age formations, these deposits have little potential to contain buried intact cultural resources. The United States Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey shows that soils within the APE consist of Houston Black clay (43.7%) and Navo clay loam (56.3%). Both are upland soils. Mixed with Houston Black and Navo soil series is urban land mostly covered by streets, parking lots, buildings, and other structures of developed areas characterized by cut-and-fill sections. In these areas, classification of the soils is impractical due to extensive alteration and mixing of original deposits. Any archeological deposits within these soils have likely been disturbed.

A review of the Fort Worth Hybrid Potential Archeological Liability Maps (HPALM) reveals that 9.7 acres of the APE are mapped within Map Unit 0, which has a negligible potential for surficial or sub-surface archeological deposits. The remaining 9.3 acres fall in Map Unit 1, where there is a low potential for archeological deposits.

Background research for this project consisted of an online records search through the Texas Historical Commission's (THC) Archeological Sites Atlas (Atlas) and a review of historical maps and aerial photographs. Research focused on the identification of archeological sites, sites listed as State Antiquities Landmarks (SALs), Recorded Texas Historic Landmarks (RTHLs), sites listed on the National Register of Historic Places (NRHP), cemeteries, and previously conducted archeological surveys within one kilometer (0.62 miles) of the APE.

According to the Atlas search, the majority of the APE has been subjected to survey; a 2013 survey along the TexRail (Cotton Belt) corridor and a 1991 Federal Highways Administration survey along Dallas Road. No archeological sites were recorded in the vicinity of the APE during either of these surveys. Nine additional surveys have been conducted in the area, including surveys along Northwest Highway in 1988 and 1994, a 1999 survey for the U.S. Army Corps of Engineers on the north side of Northwest Highway, a 2004 survey for TxDOT for a segment of Texan Trail at Cottonwood Branch, a 2007 survey for the

Federal Aviation Administration, a 2017 survey for Atmos along Hudgins Street, a 2017 survey for Atmos in the Original Town Residential Historic District, and a 2017 survey between the TexRail and an old spur on the eastern edge of the study area (THC 2018). In addition to these surveys in the area, three archeological sites, four National Register districts, and four historical markers have been recorded.

A review of available historic aerial photos and topographic maps on Google Earth™ and the Nationwide Environmental Title Research website, www.historicaerials.com, was also undertaken to determine how the corridor has been utilized over time. As of the earliest available aerial photo (1957) and topographic map (1931), the railroad and major roads in the project area are all extant, with development concentrated west of Dooley Street. The subsequent aerial photographs (1963, 1968, 1970, 1979, 1990, 2001-2005, 2007-2018) show continuous development over the course of 55 years. By the 1960 topographic map, most of the western portion of the APE, from Dooley Street to and including Ball Street, is solidly colored/shaded to indicate dense urban development. On the 1969 topographic map, a residential area along Texan Trail is included in this urban dense shading; the remaining portions are still illustrated as undeveloped or with some minor improvements.

Known and perceived disturbances in the APE include those associated with existing railroad and road construction and maintenance, long-term development for industrial, commercial, residential and other structures, and buried and overhead utility installation. These types of impacts were observed during an initial environmental constraints study field visit, during which planted coastal hay fields and hay bales were observed.

The majority of the APE has been previously surveyed for archeological resources. Additionally, the APE is located entirely within existing ROW that has been previously disturbed by various activities. The APE has a low potential of containing archeological resources, and all 19.0 acres of the APE are located within HPALM Map Units 0 and 1, which are considered to possess negligible and low potential for archeological resources, respectively. All of the impacts from the proposed project would be shallow. Given the previous disturbances within the APE and the low probability that archeological resources are present, the proposed project is unlikely to disturb intact archeological resources. Therefore, it is recommended that no archeological survey is necessary prior to construction.

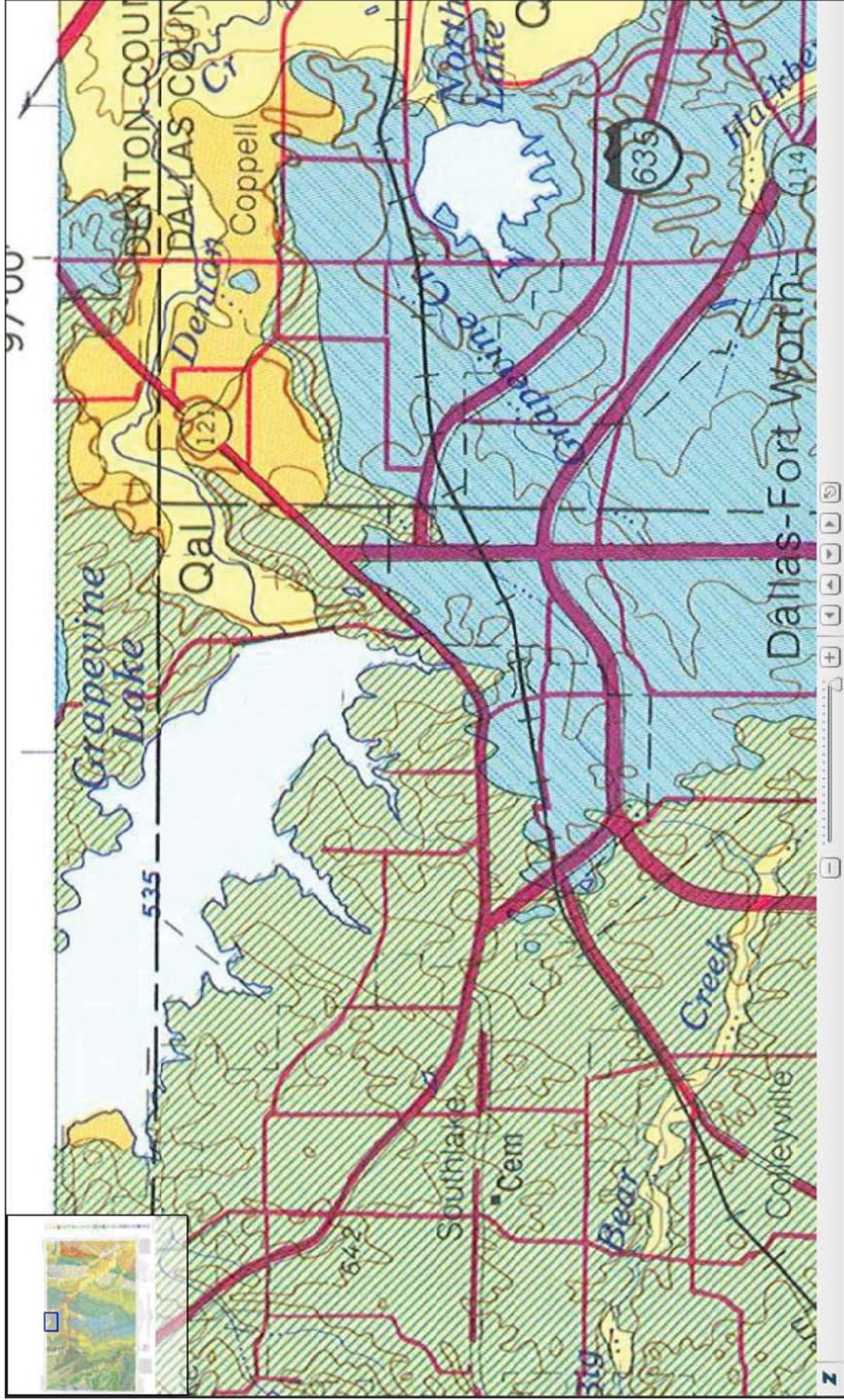
It is unlikely that cultural deposits within the APE would maintain the integrity necessary for consideration as an archeological historic property or State Archeological Landmark according to the criteria for evaluation of NRHP, as described in 36 CFR 60.4. Section 106 review and consultation should proceed in accordance with the Programmatic Agreement among TxDOT, the Texas State Historic Preservation Officer (THC), the Federal Highway Administration, and the Advisory Council on Historic Preservation regarding the Implementation of Transportation Undertakings, as well as the Memorandum of Understanding between the THC and TxDOT.

Environmental studies are in the process of being conducted for this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Based on the information presented above, TxDOT provides the following findings and recommendations for this proposed project:

- that a buffer zone of 50 feet beyond the APE be considered as part of the cultural resources evaluation;
- no further archeological investigation is warranted.

Dallas Sheet



Details for Grapevine Commercial Historic District

National Register Listing — Atlas Number 2092000097

Data

Property Name	Grapevine Commercial Historic District
Other Name	
County	Tarrant
Address	404-432 S. Main St.
City	Grapevine
Date Listed	3/9/1992
Reference Number	92000097
Multiple Property Name	Historic and Architectural Resources of Grapevine (https://atlas.thc.state.tx.us/AdvancedSearch/MPS?mpsId=27)
To SBR	
Vicinity	No
Status Code	1
Status	Listed
Date Removed from National Register	
To NPS	1/22/1992
Date Notified	
Certified Local District	
National Historic Landmark	
Local Significance	Yes
State Significance	No
National Significance	No
Area of Significance	Commerce, Architecture
Criteria	A (historic events), C (design/architecture)
Architectural Style	Other
Time Period	1900-1924, 1925-1949
Resource Type	District
Architect	Unknown

REFNUM='92000097'

Location Map



Files

[National Register Nomination File \(https://atlas.thc.state.tx.us/NR/pdfs/92000097/92000097.pdf\)](https://atlas.thc.state.tx.us/NR/pdfs/92000097/92000097.pdf)



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Details for Grapevine

Historical Marker — Atlas Number 5439002253

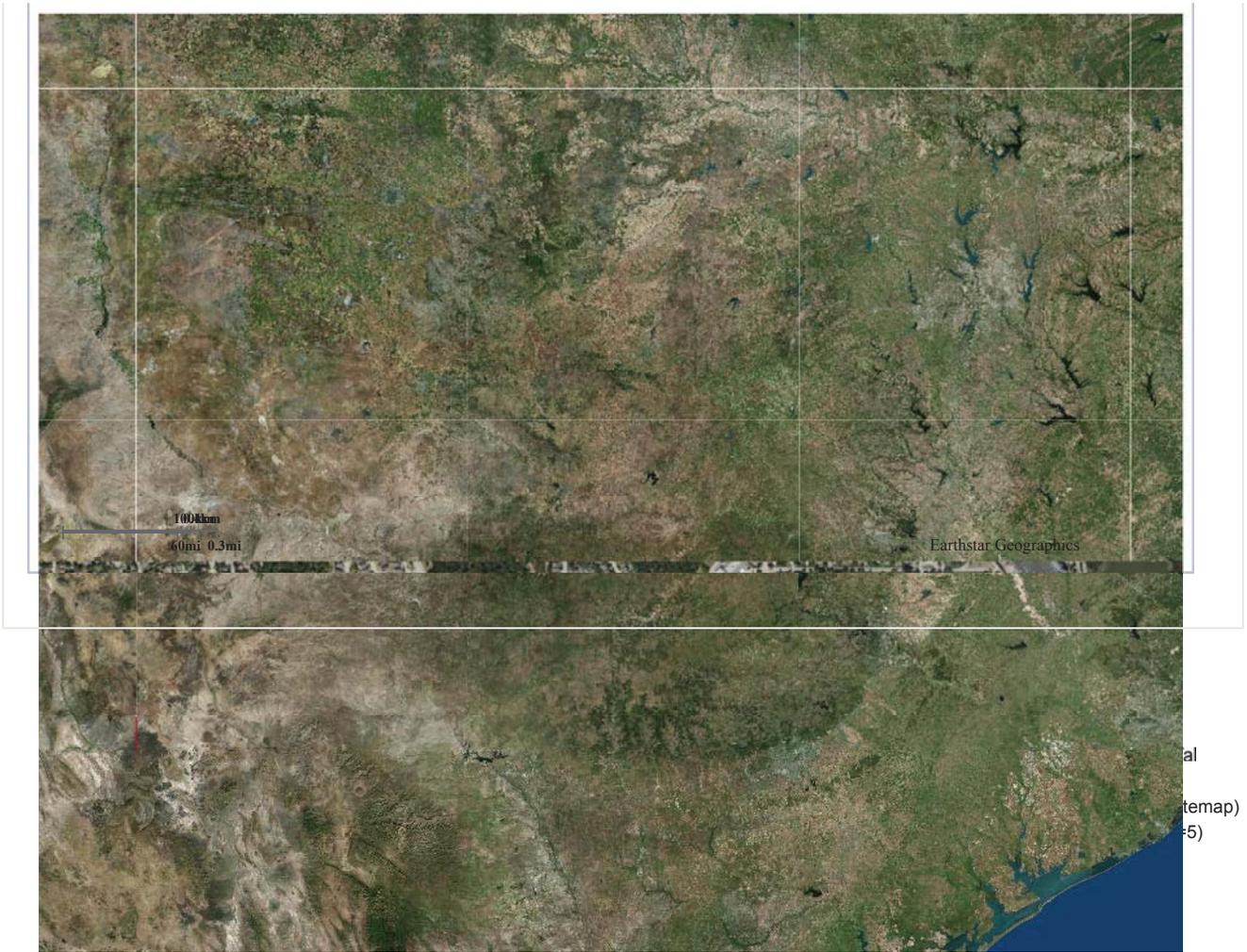
Data

Marker Number	2253
Atlas Number	5439002253
Marker Title	Grapevine
Index Entry	Grapevine
Address	211 Main St.
City	Grapevine
County	Tarrant
UTM Zone	14
UTM Easting	679669
UTM Northing	3646227
Subject Codes	cities and towns
Marker Year	1979
Designations	
Marker Location	211 Main St., Grapevine
Marker Size	27" x 42"
Marker Text	Wild mustang grapes growing profusely in this area inspired the name "Grapevine" for this community. Ambrose Foster (1794?-1847) and his wife Susannah Medlin (1796-1876) were among the first settlers in 1845, from Platte County, Missouri. The Fosters, their daughters and sons-in-law acquired land that became the heart of Grapevine. Within the first year worship services and school classes were conducted. Cattle raising was the major enterprise prior to the Civil War. Beef cattle were sold to Camp Worth (present Fort Worth) by Archibald Leonard, Fosters' son-in-law, who owned a mercantile store. In 1858 a Federal Post Office was established and run by Solon Dunn. During the 1870s the village was also known as "Dunnville". In 1914 the name became "Grapevine". After the Cotton Belt Railroad line opened in 1888, the town thrived as a shipping center for cotton, grain, truck crops and dairy products. In 1907 Grapevine incorporated. By 1934 two major paved roads leading to Dallas and Fort Worth were constructed. A dam built in 1942 on Denton Creek formed Lake Grapevine. It serves as a water supply, flood control measure, and a recreational area. In 1974 the Dallas-Fort Worth Airport opened within the city limits. (1979)

ATLAS_NUM=5439002253

Location Map





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Details for The Grapevine Sun

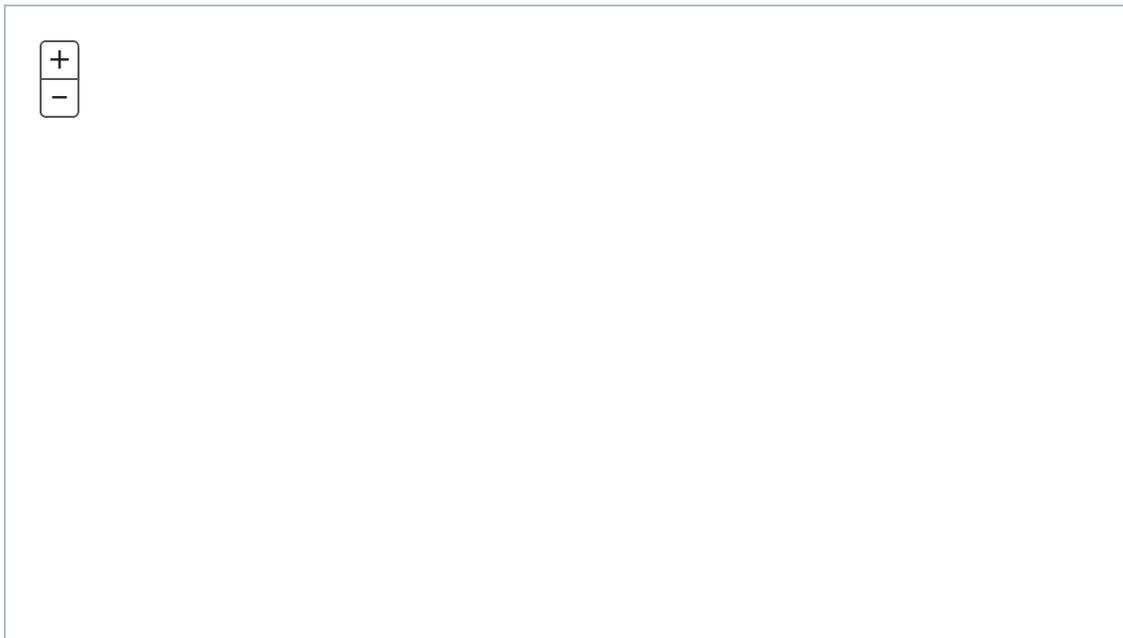
Historical Marker — Atlas Number 5439005345

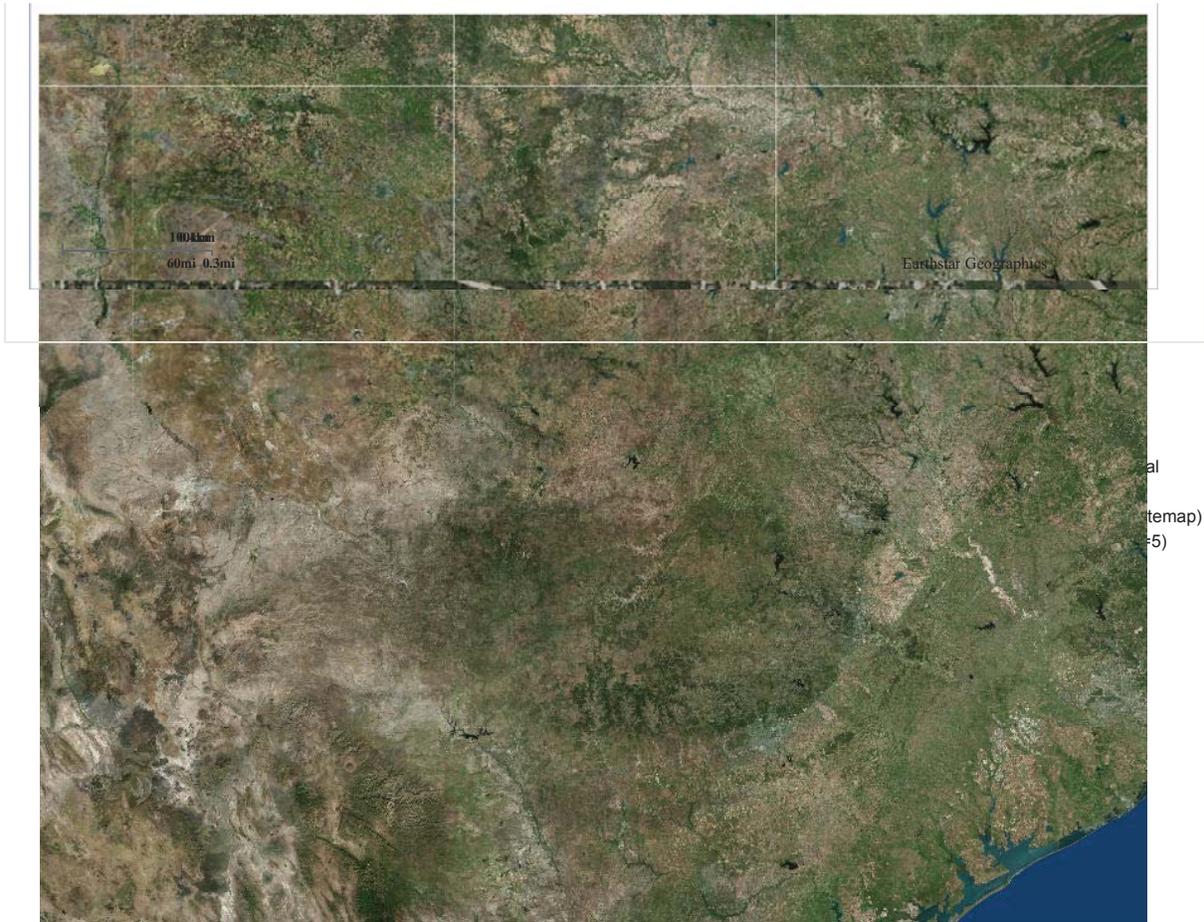
Data

Marker Number	5345
Atlas Number	5439005345
Marker Title	The Grapevine Sun
Index Entry	Grapevine Sun, The
Address	332 S. Main St.
City	Grapevine
County	Tarrant
UTM Zone	14
UTM Easting	679690
UTM Northing	3646070
Subject Codes	newspapers
Marker Year	1980
Designations	
Marker Location	332 S. Main St., Grapevine
Marker Size	18" x 28"
Marker Text	Benjamin R. Wall (1876-1955) started the Grapevine Sun in 1895 at the age of nineteen. It was sold in 1897 to James E. Keeling (1847-1925), a native of England. His son Ed took over as editor in 1912 and published the paper with the help of his wife Grady. The weekly printed mostly encouraging news for its readers. When Ed died in 1953 his daughter Zena Keeling Oxford became editor and her husband Gene was typesetter. The sale of the Sun following her death (1976) ended the family connection which lasted 80 years and spanned three generations. (1980)

ATLAS_NUM=5439005345

Location Map





Details for Nash Farm

Historical Marker — Atlas Number 5507017960

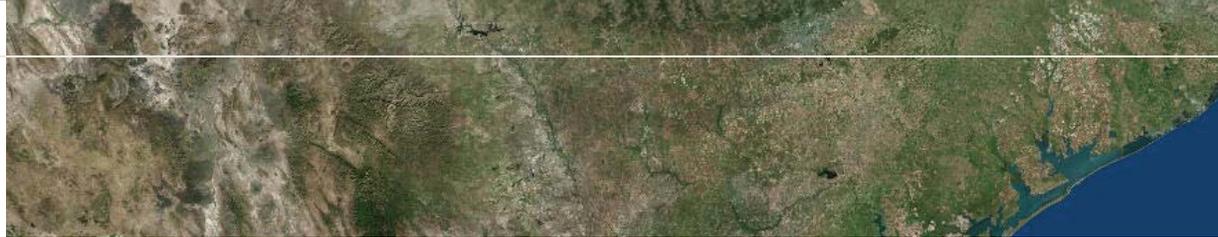
Data

Marker Number	17960
Atlas Number	5507017960
Marker Title	Nash Farm
Index Entry	Nash Farm
Address	626 Ball Street
City	Grapevine
County	Tarrant
UTM Zone	14
UTM Easting	678992
UTM Northing	3645686
Subject Codes	Farming
Marker Year	2014
Designations	Recorded Texas Historic Landmark
Marker Location	The nominated property includes all land bounded by West College Street, Ball Street, and Homestead Lane in Grapevine, Tarrant County, Texas.
Marker Size	27" x 42" with post
Marker Text	NASH FARM ESTABLISHED IN 1859, THE NASH FARM CONSTITUTES ONE OF THE LAST REMAINING AGRARIAN SITES FROM THE 19TH CENTURY IN NORTH TEXAS IN THE REGION WHERE THERE WAS ONCE A PERVASIVE LANDSCAPE OF FARMSTEADS. THOMAS JEFFERSON NASH, ELIZABETH MOUSER NASH AND THEIR FIRST THREE CHILDREN MIGRATED FROM KENTUCKY TO TEXAS IN 1854, FIRST SETTLING IN DALLAS AND THEN MOVING WITHIN A FEW MONTHS TO THE GRAPEVINE VICINITY. THEY WERE JOINED BY THOMAS' BROTHER, WILLIAM P. NASH. BY 1859, THEY SETTLED PERMANENTLY ON THIS SITE. THE ORIGINAL FARM PROPERTY CONSISTED OF 450 ACRES WITH A VARIETY OF CROPS AND ANIMALS. DURING THE CIVIL WAR, THOMAS AND WILLIAM LEFT TO SERVE WITH CONFEDERATE TROOPS. THEY LEFT THE FARM IN THE CARE OF ELIZABETH AND THE CHILDREN; BOTH SURVIVED THE WAR AND RETURNED HOME TO ENLARGE THEIR FARM HOLDINGS. THE NASH FARMHOUSE, CONSTRUCTED IN 1869, IS A TWO-STORY I-HOUSE WITH A ONE-STORY ATTACHED PARTIAL WIDTH FRONT PORCH. THE PROPERTY ALSO BOASTS A 1907 SECONDARY GABLE-ROOFED WOOD FRAME TRANSVERSE BARN, OR CRIB BARN, A CEMETERY DATING TO 1878 AND A BRICK CISTERN DRESSED WITH A BRICK RIM AND DECORATIVE METAL CISTERN DRAW. IN 1888, THOMAS AND ELIZABETH GAVE LAND FOR THE RIGHT OF WAY TO THE COTTON BELT RAILROAD, WHICH CONTRIBUTED TO THE ECONOMIC DEVELOPMENT OF THE GRAPEVINE AREA. THE FARM REMAINED IN THE NASH FAMILY UNTIL THE 1920s. REHABILITATION OF THE PROPERTY IN 2008 RESTORED THE FARM AND ITS HISTORIC STRUCTURES, PRESERVING THEM FOR FUTURE GENERATIONS. IN 2010, THE PROPERTY WAS LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES. RECORDED TEXAS HISTORIC LANDMARK - 2014 MARKER IS PROPERTY OF THE STATE OF TEXAS

ATLAS_NUM=5507017960

Location Map





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Details for J. E. Foust & Sons, Funeral Directors

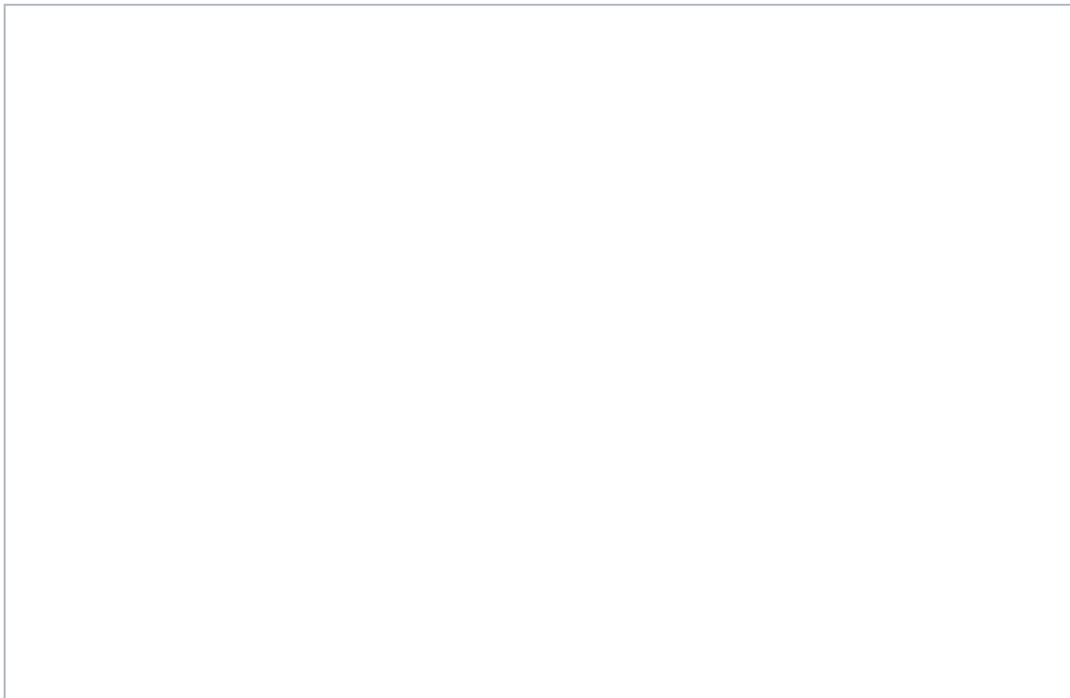
Historical Marker — Atlas Number 5439002673

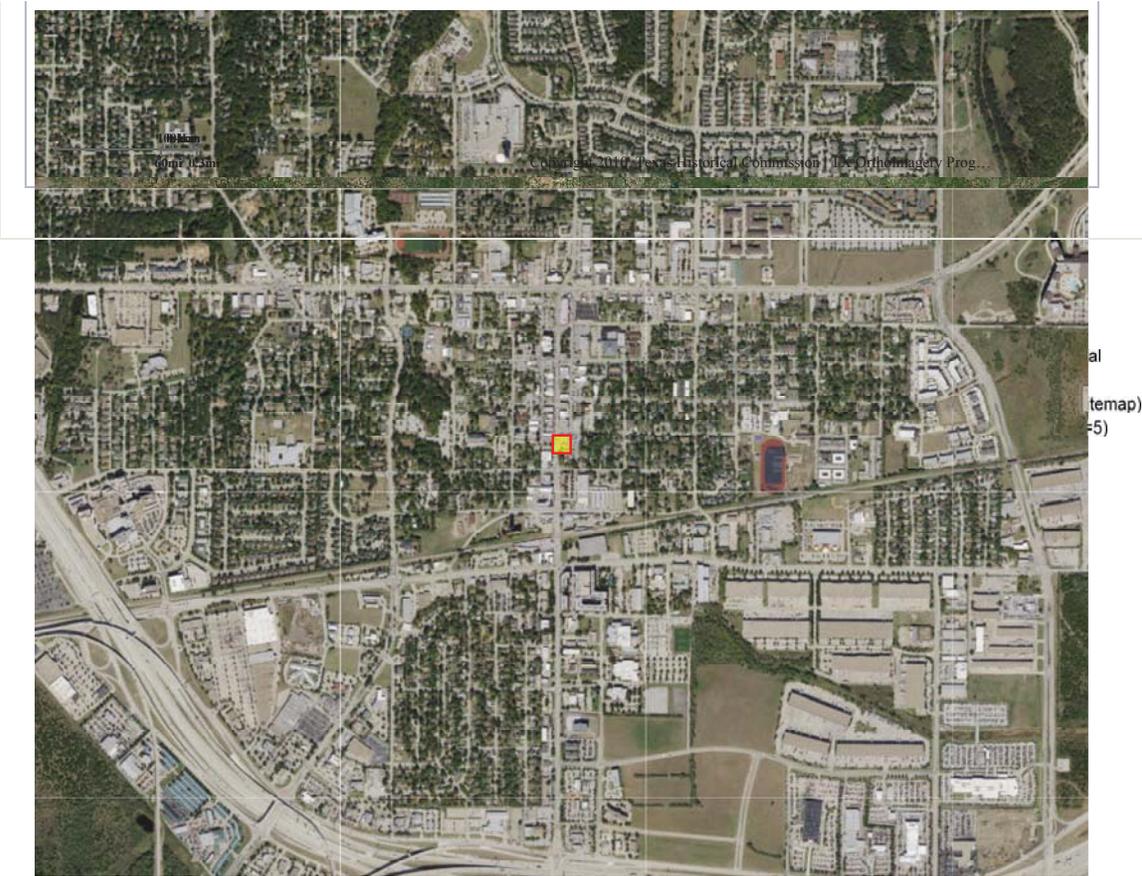
Data

Marker Number	2673
Atlas Number	5439002673
Marker Title	J. E. Foust & Sons, Funeral Directors
Index Entry	Foust, J. E., & Sons, Funeral Directors
Address	523 Main
City	Grapevine
County	Tarrant
UTM Zone	14
UTM Easting	679709
UTM Northing	3645876
Subject Codes	
Marker Year	1981
Designations	
Marker Location	523 Main, Grapevine
Marker Size	18" x 28"
Marker Text	John E. Foust (1861-1926) moved to Grapevine in 1880 and started a general merchandise store which stocked coffins. He gradually added other services and with the help of his wife Daisy (Huitt) (1876-1963) established a funeral company. A civic leader, Foust also assisted in the development of other area businesses. His son John E. Foust, II (1898-1978), joined the firm in 1923. Following his father's death he managed the Funeral Home and mercantile store until the 1960s. For over 100 years Foust family members have served in the business and civic activities of Grapevine. (1981)

ATLAS_NUM=5439002673

Location Map





Details for Thomas J. & Elizabeth Nash Farm

National Register Listing — Atlas Number 2010000866

Data

Property Name	Thomas J. & Elizabeth Nash Farm
Other Name	
County	Tarrant
Address	626 Ball Street
City	Grapevine
Date Listed	10/28/2010
Reference Number	10000866
Multiple Property Name	https://atlas.thc.state.tx.us/AdvancedSearch/MPS?mpsid=)
To SBR	1/16/2010
Vicinity	No
Status Code	1
Status	Listed
Date Removed from National Register	
To NPS	9/10/2010
Date Notified	
Certified Local District	
National Historic Landmark	
Local Significance	Yes
State Significance	No
National Significance	No
Area of Significance	Architecture, Agriculture
Criteria	A (historic events), C (design/architecture)
Architectural Style	Gothic
Time Period	1850-1874, 1875-1899, 1900-1924
Resource Type	District
Architect	

REFNUM='10000866'

Location Map



Files

[National Register Nomination File \(https://atlas.thc.state.tx.us/NR/pdfs/10000866/10000866.pdf\)](https://atlas.thc.state.tx.us/NR/pdfs/10000866/10000866.pdf)



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Details for Original Town Residential Historic District

National Register Listing — Atlas Number 2098000736

Data

Property Name	Original Town Residential Historic District
Other Name	College Heights Neighborhood
County	Tarrant
Address	Roughly bounded by Texas, Austin, Hudgins and Jenkins Sts.
City	Grapevine
Date Listed	7/10/1998
Reference Number	98000736
Multiple Property Name	Historic and Architectural Resources of Grapevine (https://atlas.thc.state.tx.us/AdvancedSearch/MPS?mpsId=27)
To SBR	11/9/1996
Vicinity	No
Status Code	1
Status	Listed
Date Removed from National Register	
To NPS	5/21/1998
Date Notified	
Certified Local District	
National Historic Landmark	
Local Significance	Yes
State Significance	No
National Significance	No
Area of Significance	Architecture, Community Planning and Development
Criteria	A (historic events), C (design/architecture)
Architectural Style	Other, Queen Anne, Colonial Revival
Time Period	1875-1899, 1900-1924, 1925-1949
Resource Type	District
Architect	

REFNUM='98000736'

Location Map



Files

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Details for monitoring

Archeological Project Area — Atlas Number 8500080442

Data

Details for (Atlas Number 8500080442)

Atlas Number : 8500080442
Project Type : monitoring
Field Work : 3/7/2017 12:00:00 AM
TAC Permit : 7861
Report Authors : Neel, Charles and Chris Kugler
Principal Investigator : Tomka, Steve
Sponsor : Atmos Energy Corporation
Investigating Firm : Raba Kistner Environmental, Inc.
Title Keywords : Monitoring of the Atmos Energy Corporation Hudgins Street Pipeline Replacement
Notes :
THC Review Date : 1/26/2018 12:00:00 AM
Project Proponent : City of Grapevine
Abstract Number :



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Details for survey

Archeological Project Area — Atlas Number 8500080441

Data

Details for (Atlas Number 8500080441)

Atlas Number : 8500080441

Project Type : survey

Field Work : 3/30/2017 12:00:00 AM

TAC Permit : 7771

Report Authors : Neel, Charles D. et al.

Principal Investigator : Tomka, Steve

Sponsor : Atmos Energy Corporation

Investigating Firm : Raba Kistner Environmental, Inc.

Title Keywords : Monitoring of the Atmos Natural Gas Grapevine Franklin Optimain Replacement Project

Notes : Project 080.52287, Task 01202

THC Review Date : 1/26/2018 12:00:00 AM

Project Proponent :

Abstract Number :



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Details for Torian Log Cabin

Historical Marker — Atlas Number 5439005508

Data

Marker Number	5508
Atlas Number	5439005508
Marker Title	Torian Log Cabin
Index Entry	Torian Log Cabin
Address	205 Main St.
City	Grapevine
County	Tarrant
UTM Zone	14
UTM Easting	679669
UTM Northing	3646227
Subject Codes	cabins, log houses; pioneers
Marker Year	1978
Designations	Recorded Texas Historic Landmark
Marker Location	205 Main St. Grapevine
Marker Size	Medallion & Plate
Marker Text	This cabin of hand-hewn logs was built along a creek at the edge of the cross timbers near the pioneer community of Dove. It originally stood on a headright settled in 1845 by Francis Throop, a Peters colonist from Missouri. J.C.Wiley bought the property in 1868. He sold it in 1886 to John R. Torian (1836-1909), a farmer from Kentucky. Torian family members occupied the structure until the 1940s. The cabin was moved about four miles to this site in 1976.

ATLAS_NUM=5439005508

Location Map





al
(temap)
=5)

Details for Archeological Project Line

Archeological Project Line — Atlas Number 8400006626

Data

Details for (Atlas Number 8400006626)

Atlas Number : 8400006626
Project Type : Survey
Field Work :
TAC Permit : 0
Report Author :
Principal Investigator :
New Trinomial :
Sponsor :
Investigator :
Note :
Report to THC :
Project :
Map Number : 3297-444
Map Id : 13
Project Type :
Project Date : 05/91
Agency : FHWA
TAC Number : 0



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Texas Homeland Security (<http://www.texashomelandsecurity.com/>) | Texas Veterans Portal (<http://www.texvet.org/partners/texgov>) | Texas.gov (<http://www.texas.gov>)
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TEXAS ARCHEOLOGICAL SITES *atlas* (1)
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Logged in as [bhickman \(\)](#) [Log off](#)

Details for survey

Archeological Project Area — Atlas Number 8500035357

Data

Details for (Atlas Number 8500035357)

Atlas Number : 8500035357

Project Type : survey

Field Work : 2/1/2013 12:00:00 AM

TAC Permit : 4775

Report Authors : Hartsfield, Shelley, et al.

Principal Investigator : Welch, Jim

Sponsor : Federal Transit Administration, County of Tarrant

Investigating Firm : URS Corporation

Title Keywords :

Notes : TEX Rail Corridor

THC Review Date : 7/15/2013 12:00:00 AM

Project Proponent : Fort Worth Transportation Authority

Abstract Number :



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March 10, 2017

RE: Early Coordination for Section 106 Consultation

To: Representatives of Federally-recognized Tribes with Interest in TxDOT Projects

The purpose of this letter is to share additional information about TxDOT's consultation program. The TxDOT Early Tribal Coordination Tool has been refreshed, including new projects. The attached table also identifies current proposed projects and the number of nearby archeological sites, if any, that the TxDOT Early Tribal Coordination Tool map depicts. This letter provides more detail about both the TxDOT Early Tribal Coordination Tool and the table.

TxDOT Early Coordination Tool

This web-based map depicts both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. This map may now contain different projects than when the tool was first sent to you. The tool will be refreshed quarterly with new projects.

Area of Potential Effects

Each project's provisional area of effects (APE) is defined in the Early Tribal Coordination Tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area and will include depths of impact.

Identification Efforts

Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE YOU FROM ENTERING INTO CONSULTATION PER SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Findings and Recommendations

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas. Such projects may affect areas that have not been previously surveyed.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Many projects developed by TxDOT have a trivial chance of affecting sites. Similar to categorical exclusions, these trivial projects include repaving or striping roads and do not appear in the Early Coordination Tool. Note that many projects currently listed as minor projects may be determined to be trivial and not warrant study as project design advances, per a Programmatic Agreement with Federal Highway Administration, Advisory Council on Historic Preservation and State Historic Preservation Office (Texas Historical Commission).

Table of Projects and Sites

The attachment contains a Microsoft Excel table of the projects, the number of any known archeological sites within the provisional APE of each project, and the type(s) of study conducted for the project. The table can be sorted in various ways, such as by county, project status, and let date. Further details about projects can be found in TxDOT's online tracking system, ECOS. The Early Coordination Tool also provides additional details about sites that occur within the provisional APE.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov or Chantal McKenzie, 512/416/2770, chantal.mckenzie@txdot.gov. When replying by US Mail, please ensure that the envelope address references the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

Enclosure

The environmental review, consultation, and other actions required by applicable Federal environmental laws for these projects are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

New Coordination

Program Area: Schedule Status: Complete

Task Type:

Agency Name: Standard Agency Review Time: (# Days)

Coordination Status:

Add Correspondence

Correspondence For:

Correspondence Type: Date:

Correspondence From: Correspondence To:

Comments:

Correspondence For	Correspondence Type	Date	Correspondence From	Correspondence To	Comments	Actions
Consultation Complete	Other	04/18/2018	TxDOT	TxDOT	Stipulation VIII, Appendix 4. Trail Project. No new ROW. No historic properties present.	

Has the coordination letter been uploaded? Sent Date: Upload Date:

Has the coordination response been uploaded? Sent Date: Upload Date:

Has the letter of concurrence and/or authorization to proceed been uploaded? Sent Date: Upload Date:

Planned Start Date: 04/18/2018 Actual Start Date: 04/18/2018

Planned End Date: 04/18/2018 Actual End Date: 04/18/2018

Comments:

NEPA Finding: In compliance with the Section 106 PA, the Antiquities Code of Texas, and the MOU, TxDOT historians determined project activities do not affect historic properties. Individual project coordination with SHPO is not required. Trail Project. No new ROW. No historic properties present.

Last Updated By: Carolyn A Nelson Last Updated Date: 04/18/2018 01:00:00



Project Coordination Request for Historical Studies Project

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Main CSJ: 0902-90-077

Child CSJs:

District(s): Fort Worth

County(ies): Tarrant

Roadway Name: Dallas Road TOD Corridor/Cotton Belt Extension

Limits From: Intersection of West Dallas Road and William D. Tate Avenue

Limits To: Existing Links Trail at Texas Trail Roadway

Project Description: The City of Grapevine proposes to construct a trail in the eastern central portion of the city. This project consists of designing and developing plans, specifications, proposal documents, and estimates in compliance with TxDOT guidelines for the construction of approximately 1.5 miles of the Cotton Belt Trail. The project calls for a 1-foot-wide trail section along the north side of Dallas Road between William D. Tate (Ball Street) and Dooley Street, a 10-foot-wide trail section along the east side of Dooley Street from Dallas Road north to DART right-of-way, and a 12-foot-wide trail section east from Dooley Street along the north side of the DART rail corridor to Texan Trail, where it will narrow to 10-feet wide and connect with the Links Trail, a TxDOT on-system trail.

To construct the 10-foot-wide trail section along Dallas Road, the existing 5-lane undivided, 67-foot-wide pavement section will be reduced on the north side to a 4-lane divided roadway, 59-foot-wide pavement section. A 6-foot-wide sidewalk will also be constructed along the south side of Dallas Road between William D. Tate (Ball Street) and Jean Street.

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-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.

Information Required to Process Historic Resources Coordination and Consultation

1. Targeted ENV clearance date: March 1, 2019
2. *Anticipated letting date: March 2019
3. "Historic-age" date (let date minus 45 years): 1974
4. No *The proposed action is subject to federal permitting (i.e. Corps of Engineers, Coast Guard, IBWC, etc.).



Project Coordination Request for Historical Studies Project

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- 5. No *The proposed action requires additional ROW (purchased or donated) or easements?
- 6. The following maps, tables or equivalents been uploaded to ECOS?

Yes/No/NA	Map Type	ECOS File Name:
<u> </u> Yes	Existing and proposed ROW boundaries.	Attached to PCR, Figure 1.
<u> </u> Yes	Area of Potential Effects (APE) appropriate for project type.	Attached to PCR, Figure 1.
<u> </u> NA	Parcel boundaries for properties within the APE.	
<u> </u> Yes	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.	Attached to PCR, Figure 2a.
	Comments:	Four NRHP-listed historic districts are at least partially included in the Study Area, along with two additional locally designated historic districts. NRHP districts: Thomas J. and Elizabeth Nash Farm, Cotton Belt Railroad Industrial HD, Grapevine Commercial HD, and Original Town Residential HD. Locally designated: College Street Residential HD and D. E. Box Addition. The Cotton Belt Railroad Industrial HD, which abuts the APE, is both NRHP-listed and locally designated.
<u> </u> Yes	Results of Google Earth search with HIST- provided eligibility and historic bridge layers.	Attached to PCR, Figure 2c.
	Comments:	TxDOT's Historic Bridges map viewer indicates there are no historic bridges in the Study Area. However, there is an NRHP-listed railroad bridge: the Grapevine Vintage Railway - Ira E Woods Ave Overpass, built in 1928, listed as a contributing resource for the Cotton Belt Railroad Industrial HD.

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

Note: Photographs should include the following elements:

1. Buildings/structures in the APE and those adjacent.
2. Road Features (culverts, bridges, landscaping, etc.
3. Areas of proposed construction.

File Name in ECOS:

- 8. Yes Preliminary plans are uploaded to ECOS.

File Name in ECOS:

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



Project Coordination Request for Historical Studies Project

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Location	NBI #	Year Built	Eligibility
Grapevine Vintage Rwy - Ira E Woods Ave Overpass	This bridge will be relocated April 2018.	1928	Eligible

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

File Name in ECOS: Attached to PCR, Figure 1.

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
Tarrant County Historical Commission	CHC	Steve Myers, Chair 8704 Canyon Crest Rd, Fort Worth TX 76179 (817) 944-8578 (817) 821-9572 yippy-io1876@sbcglobal.net
David Klempin, Historic Preservation Officer, City of Grapevine	CLG	David Klempin Historic Preservation Officer Manager, Heritage Programs & Preservation Grapevine Convention & Visitors Bureau 636 S. Main St. Grapevine, TX 76051 817.410.3197 dklempin@grapevinetexasusa.com

Additional Project Comments:

The lone historic-age bridge in the project area is the Grapevine Vintage Rwy - Ira E. Woods Ave Overpass, built in 1928 and listed in the NRHP as a contributing resource to the Cotton Belt Railroad Industrial Historic District. The bridge removal (proposed in April 2018) and its relocation to Berry Street was part of the TEX Rail Project (Project Number 426746.H5.07. CH) and received THC concurrence on June 21, 2017. The TEX Rail Project is currently under construction.

Please refer to the following for additional consulting party documentation:

- ECOS file "Grapevine HPO Letter - No Adverse Effects 20180402 (0902-90-077) .pdf"
- TEXRail Ira E. Woods Bridge Relocation THC Concurrence (attached to PCR)



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District Personnel Certification

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

Chad Putnam
District Personnel Name

April 12, 2018
Date:



Project Coordination Request for Historical Studies Project

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.

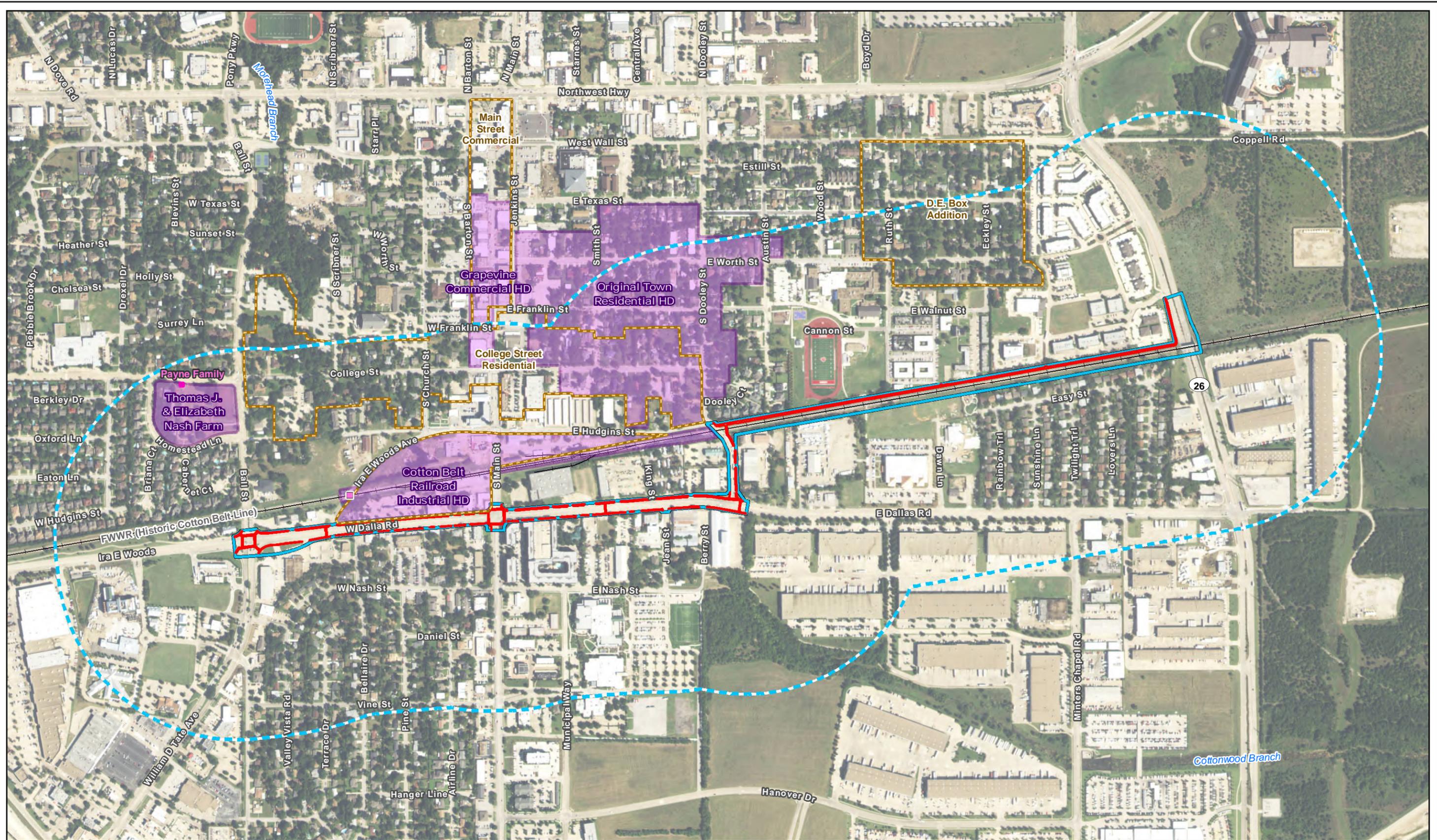


Figure 1
 Location of APE for Historic Resources
Cotton Belt Trails

- Proposed Trail
- Existing Right-of-Way / APE
- Cemetery
- National Register District
- Historic-Age Bridge
- Railroad
- 1,300-foot Study Area
- Local Historic District

Data Sources:
 THC (2017), TxDOT (2017),
 City of Grapevine (2018),
 CMEC (2018)
 Aerial Source: NAIP (2016)

	0 650 Feet
	0 150 Meters
Prepared for: TxDOT	1 in = 650 feet
CSJ: 0902-90-077	Scale: 1:7,800
	Date: 3/29/2018

<u>Name</u>	<u>Designation</u>	<u>Within APE?</u>
Payne Family Cemetery	Cemetery	No
Thomas J. & Elizabeth Nash Farm	NRHP Historic District	No
Cotton Belt Railroad Industrial Historic District	NRHP Historic District	No
Grapevine Vintage Railway - Ira E Woods Ave Overpass	NRHP Property	No
Grapevine Commercial Historic District	NRHP Historic District	No
Original Town Residential Historic District	NRHP Historic District	No

Figure 2a. Four NRHP-listed historic districts are within the Study Area: The Thomas J. and Elizabeth Nash Farm, the Cotton Belt Railroad Industrial Historic District, the Grapevine Commercial Historic District, and the Original Town Residential Historic District. The Cotton Belt Railroad Industrial Historic District is also a locally designated historic district. The Grapevine Historical Museum is the museum indicated within the boundary of the Cotton Belt Railroad Industrial Historic District. None of the historical markers indicated are within the Study Area.

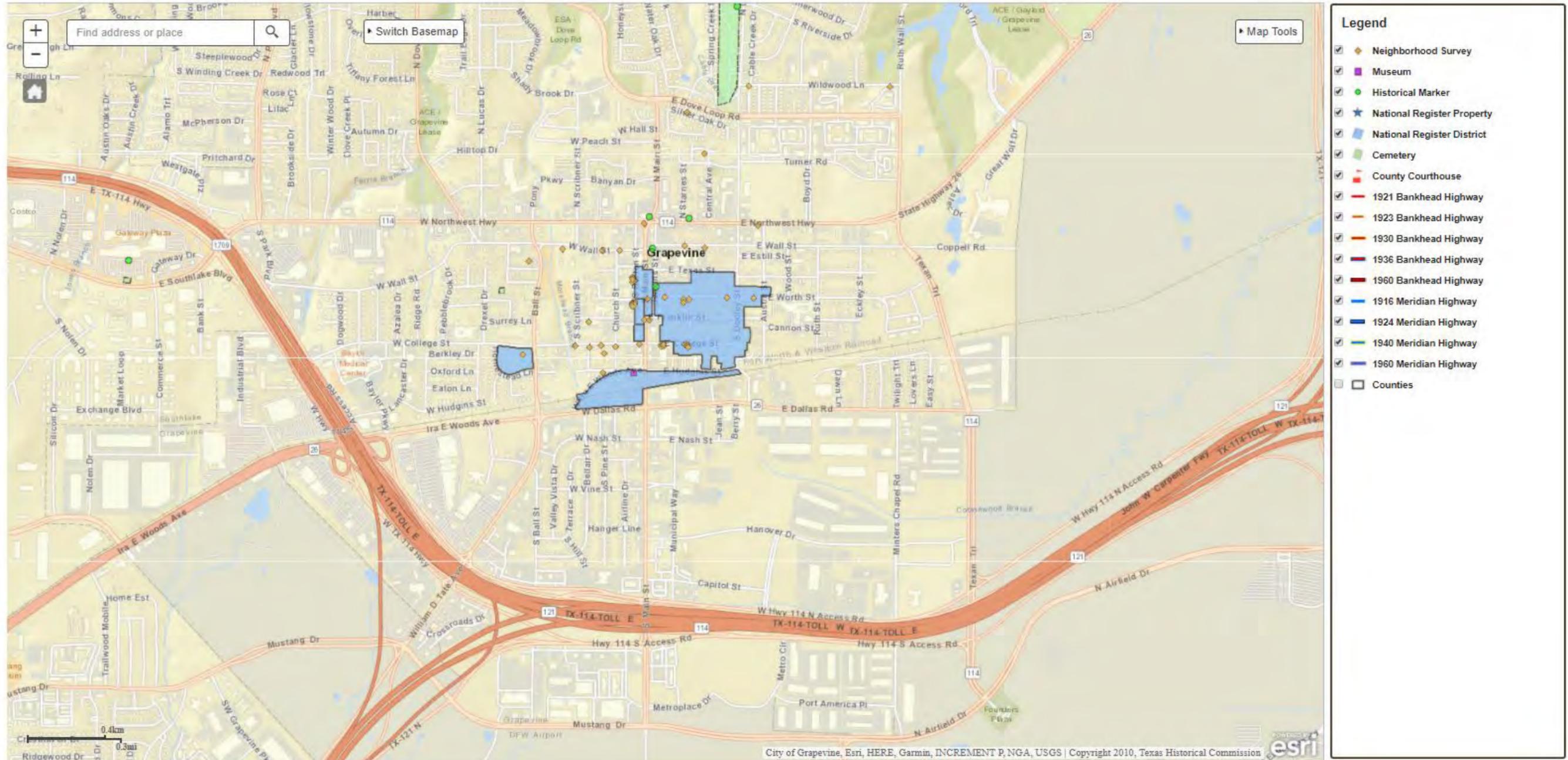


Figure 2b. There are four NRHP-listed historic districts at least partially within the Study Area: The Thomas J. and Elizabeth Nash Farm, the Cotton Belt Railroad Industrial Historic District, the Grapevine Commercial Historic District, and the Original Town Residential Historic District. The Cotton Belt Railroad Industrial Historic District is also a locally designated historic district. Two additional historic districts in the Study Area are locally designated. Please see Figure 2 for their location.

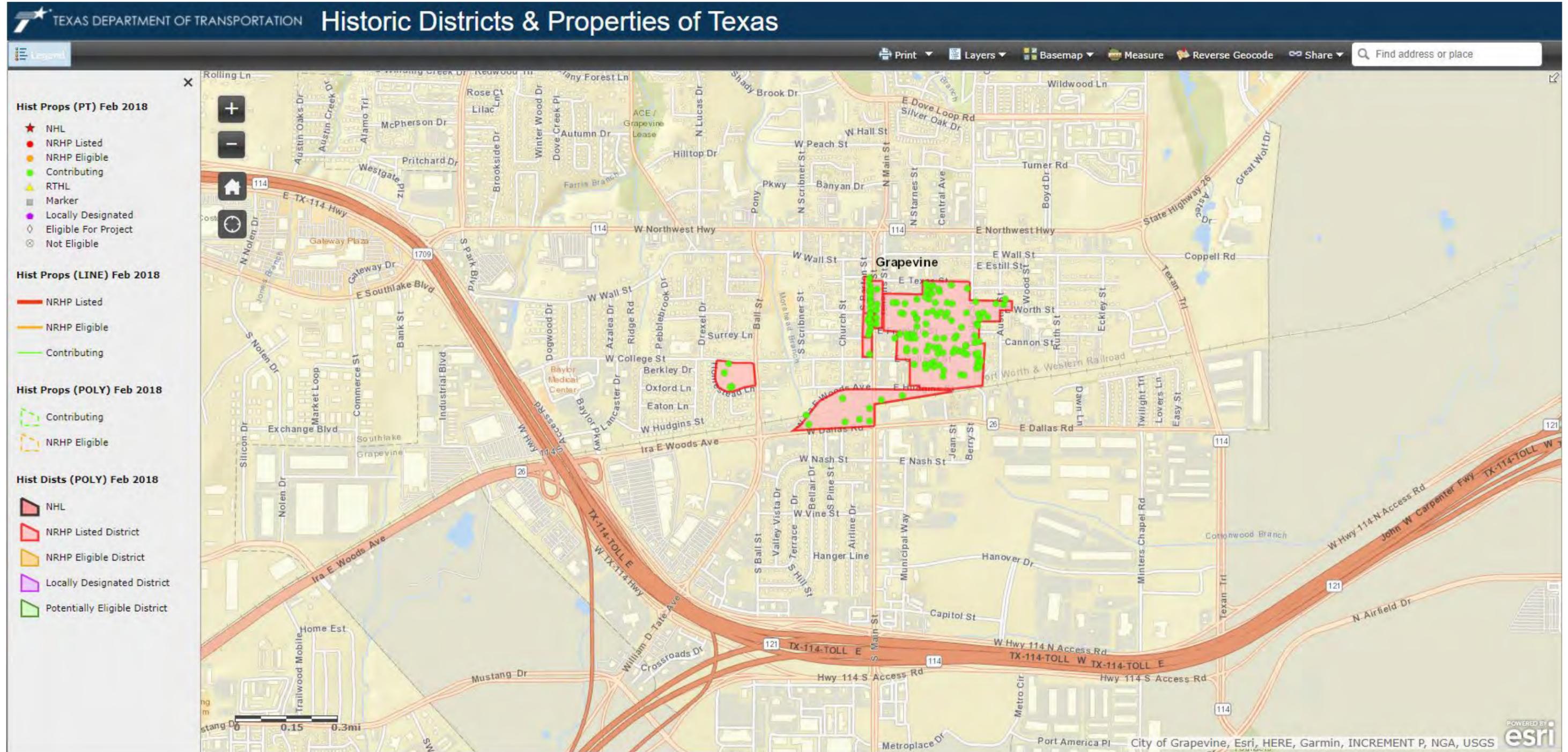


Figure 2c. TxDOT indicates there are no historic road bridges within the Study Area. Within the Cotton Belt Railroad Industrial Historic District, there is a rail bridge (Grapevine Vintage Railway – Ira E Woods Avenue Overpass) that is a contributing resource to the historic district. Please see Figure 2 for its location.

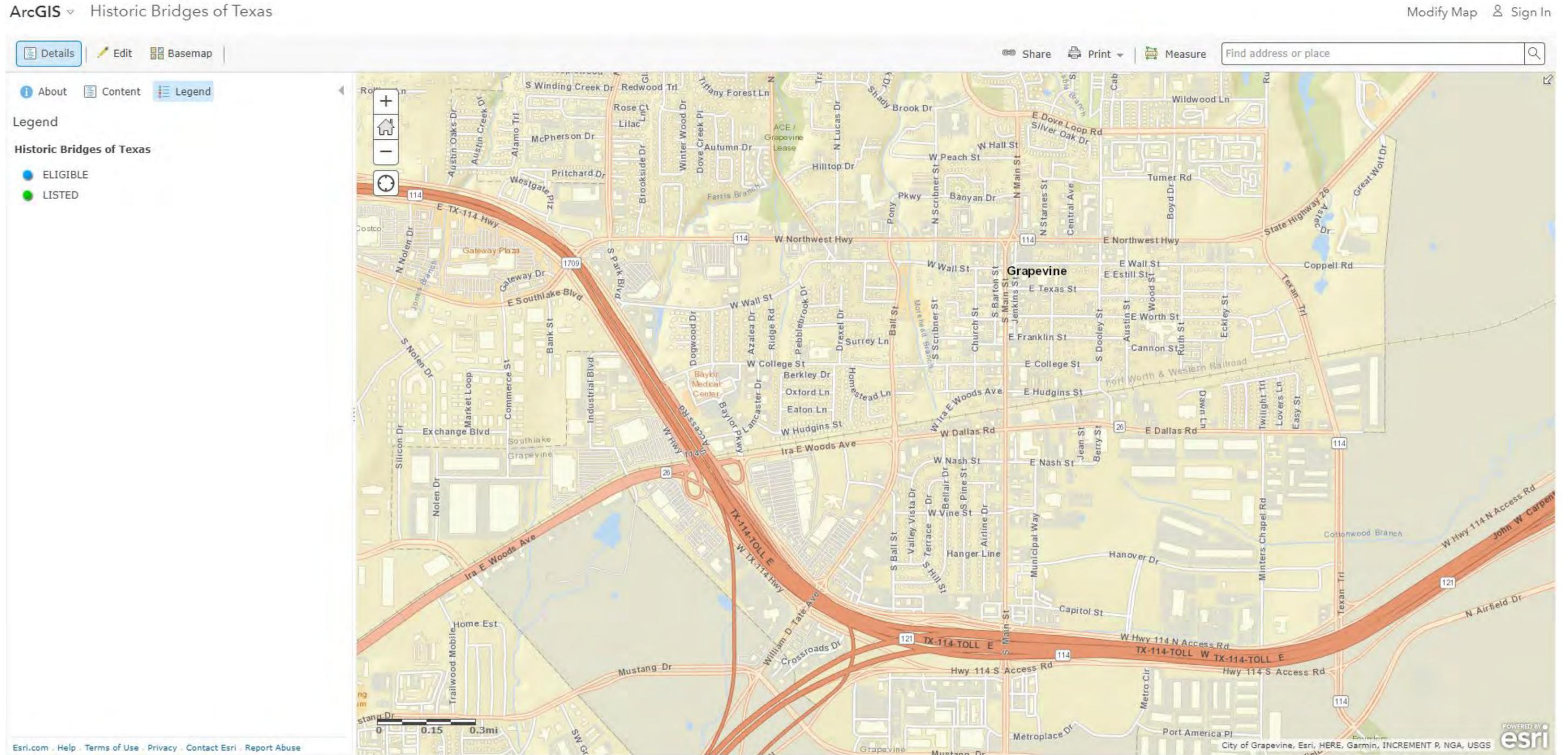




Photo 1: West Dallas Road at Ball Street/Williams D. Tate intersection. View facing east.
Photo taken March 21, 2018.



Photo 2: Ball Street from West Dallas Road intersection. View facing north.
Photo taken March 21, 2018.



Photo 3: Cotton Belt Railroad Industrial Historic District resources. View facing northeast.
Photo taken March 21, 2018.



Photo 4: Cotton Belt Railroad Industrial Historic District resources. View facing northeast.
Photo taken March 21, 2018.



Photo 5: Grapevine Vintage Railway – Ira E Woods Avenue Overpass (contributing resource in the Cotton Belt Railroad Industrial Historic District, built 1928) from project area. View facing northeast. Photo taken March 21, 2018.



Photo 6: 814-816 South Main Street (contributing resource in the Cotton Belt Railroad Industrial Historic District, built c. 1948), at intersection with Dallas Road. View facing northwest. Photo taken March 14, 2018.

Photo taken March 21, 2018.



Photo 7: East Dallas Road, west of Jean Street. View facing west. Photo taken March 14, 2018.



Photo 8: 829 South Dooley Street, at intersection with East Dallas Road (built 1940). View facing northeast. Photo taken March 21, 2018.



Photo 9: 624 South Dooley Street (part of locally designated College Street Residential Historic District, built c. 1890), with rail corridor in foreground. View facing northwest. Photo taken March 21, 2018.



Photo 10: View of Sunshine Harbor Addition, mid-1960s dwellings on Easy Street, with project area in foreground. View facing southwest. Photo taken March 21, 2018.



Photo 11: Project area near eastern terminus at Texan Trail. View facing southwest.
Photo taken March 14, 2018.



Photo 12: Eastern project terminus at Texan Trail. View facing north. Photo taken March 14, 2018.

TEXAS HISTORICAL COMMISSION

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June 21, 2017

Mr. Richey Thompson, P.E.
TEXRail Chief Engineer
Fort Worth Transportation Authority
801 Cherry St., Suite 850
Fort Worth, TX 76102

Re: Project review under Section 106 of the National Historic Preservation Act of 1966, TEXRail Commuter Rail Proposed Move of the 1928 Ira E. Woods Pony Trestle Cotton Belt Railroad Bridge, Fort Worth, Tarrant County (FTA/106 #201707782)

Thank you for working with our agency to resolve the adverse effects for the above-referenced undertakings. This letter serves as further comment on the proposed projects from the State Historic Preservation Officer (SHPO), the Executive Director of the Texas Historical Commission.

The Division of Architecture review staff has completed its review of the documentation, received June 9, 2017, regarding the move of the 1928 Cotton Belt Railroad Bridge pursuant to the partial fulfillment of the Memorandum of Agreement between the Federal Transit Administration, Fort Worth Transportation Authority and the Texas Historical Commission to mitigate the adverse effect determined at the above reference historic site.

Based on the additional documentation received, the staff now concur the proposed new location for the bridge on Berry Street will be an appropriate setting for the intended public pedestrian use based on the Dallas Road and Cotton Belt Trail Concept Plan's future mixed-use and residential developments. Please consider this letter acknowledgement of the partial fulfillment of Stipulation IV (B) of the TEXRail Commuter Rail Memorandum of Agreement between the Texas Historical Commission, the Federal Transportation Authority, and the Fort Worth Transportation Authority. The staff looks forward to the successful move of the bridge to the proposed location, which will result in the complete fulfillment of Stipulation IV (B).

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process. **If you have any questions concerning our review or if we can be of further assistance, please contact Alexander Toprac at (512) 463-6183.**

Sincerely, 

Alexander Toprac, North Texas Regional Reviewer
For: Mark Wolfe, State Historic Preservation Officer

Cc: Steve Myers, Fort Worth County Historical Commission, Chair
Aimee Angel, CH2M, Cultural Resource Specialist (via email)

MW/at



Design Review for the new railroad bridge located in the Cotton Belt Railroad Historic District, Tarrant County, Texas

PREPARED FOR: TEX Rail Project

COPIES TO: Justin Kockritz, Texas Historical Commission Architectural Historian
David Klempin, City of Grapevine Historic Preservation Officer

PREPARED BY: Marcia Montgomery, Architectural Historian

DATE: October 7, 2015

PROJECT NUMBER: 423746.H5.07.CH

Introduction

TEX Rail Project

TEX Rail Project has reached the 60 percent design stage for the proposed new bridge over Ira Woods Avenue and is seeking concurrence from the Texas SHPO and City of Grapevine regarding the proposed new railroad bridge. The location of the bridge is shown in Figure 1. This document describes the existing bridge and the proposed replacement structure. The TEX Rail Project will construct and operate 27.2 miles of commuter rail transit between downtown Fort Worth west of the Texas and Pacific (T&P) Station and the Dallas/Fort Worth International Airport (DFW Airport) at the Terminal A/B Station. It will include nine stations (two stations are existing and will be shared with the Trinity Railway Express (TRE) service in downtown Fort Worth), parking facilities, new and improved yard and shop facilities, rail vehicles, fare collection equipment, communications and train control systems, and ancillary facilities for the distribution of electrical power and stormwater management. This section of light rail is expected to service 10,000 riders daily. Construction on the project is scheduled to begin in 2016.

The TEX Rail Project corridor includes portions of the Fort Worth and Western Railroad, Union Pacific Railroad and Dallas Area Rapid Transit (DART)-owned Cotton Belt railroad. In Grapevine, the TEX Rail Project will pass through the Cotton Belt Railroad Industrial Historic District (Cotton Belt Railroad Historic District), which is listed in the National Register of Historic Places (NRHP). To mitigate adverse effects to historic properties from the TEX Rail Project, a memorandum of agreement (MOA) was executed among the Federal Transit Authority, the Texas State Historic Preservation Officer (SHPO), and the Fort Worth Transportation Authority (T) in September 2014. This design review memo has been prepared in compliance with stipulation IV.D in the MOA that requires the SHPO to review the design of a railroad bridge that will replace a historic plate girder bridge located within the Cotton Belt Railroad Historic District in Grapevine, TX.

Memorandum of Agreement Stipulations

The MOA requires coordination with the Texas SHPO and City of Grapevine on the design of the new bridge. Specifically, the MOA requires that the SHPO must approve the final bridge design. As reflected in the MOA, the original plans for the TEX Rail Project included two bridges on parallel tracks that would replace the existing single bridge. Project modifications have resulted in just one track at this location,

and therefore only one new bridge will be constructed. According to the MOA, the new bridge is required to have an open deck and be located in the general vicinity of, and at the same elevation as (or higher than) the existing bridge. In addition to the SHPO and City's review of the new bridge design, the MOA has stipulations requiring: a level III HAER-like recordation of the bridge prior to its removal, the T's removal of the bridge to a new location or storage site selected by the City of Grapevine, and transferring ownership of the bridge to the City of Grapevine with requirements for SHPO consultation regarding future rehabilitation work. These additional mitigation measures related to the Ira Woods Bridge are in the process of being completed and will also be coordinated with the SHPO.

Existing Railroad Bridge

Historical Significance

The railroad bridge over Ira E. Woods Avenue is a contributing resource to the NRHP-listed Cotton Belt Railroad District. This historic district was listed in the NRHP in 1997 as an intact collection of resources associated with the development of the transportation and agricultural industry in Grapevine, Texas (NRHP Criterion A) and as an intact collection of vernacular resources built by the railroad (NRHP Criterion C). The historic district is also a City of Grapevine historic district. Figure 2 shows the historic district boundaries, which are the same for both the NRHP and local historic district listings. The historic district includes simple metal industrial buildings, a section house, a depot, and the bridge and represents a cohesive collection of rail and industrial related historic resources. The historic district consists of 13 historic resources associated with the St. Louis, Arkansas & Southwestern, later renamed the St. Louis Southwestern (1891-1931), and Southern Pacific (1932-1972) railroad companies that historically purchased, sold or leased property in this area. This railroad line, known as the Cotton Belt line, was built by the St. Louis Arkansas & Texas railroad, which connected Fort Worth with Texarkana via Grapevine beginning in 1888 and soon thereafter was purchased by the St. Louis, Arkansas & Southwestern railroad.

The Cotton Belt Railroad spurred agricultural development and truck farming in the area thereby increasing vehicular traffic near the train depot. To improve traffic flow, the railroad worked with Tarrant County to remove the at-grade crossing on Grapevine Road (known today as Ira E. Woods Avenue). In 1928, the railroad built this structure, along with five other bridges in Tarrant County. The distinctive angled design of the bridge initially led residents to speculate about its stability, but it has remained intact with only replacements to ties and tracks over the years.

This bridge was one of the last improvements to the Cotton Belt line prior to the onset of the Great Depression. Rail service dwindled and in 1932, the St. Louis Southwestern sold the line to the Southern Pacific, which operated it until 1974. The Union Pacific Railroad acquired the Southern Pacific and subsequently sold the Cotton Belt corridor to Dallas Area Rapid Transit (DART) in 1990.

Physical Description

Constructed in 1928, the existing railroad bridge is a single-span, riveted steel, two-girder bridge measuring 70' 9" center-to-center of bearings. The east and west approaches to the bridge are on level grade. The bridge provides an overpass for the Cotton Belt Railroad as it crosses Ira E. Woods Avenue at an angle. The bridge has solid sheet metal railings with rounded end corners. Below is a description of the bridge taken from an inspection report prepared for the bridge in 2012 (URS 2012: 6). A copy of the bridge inspection report is included as an attachment to this memo and provides numerous photographs of the existing condition of the historic bridge (Attachment A).

Structure No. 36 is a single-span, riveted steel two-girder bridge constructed in 1928. The bridge has a length of $\pm 70'-9"$, center-to-center of bearings. The superstructure consists of two riveted steel built-up girders with center-to-center spacing of $16'-6"$, four longitudinal rolled steel stringer beams, and six transverse riveted steel built-up floorbeams. The girder web plates are

7/16 x 6' 6-3/8" deep. The girder top and bottom flanges are back-to-back 8 x 8 x 3/4 angle members x full span length. The top flanges each have a single 3/8 x full span length cover plate, and two 5/8 x partial span length cover plates. The bottom flanges each have a single 1/2 x partial span length cover plate, and two 5/8 x partial span length cover plates.

The superstructure has a lower lateral bracing system (in the horizontal plane) consisting of 3-1/2 x 5 x 3/8 LLH (long leg horizontal) diagonal angle members. The stringers frame into the floorbeams, and have intermediate channel member diaphragms (C12x20.7) at mid-span of each bay.

The bridge deck comprises longitudinal steel rails on transverse timber railroad ties bearing directly on the stringer top flanges, without ballast.

The substructure consists of reinforced concrete cantilever abutments and wingwalls. There are timber railroad tie retaining walls with steel rail soldier piles behind the wingwalls. The abutments are perpendicular to the railway and are skewed to Ira E. Woods Avenue.

The east and west railway approaches are both straight with a level grade.

Proposed New Bridge Design

Proposed Design

On June 30, 2015, the TEX Rail Project completed its Basis of Design Report, which includes 60 percent design information about the project. The following description of the bridge that will replace the historic bridge has been excerpted from that report (Appendix A).

This bridge crosses Ira E. Woods Street with a single open deck 110' welded through plate girder span that replaces the existing open deck through plate girder bridge. The new bridge is an in-line replacement of the existing bridge. The two new abutments are constructed behind the existing abutments utilizing drilled shafts placed outside and clear of the tracks and existing abutments. These drilled shafts can be constructed prior to the track window that is required to construct the abutment beams. Once the abutment beams are constructed, they will be backfilled around and train traffic resumes. After remaining superstructure is assembled on site, a track window will be utilized to remove the fill placed around the new abutments and place the precast backwalls and precast pedestals on the abutment beams. In addition, the embankment between the new abutments and old abutments will be removed to form the berm in front of the abutments. The existing abutments will remain in place and act as the retaining walls in front of the new abutments but require some modifications (cut down) to clear the new through plate girders. Once all of this construction is completed, the new superstructure will be placed and track will be placed back into service.

The abutments are each supported on 4' diameter drilled shafts. The backwalls are precast and connect to the cast in place concrete abutment beam utilizing the embedded plates and welds. The precast end walls and precast pedestals are connected utilizing preformed wells and anchors. The typical section has timber ties placed on the steel stringers between the floorbeams. The timber ties extend on both sides of the track to provide a walkway on both sides of the track. The minimum vertical clearance is approximately 15'-1 3/4" and is measured to the sacrificial beams placed on either side of the bridge which matches the existing vertical clearance of the existing bridge.

Cotton Belt Railroad Historic District Design Guidelines

As a local historic district, the City of Grapevine requires review of proposed changes to properties within the Cotton Belt Railroad Historic District. The City of Grapevine has developed design guidelines

for the historic district that state “New, infill construction should reflect the character of the district during its historic period of significance (1888-1956), and should be designed so that it is compatible with its neighbors in size, massing, scale, setback, façade organization, and roof form. New construction may also draw upon established stylistic elements within the district to create a sympathetic design but one that is clearly of its own era.” New additions are to avoid creating a “conjectural or falsely historic appearance.” A copy of the design guidelines is included as Attachment B. Demolition or new construction within a Grapevine historic district requires a Certificate of Appropriateness (CA) to be approved before a modification can begin.

Compatibility with Cotton Belt Railroad Historic District

TEX Rail has worked to design a bridge that reflects the historic character of the existing bridge, but does not duplicate it. As stipulated in the MOA, the new bridge will have an open deck, be located in the general vicinity of the original bridge and at the same elevation. Overall, it will have similarities with the historic bridge, but will clearly be representative of the current era. The new structure will retain the alignment of the existing bridge, which is a distinctive feature of the bridge. The original riveted through plate girder span design will be replaced with a similar welded through plate girder span. The new bridge will not have the rounded corners at the end of the rails like the original bridge, but will have the familiar solid rails. The footings of the original bridge will be left in place and the new footings located behind them.

The existing bridge is a through plate girder bridge, which refers to the design that allows traffic to pass through the truss without cross bracing above the bridge deck. Railroads commonly used these bridges over short spans in the early twentieth century, but in later years they were frequently replaced by concrete girders. The new design uses the historical style of bridge, the same alignment, similar massing and materials, but will be constructed with modern methods including welded joints. Overall, TEX Rail has worked to achieve a design that retains the key elements of the existing bridge and is compatible with the surrounding historic district.

Conclusions

TEX Rail is seeking concurrence from the City of Grapevine and Texas SHPO regarding the proposed replacement of the railroad bridge that crosses Ira Woods Avenue. This document describes the existing bridge and the proposed replacement structure. For more detailed information about the existing bridge and illustrations of the replacement structure see the inspection report for the existing bridge (Attachment A), and copies of the 60 percent design plans for the replacement bridge (Attachment B). Attachment C includes the Design Guidelines for the City of Grapevine’s Cotton Belt Railroad Historic District, which describe how modifications within the historic district should occur. Upon reviewing this information please respond with your concurrence to the proposed bridge design or provide any questions or comments you may have.

LOCATION MAP



Figure 1. Map showing the Ira Woods Bridge location in Grapevine, Texas (URS 2012 – Appendix A).

Attachment A

Fort Worth Transportation Authority, Bridge Inspection Report 2012, Structure No. 36, Single-Track Steel Girder Bridge Over Ira E. Woods Avenue (Tarrant County, TX), Prepared by URS, 2012.



**FORT WORTH TRANSPORTATION AUTHORITY
TEX RAIL COMMUTER RAIL PROJECT**



2012 BRIDGE INSPECTION REPORT



**STRUCTURE NO. 36
SINGLE-TRACK STEEL GIRDER BRIDGE
OVER IRA E. WOODS AVENUE (TARRANT COUNTY, TX)**

Prepared By



The inspection observations and recommendations presented in this report are based on a hands-on inspection of all accessible components of the existing structure. URS Corporation does not assume responsibility for latent structural defects that may exist but which cannot be detected at this level of inspection.

Signature

Date



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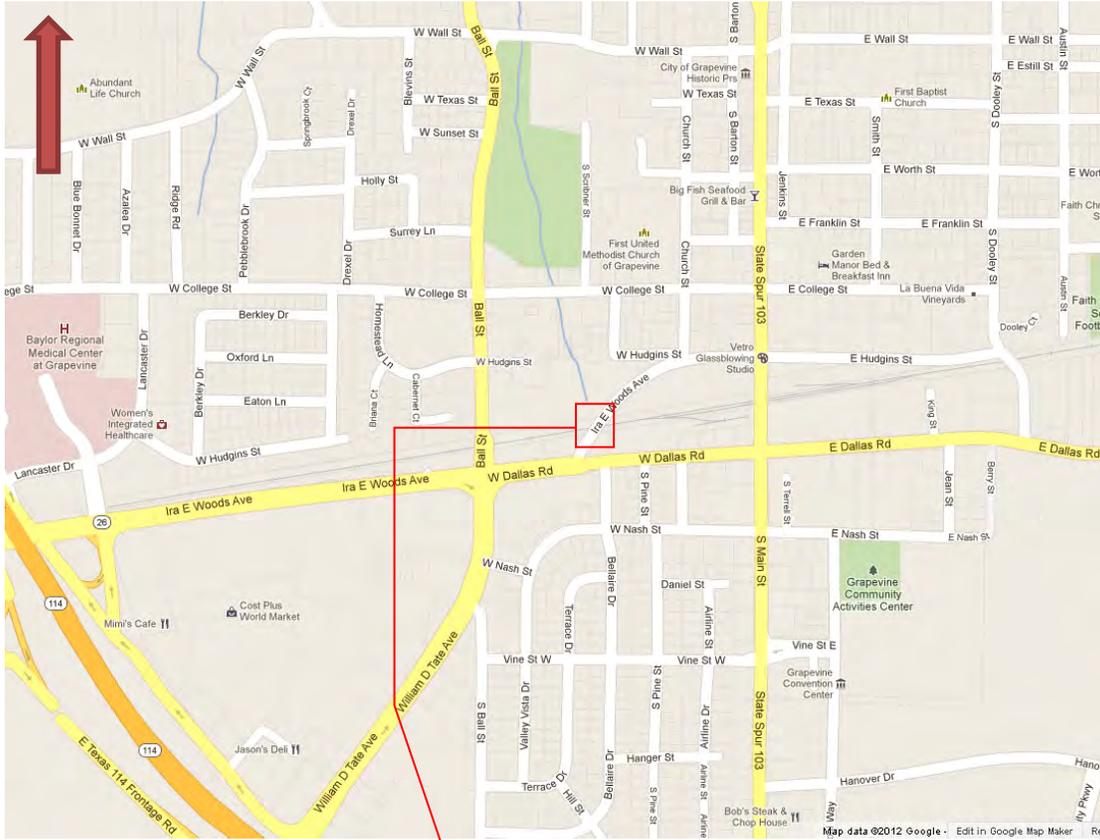
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LOCATION MAP



Bridge Location (32.9331° N, -97.0818° W)

Ira E. Woods Ave.
Bridge

SITE PHOTOGRAPHS



South Elevation



North Elevation



West Approach, Looking East



West Approach, Looking West



REPORT SUMMARY

BRIDGE DESCRIPTION

Structure No. 36 is a single-span, riveted steel two-girder bridge constructed in 1928. The bridge has a length of $\pm 70'-9"$, center-to-center of bearings. The superstructure consists of two riveted steel built-up girders with center-to-center spacing of $16'-6"$, four longitudinal rolled steel stringer beams, and six transverse riveted steel built-up floorbeams. The girder web plates are $7/16 \times 6' 6-3/8"$ deep. The girder top and bottom flanges are back-to-back $8 \times 8 \times 3/4$ angle members \times full span length. The top flanges each have a single $3/8 \times$ full span length cover plate, and two $5/8 \times$ partial span length cover plates. The bottom flanges each have a single $1/2 \times$ partial span length cover plate, and two $5/8 \times$ partial span length cover plates.

The superstructure has a lower lateral bracing system (in the horizontal plane) consisting of $3-1/2 \times 5 \times 3/8$ LLH (long leg horizontal) diagonal angle members. The stringers frame into the floorbeams, and have intermediate channel member diaphragms (C12x20.7) at mid-span of each bay.

The bridge deck comprises longitudinal steel rails on transverse timber railroad ties bearing directly on the stringer top flanges, without ballast.

The substructure consists of reinforced concrete cantilever abutments and wingwalls. There are timber railroad tie retaining walls with steel rail soldier piles behind the wingwalls. The abutments are perpendicular to the railway and are skewed to Ira E. Woods Avenue.

The east and west railway approaches are both straight with a level grade.

CONDITION SUMMARY

Bridge No. 36 was inspected by URS Corporation engineer Thomas W. Feroli, PE on August 16, 2012. The weather at the time of inspection was mostly cloudy with a temperature of $\pm 85^\circ\text{F}$. For reporting purposes the railway is considered to be oriented east-west. The numbering convention for reporting purposes is from the north and west. The following is a summary of the bridge inspection findings:

1. The superstructure is in satisfactory condition. Steel components typically have light/moderate surface corrosion, paint failure/flaking, and no measurable section loss.
2. The outer edge of the bottom flange of the south girder has impact damage near midspan (See Photo 1). There is an upward permanent deformation of $\pm 1-1/2"$ to $2"$ along an $\pm 18"$ length. Rivets in the vicinity of impact have been replaced by bolts which are in good condition.
3. In the same bridge section as the impact damage described above, there is evidence of impact that extends across the full width of the bridge, to the inside bottom flange of the north girder. The severity of damage decreases to the north. The midspan bay lateral bracing angle members have moderate impact damage (See Photo 2). Permanent impact distortions of the interior steel lateral bracing members and connection plates are typically smooth and moderate, and have no fractures or broken rivets. The inside edge of the north girder bottom flange has minimal damage (See Photo 3).



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4. The west abutment bearings are steel plate, nested rocker assemblies and are in fair condition (See Photo 4). All components have moderate surface corrosion. The rocker bars have moderate/heavy surface corrosion and are likely frozen. Both bearing assemblies have translated beyond their maximum range of movement in the direction of the backwall. The excessive movement is evident by bent anchor bolt shafts which butt against the ends of the slotted holes of the sole plates. The shafts are deflected $\pm 1\text{-}1/2$ " horizontally x $6\text{-}1/2$ " height, and lean towards the backwall (See Photo 5). The north bearing sole plate and the west end of the north girder are in contact with the backwall (See Photo 6).
5. The west abutment is in satisfactory/fair condition. The pedestal concrete has a hairline-to- $1/32$ " wide x full height vertical crack near the centerline with edge spalls to $1/16$ " wide (See Photo 7). The crack extends across the top face. The pedestal is an encasement repair and is in satisfactory condition. The concrete backwall has several hairline-to- $1/32$ " wide x full-height vertical cracks; some have up to $1/4$ " wide edge spalling (See Photo 8).
6. The southwest concrete wingwall has a full-height fracture near mid-length (See Photo 9). The portion of the wingwall near the backwall is intact; the end portion is detached from the main body and is displaced outward by ± 2 " to 3".
7. The east abutment is in satisfactory/fair condition. The abutment stem has several full and partial height cracks, hairline-to- $1/32$ " wide, with intermittent light efflorescence. The bearing seat/pedestal is a concrete encasement repair and is in fair condition. The north side of the abutment has a 3' long x 8" wide band of delamination on the top face against the backwall, extending from the masonry plate. Beneath this delamination and on the north face of the bearing seat is a full-height $\pm 1/4$ " to $3/8$ " wide vertical fracture (See Photo 10). The south end of the abutment bearing seat is in similar condition to the north end. The full height of the south face and the back of the top face behind the masonry plate are fractured and delaminated (See Photo 11). The steel masonry plate of each bearing has not been undermined. Beneath the entire width of the pedestal repair is a construction joint open to ± 1 " (See Photo 12). The backwall has a 6' long x $1/32$ " to $1/16$ " wide vertical crack, near the north bearing (See Photo 13).
8. The fixed steel-plate bearing assemblies at the east abutment are in satisfactory condition.
9. The northeast wingwall is similar in condition to the southwest wingwall. The portion of the wingwall near the backwall is intact; the end portion is detached from the main body and is displaced outward by $\pm 1\text{-}1/2$ " (See Photo 14).
10. The soldier piles at the northeast timber retaining wall are partially failing and leaning outward (See Photo 15).
11. The transverse timber railroad ties on the deck are in satisfactory condition. There is moderate wear with random minor checks and splits. The longitudinal guard timbers are in satisfactory condition with moderate general wear (See Photo 16).



LOAD RATING SUMMARY

Load Factor methodology was used to calculate the live load ratings for the built-up girders per the 2007 AREMA *Manual for Railway Engineering*. Ratings were calculated for the AREMA Cooper E-80 vehicle. The load rating calculations are attached in the appendix of this report.

Load ratings are governed by shear and flexural bending in the floorbeams. Results for 'Normal' and 'Maximum' values as defined by AREMA are summarized in the table below:

Load Ratings Summary AREMA Vehicle Cooper E-80		
Component	Normal Rating Factor	Maximum Rating Factor
Girder	0.97	1.27
Floorbeam	0.59	0.88
Stringer	0.82	1.16



CONDITION RATING RECORD

Items were evaluated for condition ratings per AREMA, which include components of the deck, superstructure, substructure, and channel with channel protection (generally not in the scope of this inspection). Components are rated with the following descriptive condition codes:

DECK, SUPERSTRUCTURE, AND SUBSTRUCTURE CONDITION CODES

Code	Description
N	NOT APPLICABLE
9	EXCELLENT CONDITION
8	VERY GOOD CONDITION: No problems noted.
7	GOOD CONDITION: Some minor problems.
6	SATISFACTORY CONDITION: Structural elements show some minor deterioration.
5	FAIR CONDITION: All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
4	POOR CONDITION: Advanced section loss, deterioration, spalling, cracking, or scour.
3	SERIOUS CONDITION: Loss of section, deterioration, spalling, cracking, or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	CRITICAL CONDITION: Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present, or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	"IMMINENT" FAILURE CONDITION: Major deterioration or section loss present in critical structural components, or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put back in light service.
0	FAILED CONDITION: Out of service – beyond corrective action.



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CHANNEL / CHANNEL PROTECTION CONDITION CODES

Code	Description
N	Not applicable. Use when bridge is not over a waterway (channel).
9	There are no noticeable or noteworthy deficiencies which affect the condition of the channel.
8	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.
7	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift.
6	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.
5	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.
4	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel.
3	Bank protection has failed. River control devices destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway.
2	The channel has changed to the extent the bridge is near a state of collapse.
1	Bridge closed because of channel failure. Corrective action may put back in light service.
0	Bridge closed because of channel failure. Replacement necessary.



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CONDITION RATING SUMMARY

DECK COMPONENTS

Code	Component	Remarks
N	1. Deck	(See Superstructure)
6	2. Rails	Satisfactory condition. Minor wear noted.
6	3. Timber Ties	Satisfactory condition. Moderate wear noted.
6	4. Guard Timbers	Satisfactory condition. Moderate wear noted.
N	5. Ballast	N/A
N	6. Sidewalks	N/A
N	7. Bridge Railings	N/A
N	8. Drains	N/A
N	9. Lighting	N/A
N	10. Utilities	N/A
N	11. Deck Joints	Rails are continuous across the transitions.
N	Overall Condition Rating	



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SUPERSTRUCTURE COMPONENTS

Code	Component	Remarks
6	1. Girders/Beams	<p>The superstructure is in satisfactory condition. Steel components typically have light/moderate surface corrosion, paint failure/flaking, and no measurable section loss.</p> <p>The outer edge of the bottom flange of the south girder has impact damage near midspan. There is an upward permanent deformation of $\pm 1\text{-}1/2\text{'}$ to 2' along an $\pm 18\text{'}$ length. Rivets in the vicinity of impact have been replaced by bolts which are in good condition.</p> <p>In the same bridge section as the impact damage described above, there is evidence of impact that extends across the full width of the bridge, to the inside bottom flange of the north girder. The severity of damage decreases to the north. The midspan bay lateral bracing angle members have moderate impact damage. Permanent impact distortions of the interior steel lateral bracing members and connection plates are typically smooth and moderate, and have no fractures or broken rivets. The inside edge of the north girder bottom flange has minimal damage.</p>
6	2. Diaphragms	The diaphragm channel members generally show some minor surface corrosion with no notable section loss.
N	3. Crossframes	N/A
6	4. Floorbeams	The built-up floorbeams generally show some minor surface corrosion with no notable section loss.
5	5. Bearing Devices	<p>The west abutment bearings are steel plate, nested rocker assemblies and are in fair condition. All components have moderate surface corrosion. The rocker bars have moderate/heavy surface corrosion and are likely frozen. Both bearing assemblies have translated beyond their maximum range of movement in the direction of the backwall. The excessive movement is evident by bent anchor bolt shafts which butt against the ends of the slotted holes of the sole plates. The shafts are deflected $\pm 1\text{-}1/2\text{'}$ horizontally x $6\text{-}1/2\text{'}$ height, and lean towards the backwall. The north bearing sole plate and the west end of the north girder are in contact with the backwall.</p> <p>The east abutment bearings are fixed steel-plate assemblies and are in satisfactory condition.</p>
5	6. Lateral Bracing	The lateral bracing components are typically in satisfactory condition. The midspan bay angle members have moderate



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		impact damage but are intact. The damaged members and connection plates have some moderate deformation that is smooth, with no fractures or broken rivets. In the same bridge section as the impact damage described above, there is evidence of impact that extends across the full width of the bridge, to the inside bottom flange of the north girder, where damage is minimal.
4	7. Paint	There is paint coverage breakdown throughout the superstructure.
5	Overall Condition Rating	



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SUBSTRUCTURE COMPONENTS

Code	Component	Remarks
5	1. Abutments	<p><u>West Abutment:</u> The west abutment is in satisfactory/fair condition. The pedestal concrete has a hairline-to-1/32" wide x full height vertical crack near the centerline with edge spalls to 1/16" wide. The crack extends across the top face. The pedestal is an encasement repair and is in in satisfactory condition. The concrete backwall has several hairline-to-1/32" wide x full-height vertical cracks; some have up to 1/4" wide edge spalling.</p> <p><u>East Abutment:</u> The east abutment is in satisfactory/fair condition. The abutment stem has several full and partial height cracks, hairline-to-1/32" wide, with intermittent light efflorescence. The bearing seat/pedestal is a concrete encasement repair and is in fair condition. The north side of the abutment has a 3' long x 8" wide band of delamination on the top face against the backwall, extending from the masonry plate. Beneath this delamination and on the north face of the bearing seat is a full-height ±1/4" to 3/8" wide vertical fracture. The south end of the abutment bearing seat is in similar condition to the north end. The full height of the south face and the back of the top face behind the masonry plate are fractured and delaminated. The steel masonry plate of each bearing has not been undermined. Beneath the entire width of the pedestal repair is a construction joint open to ±1". The backwall has a 6' long x 1/32" to 1/16" wide vertical crack, near the north bearing.</p>
4	2. Wingwalls	<p>The southwest concrete wingwall has a full-height fracture near mid-length. The portion of the wingwall near the backwall is intact; the end portion is detached from the main body and is displaced outward by ±2" to 3".</p> <p>The northeast wingwall is similar in condition to the southwest wingwall. The portion of the wingwall near the backwall is intact; the end portion is detached from the main body and is displaced outward by ±1-1/2".</p>
N	3. Piers	N/A
N	4. Fenders	N/A
N	5. Piles	N/A
N	6. Footings	N/A (Not visible for inspection)



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5	Overall Condition Rating
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CHANNEL / CHANNEL PROTECTION COMPONENTS

Code	Component	Remarks
N	1. Channel	N/A
N	2. Slope Protection	N/A
N	Overall Condition Rating	

INSPECTION PHOTOGRAPHS



Photo 1: Impact Damage to Bottom Flange Cover Plates; South Girder



Photo 2: Impact Damage to Midspan Bay Lateral Bracing Angles



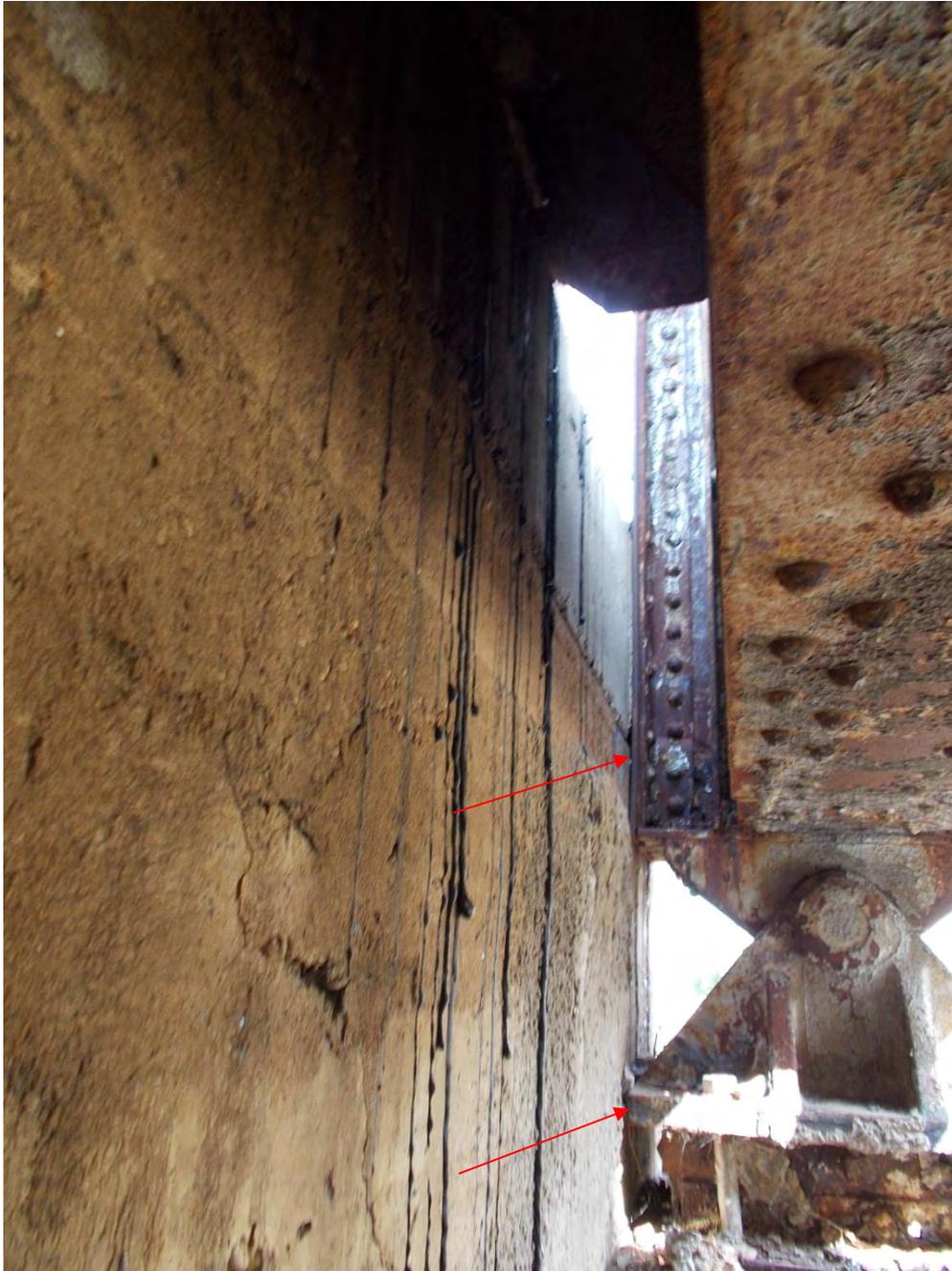
Photo 3: Impact Damage to Bottom Flange Cover Plates; North Girder



Photo 4: North Steel Plate Nested Rocker Expansion Bearing at West Abutment



**Photo 5: Top Plates (Sole Plates) have exceeded their Limit of Travel;
North Bearing at West Abutment (Note Bent Bolt Shafts)**



**Photo 6: Sole Plate and Girder End in Contact with Backwall;
North Beating, West Abutment**



**Photo 7: Open Crack in Bearing Pedestal with 1/16" Edge Spalls;
West Abutment, Near the Centerline**



**Photo 8: Full-Height Vertical Open Crack in the West Abutment Backwall
(Note $\pm 1/4$ " Edge Spalling)**

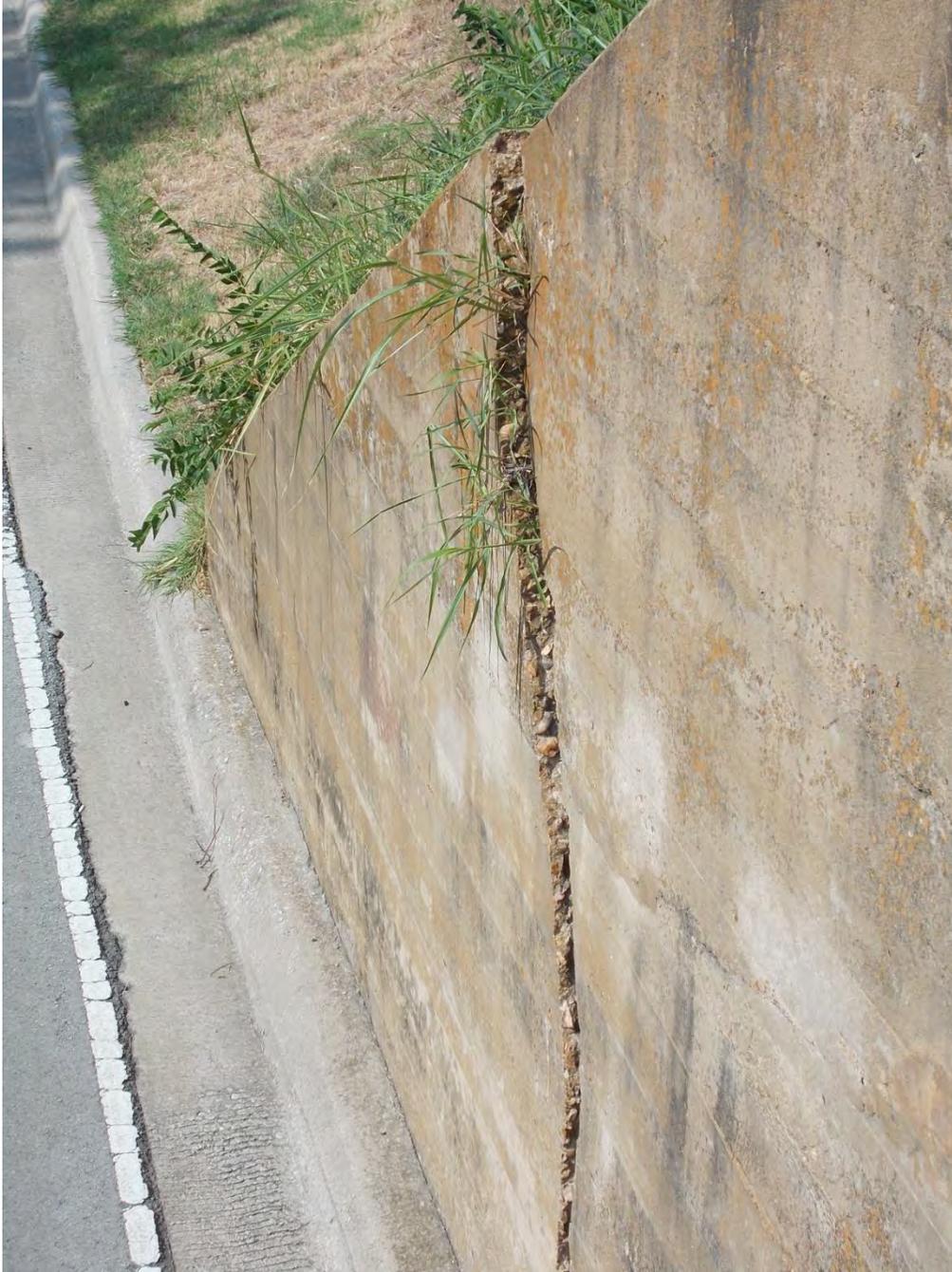


Photo 9: Full-Height Fracture in the Southwest Wingwall, Near Mid-Length



Photo 10: Full-Height Vertical Fracture in North Face of Bearing Pedestal; East Abutment

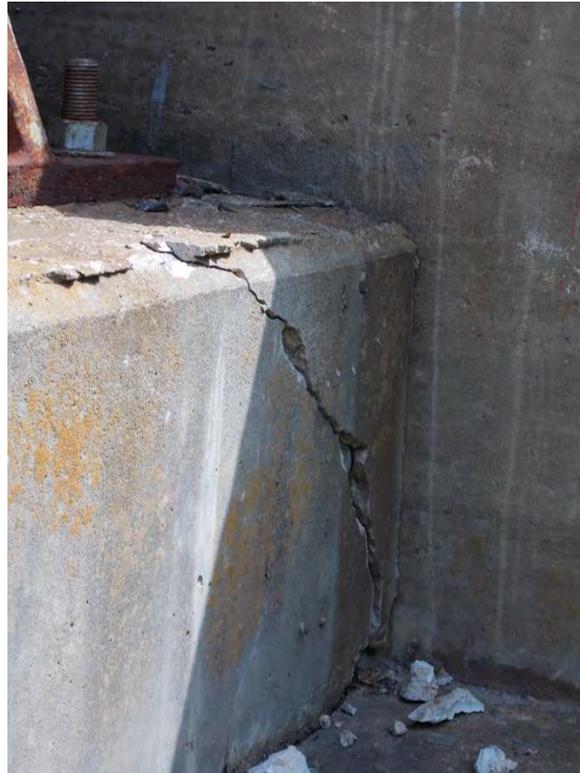


Photo 11: Full-Height Vertical Fracture in South Face of Bearing Pedestal; East Abutment



Photo 12: Open Full-Width Construction Joint beneath Bearing Pedestal; East Abutment



Photo 13: Open Vertical Crack in the East Abutment Backwall (Near the North Bearing)



Photo 14: Full-Height Fracture, and Displacement of Northeast Wingwall Section



Photo 15: Partially Failing Northeast Timber Retaining Wall



Photo 16: Typical Satisfactory Deck Condition (Note Guard Timbers and Timber Ties)



REPAIR RECOMMENDATIONS

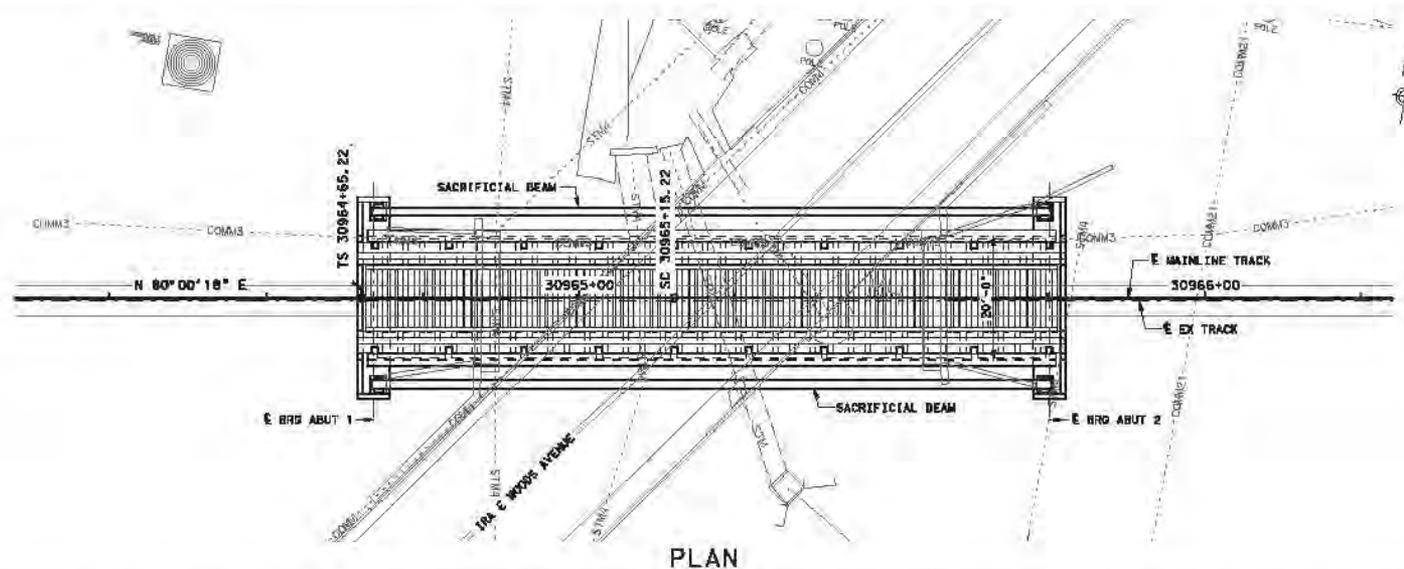
- Design and installation of retrofit plating for the superstructure as required to increase the deficient component load rating factors.
- Paint system breakdown requires that all steel superstructure components to be cleaned and repainted. Removal of all existing lead paint to be contained.
- Superstructure to be jacked at the west abutment; replacement of frozen bearings; repositioning of superstructure required, which is currently in contact with the west abutment backwall.
- Replacement of fractured and failing concrete wingwalls required.
- Replacement of failing timber retaining walls required (for railway ballast).
- Fractured east abutment bearing seat jacket retrofit to be repaired.
- Seal open cracks in abutment stems and backwalls.

SUMMARY RECOMMENDATION

Based on the inadequate load rating factors (<1.0) and the substructure/superstructure repairs required, it would not be cost effective to rehabilitate this structure for use in the new project. We recommend that Structure No. 36 be replaced.

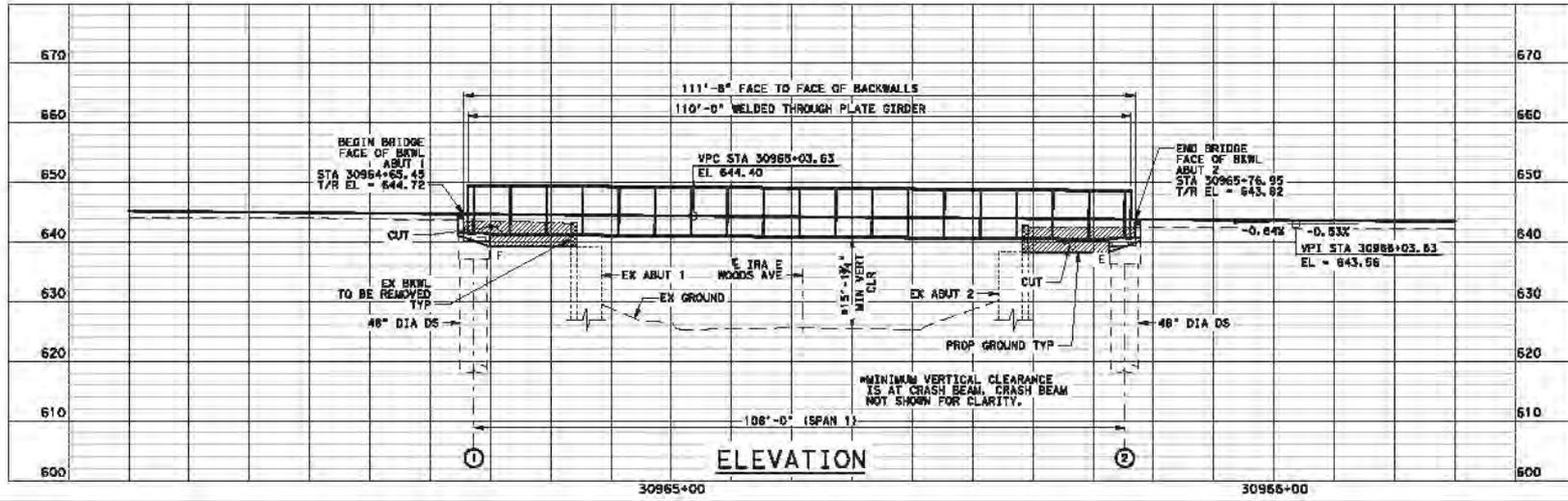
Attachment B

60 Percent Design Plans for the railroad bridge of Ira E. Woods Avenue



- PLAN NOTES:**
- DESIGN IN ACCORDANCE WITH CURRENT AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF-WAY ASSOCIATION (AREMA) MANUAL FOR RAILWAY ENGINEERING AND TEX RAIL COMPUTER RAIL PROJECT DESIGN CRITERIA MANUAL ISSUED BY FORT WORTH TRANSPORTATION AUTHORITY IN APRIL 2014.
 - SPAN LENGTH AND STATION ARE BASED ON TRACK ALIGNMENT IN CHORD DEFINITION. VERTICAL PROFILE IS SHOWN ALONG THE CENTERLINE OF THE TEX RAIL TRACK AND TOP OF LOW RAIL IS THE TRACK PROFILE GRADE LINE (PGL) AND TOP OF RAIL (T/R). UNO. FOR ALIGNMENT CURVE DATA AND VERTICAL PROFILE, SEE TRACK ALIGNMENT DRAWINGS.
 - MAINLINE TRACK DESIGN SPEED: 50 MPH
 - DESIGN LIVE LOAD IS: COOPER E80
 - FOR LOCATION OF BORING LOGS AND OTHER SOIL PARAMETERS, SEE GEOTECHNICAL REPORT.
 - FOR UNDERGROUND UTILITIES, SEE UTILITY DRAWINGS.
 - VERTICAL CLEARANCE SHOWN ARE DESIGN CLEARANCE. FOR CLEARANCE SIGN DETAILS, SEE XXX

PLAN



ELEVATION

REV	DATE	DESCRIPTION	BY	ENG	CHK	APP

50% INTERIM REVIEW ONLY
THIS DRAWING IS PROVIDED FOR THE PURPOSE OF INFORMATION ONLY. THE RESPONSIBILITY OF THE DESIGNER REMAINS WITH THE DESIGNER. NO PART OF THIS DRAWING IS TO BE USED FOR CONSTRUCTION OF ANY PROJECT.

PARSONS **TranSystems**

the **FTW**

FORT WORTH TRANSPORTATION AUTHORITY

TEX RAIL PROJECT
LINE SEGMENT 3
IRA E WOODS AVENUE BRIDGE - TRACK 1 BRIDGE LAYOUT & PROFILE

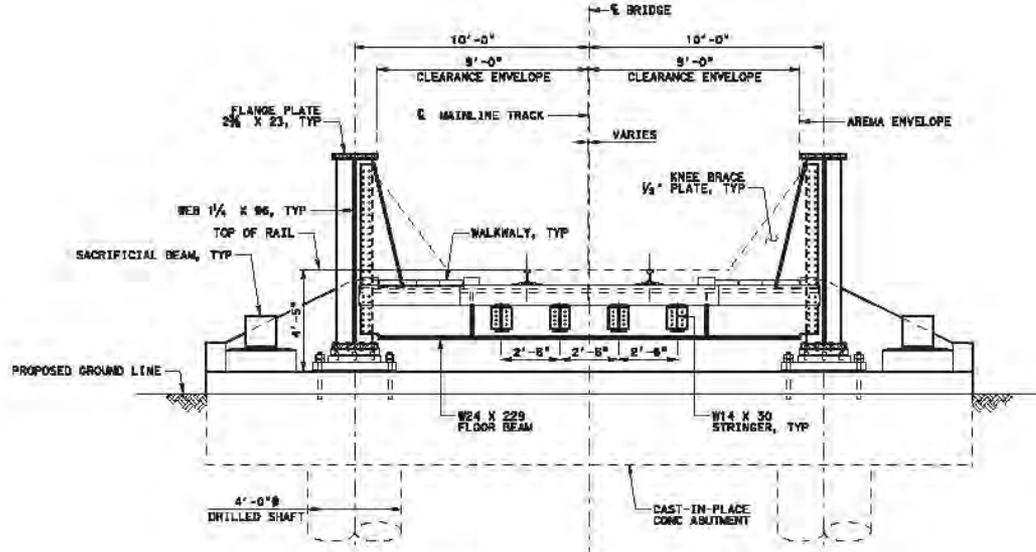
SHEET No. 38F30C3B DWG No. 46F30C3B

10/20/17

8/12/17

PROJECT: FORT WORTH TRANSPORTATION AUTHORITY, TEXAS, USA. DRAWING: 38F30C3B - TRACK 1 BRIDGE LAYOUT & PROFILE. DATE: 10/20/17. SCALE: AS SHOWN.

PROJECT: FORT WORTH TRANSPORTATION AUTHORITY, TEXAS, USA. DRAWING: 38F30C3B - TRACK 1 BRIDGE LAYOUT & PROFILE. DATE: 10/20/17. SCALE: AS SHOWN.



TYPICAL SECTION - AT ABUTMENT
SCALE: 3/4" = 1'-0"

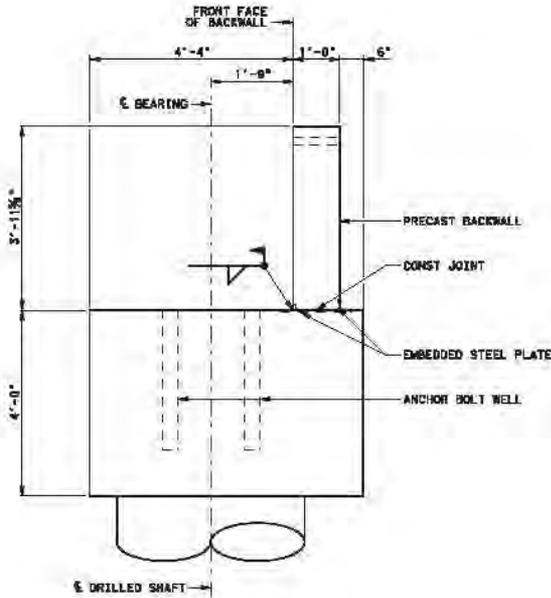
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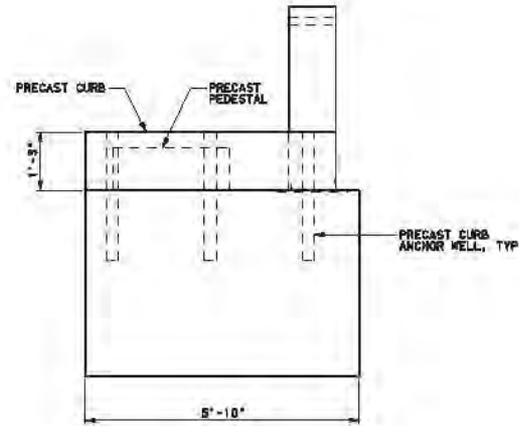


DATE	6/20/03
BY CHANGE	K. REED
DESIGNED	J. VOLPE
CHECKED	J. VOLPE
APPROVED	K. REED
SCALE	AS SHOWN

TEX RAIL PROJECT	
LINE SEGMENT	
DRAWING TITLE 1	
TYPICAL SECTION	
SHEET No.	DWG No.
2533	09F38824



SECTION A
 SCALE: 3/4" = 1'-0"
 FOR LOCATION OF SECTION A, SEE #BF3F29#



VIEW B
 SCALE: 3/4" = 1'-0"
 FOR LOCATION OF VIEW B, SEE #BF3F29#

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 UNDER THE AUTHORITY OF
 JAMES PATRICK, JR., MAYOR
 OF DATE: 11/03/14
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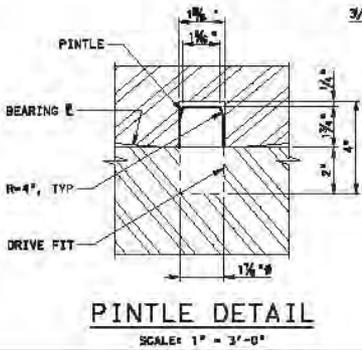
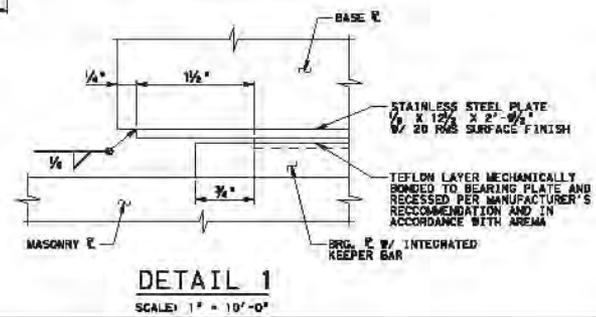
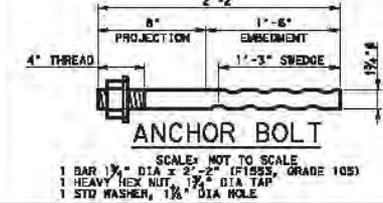
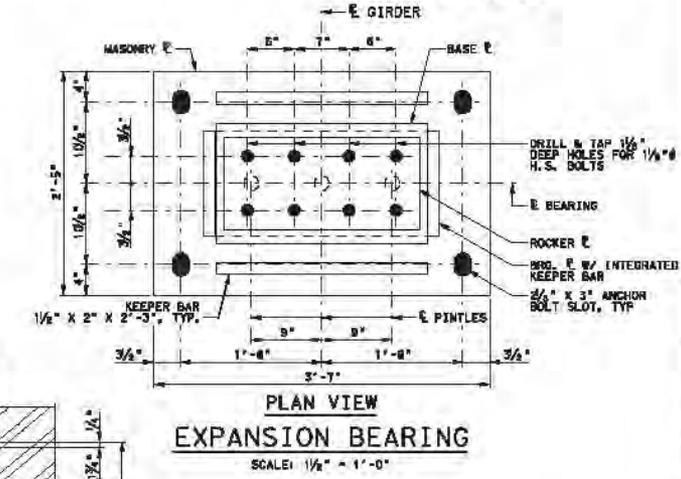
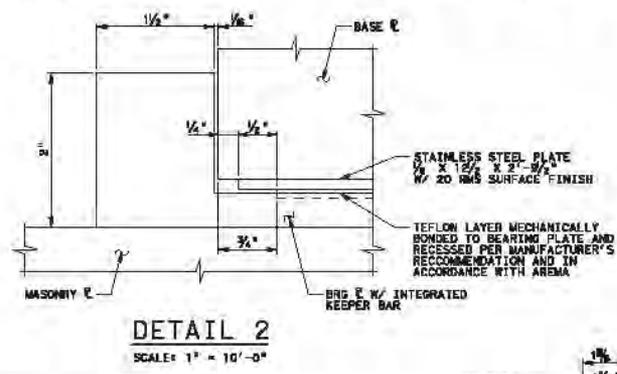
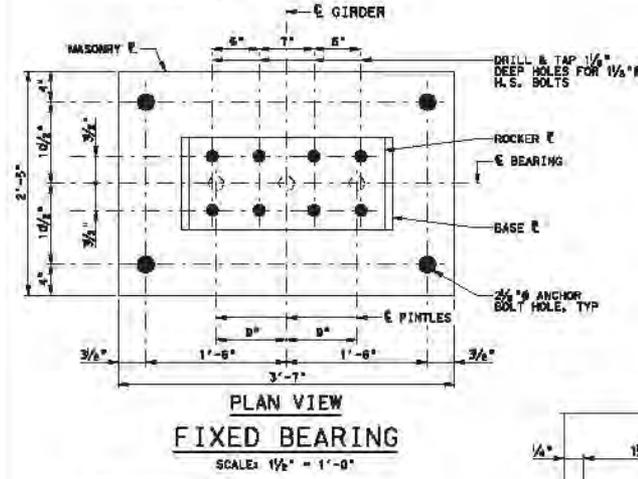
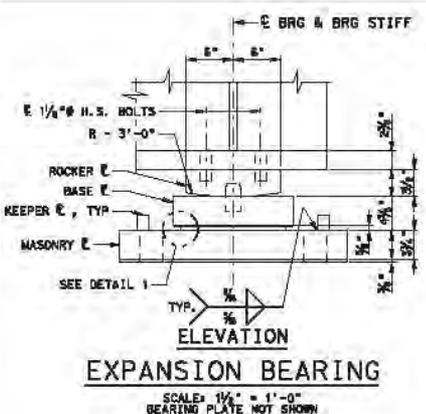
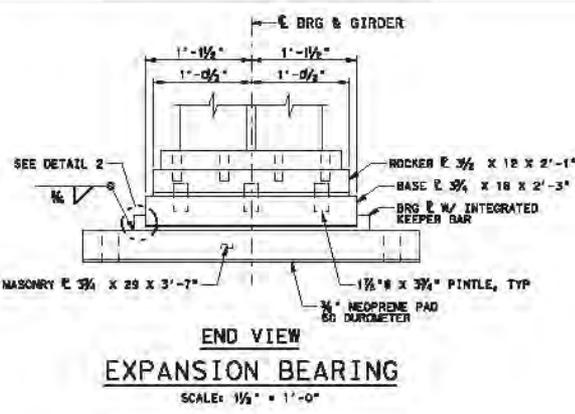
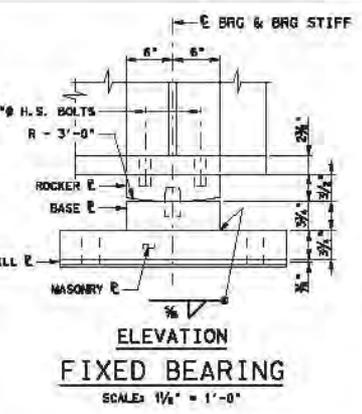
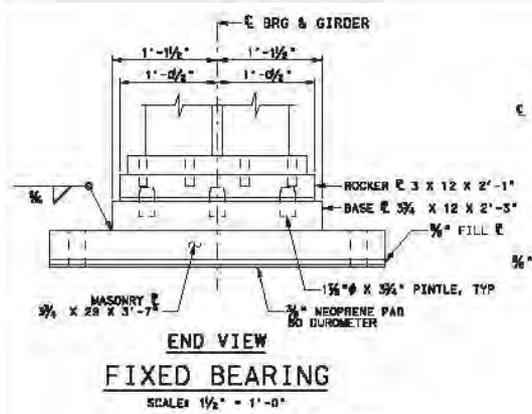
DATE	11/03/14
BY	W. DEWITT
CHKD	C. HANFORD
DESIGNED	J. H. JONES
DRAWN	T. STEVENS
SCALE	AS SHOWN

TEX RAIL PROJECT	
LINE SEGMENT 3	
IRA E WOODS AVENUE BRIDGE - TRACK 1	
ABUTMENT 1 - SECTIONS & DETAILS	
SHEET No.	DWG No.
2538	#BF3F14B

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PARSONS **TranSystems**

the **STAR**

**FORT WORTH
TRANSPORTATION AUTHORITY**

TEX RAIL PROJECT
LINE SEGMENT 3
IRA E WOODS AVENUE BRIDGE - TRACK 1
BEARING DETAILS

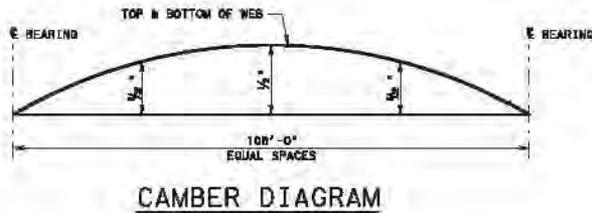
DATE	12/20/08
BY	J. H. JONES
CHECKED	J. H. JONES
DESIGNED	J. H. JONES
APPROVED	C. H. HARRIS
DATE	11/09/11
DATE	6/20/20

SHEET No.	08F3ECC3	DWG No.	08F3ECC3	REV	
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K100877

S10003

PROJECT: TEXAS HIGHWAY DEPARTMENT, RICHARDSON, TEXAS. DATE: 01/15/2010. TIME: 10:00 AM. DRAWING NO: 065380C



TPG STEEL NOTES:

GENERAL: ALL MATERIALS, FABRICATION, AND ERECTION SHALL BE IN ACCORDANCE WITH CHAPTER 15 OF THE CURRENT AREMA MANUAL FOR RAILWAY ENGINEERING.

DEAD LOAD: (ASSUMED)

BALL	200
BALLAST (INCL. TIE)	3900
DECK	410
STEEL	4850
TOTAL	7250 LBS. PER LIN. FT. OF TRACK

DESIGN LOADING: COOPER E80 AND ALTERNATE LIVE LOAD WITH DIESEL IMPACT FOR BALLAST DECK.

MATERIAL: STRUCTURAL STEEL FABRICATORS SHALL BE CERTIFIED UNDER THE AISC QUALITY CERTIFICATION PROGRAM, "MAJOR STEEL BRIDGES", OR ANOTHER SUITABLE PROGRAM AS DETERMINED BY THE ENGINEER.

ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50W AND NOT BE PAINTED, UNLESS NOTED OTHERWISE.

ALL STRUCTURAL STEEL DENOTED IN THE PLANS AS FCW ARE FRACTURE CRITICAL MEMBERS AND SHALL MEET THE IMPACT TEST REQUIREMENTS AS SET FORTH IN THE FRACTURE CONTROL PLAN OF THE AREMA MANUAL AT A MINIMUM SERVICE TEMPERATURE OF -30° F. FRACTURE CRITICAL MEMBERS SHALL BE CHARPY V-NOTCH (CVN) TESTED, ACCORDING TO AREMA TABLE 15-1-14, ZONE 2, P FREQUENCY IN ACCORDANCE WITH ASTM A673.

ALL STRUCTURAL STEEL DENOTED IN THE PLANS AS ITR SHALL CONFORM TO ASTM A709, GRADE 50W2 & SHALL MEET IMPACT TEST REQUIREMENTS FOR HIGH STRENGTH STRUCTURAL STEEL IN ACCORDANCE WITH AREMA TABLE 15-1-2, ZONE 2, H FREQUENCY IN ACCORDANCE WITH ASTM A673. COMPRESSION FLANGES, FLOOR BEAMS, INTERIOR STIFFENERS, KNEE BRACES, FLOOR PLATES AND CONNECTION ANGLES SHALL BE MEET IMPACT TEST REQUIREMENTS.

SHOP NOTES: BEARING PLATES ARE TO BE FLAT AND LEVEL AFTER WELDING.

OPEN HOLES SHALL BE 1/8" DIA., UNLESS NOTED OTHERWISE.

ALL FASTENERS SHALL BE 3/4" DIA. U.S. BOLTS (ASTM A325, TYPE 5) BOLTS SHALL BE HEAVY HEX. STRUCTURAL TYPE WITH ASTM A563, GRADE C5 HEAVY HEX NUT AND ASTM F436 HARDENED WEATHERING STEEL WASHER UNDER THE TURNED ELEMENT. HIGH STRENGTH BOLTS SHALL BE TIGHTENED BY THE "TURN-OF-NUT" TO OBTAIN PROPER BOLT TENSION.

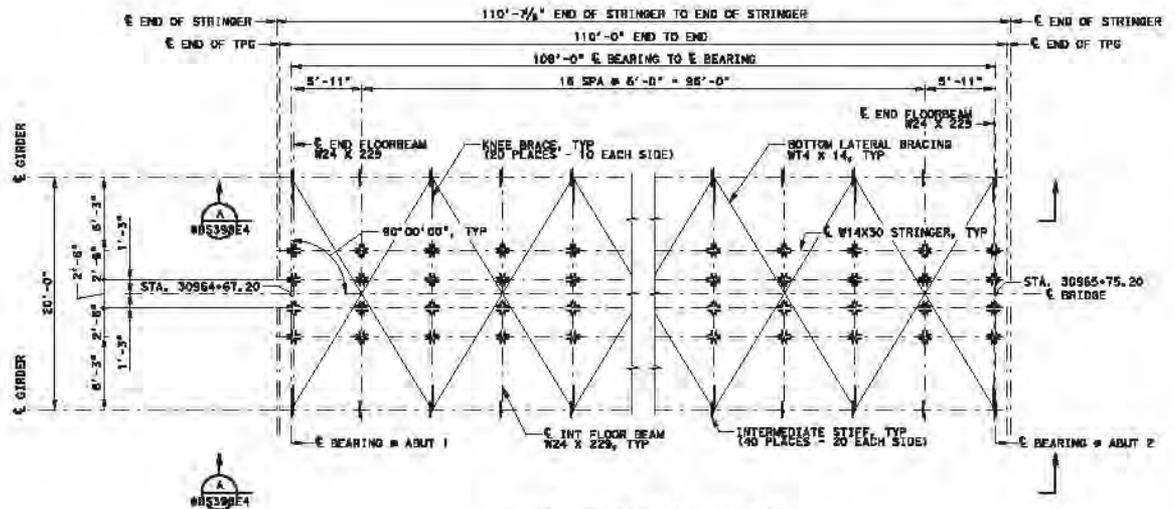
WELDING SHALL CONFORM TO CURRENT A.W.S. STRUCTURAL WELDING CODE D1.5. ALL WELD METAL MUST BE EQUIVALENT TO THE BASE METAL IN STRENGTH, CORROSION RESISTANCE, AND WEATHERED APPEARANCE.

ALL EXPOSED SURFACES OF STRUCTURAL STEEL SHALL BE CLEANED PER STEEL STRUCTURES PAINTING COUNCIL SPECIFICATION SSPC-SP6. THE TOP SURFACE OF THE BEAMS SHALL BE ADJUSTED TO FORM A STRAIGHT LINE AT ANY TRANSVERSE SECTION THROUGHOUT THE SPAN, TOLERANCE IS PLUS OR MINUS 1/8".

SPAN SHALL BE FULLY SHOP ASSEMBLED TO ASSURE ACCURATE FIT. DISASSEMBLE AS REQUIRED FOR SHIPPING.

ESTIMATED WEIGHT OF STRUCTURAL STEEL = 244.2 TONS

ESTIMATED LIFTING WEIGHT OF ONE GIRDER = 20.2 TONS



MOMENT & SHEAR TABLE FOR STEEL THRU PLATE GIRDERS

DESCRIPTION	MOMENT	SHEAR
DEAD LOAD	2347 ^{ft-k}	95.3 ^k
LIVE LOAD	7450 ^{ft-k}	319.3 ^k
IMPACT	2138 ^{ft-k}	91.5 ^k
TOTAL	11935 ^{ft-k}	497.8 ^k
SECTION	SEE TPG ELEVATION	
STEEL	ASTM A709, GR. 50W	
NET I	35652 IIT	
NET S	7078 IIT	
FSI	22.4 ksi	
GROSS I	356532 IIT	
GROSS S	7078 IIT	
FSC	26.2 ksi	

I - MOMENT OF INERTIA OF THE SECTION
S - SECTION MODULUS
FS - MAX. UNFACTORED STRESS IN THE SECTION DUE TO D.L. + L.L. + IMPACT

MOMENT & SHEAR TABLE FOR STEEL FLOORBEAMS

DESCRIPTION	MOMENT	SHEAR
DEAD LOAD	20.6 ^{ft-k}	3.8 ^k
LIVE LOAD	437.5 ^{ft-k}	48.3 ^k
IMPACT	174.7 ^{ft-k}	25.3 ^k
TOTAL	632.8 ^{ft-k}	85.2 ^k
SECTION	W24X229	
STEEL	ASTM A709, GR. 50W	
NET I	7123 IIT	
NET S	675.1 IIT	
FS	14.1 ksi	

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PORT WORTH TRANSPORTATION AUTHORITY

NO.:	12-2008
ISSUED:	8-18-09
REVISIONS:	J. H. HARRIS
APPROVED:	C. HARRIS
BY:	H. HARRIS
DATE:	8/18/09

TEX RAIL PROJECT
LINE SEGMENT 3
IRA E WOODS AVENUE BRIDGE - TRACK 1
FRAMING PLAN

SHEET No.	2540	DWG No.	065380C	REV	
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Attachment C

City of Grapevine Design Guidelines for the Cotton Belt Railroad Historic District

2.3 Cotton Belt Railroad Historic District



Although included in these *Guidelines for Historic Commercial and Residential Properties* for general information and reference, the Cotton Belt Railroad Historic District has specific design guidelines that apply to all buildings, structures and sites within this district. A copy of the *Design Guidelines for the Cotton Belt Railroad Historic District* are available from staff at the Historic Preservation Commission in Development Services, City of Grapevine.

2.3.1 A BRIEF HISTORY OF THE COTTON BELT RAILROAD HISTORIC DISTRICT

Grapevine's Cotton Belt Railroad Historic District (also known as the 'Industrial' District) encompasses a cohesive collection of late 19th and 20th century buildings occupying the historic transportation focus of Grapevine, and illustrates the community's evolution as a transportation hub for an agrarian economy based on the development of agricultural processing industries.

Grapevine's first rail service was the St. Louis, Arkansas & Texas (SLA&T) line; Grapevine was a stop on their 'Cotton Belt' line connecting

Waco and Fort Worth in 1888, with service to Grapevine the following year.

The phenomenal impact of rail service on the township and the development of a cash crop economy ended the town's relative isolation, and Grapevine became the shipping point for crops and produce from hundreds of surrounding farms and a number of small rural communities in the late 19th and early 20th centuries. A number of industrial and commercial facilities were built in conjunction with cotton cultivation and processing including 3 cotton gins, a rail depot that served passenger and freight, the Farmers and Merchants Milling Company Flour Mill, and numerous small warehouses and machine shops south of the rail line.

During the first two decades of the 20th century, the Cotton Belt line experienced a steady increase in both its freight and passenger traffic. The coincident growth of the local truck farming industry continued to steadily increase in response to the availability of rail shipping. In 1927 the Cotton Belt line announced its plans to establish a "shipping and packing shed for the truck growers" participating in the region's burgeoning industry.

This expansion of Grapevine's truck farming industry increased vehicular traffic in the vicinity of the depot. In response, the Cotton Belt line in cooperation with Tarrant County, undertook construction of an underpass to "eliminate a bad grade crossing on the Grapevine Road about 400 yards west of the depot" in 1928, known "Cotton Belt Underpass" or the "Grapevine Pass."

The effects of the Great Depression, coupled with increased competition from automobiles and trucks, precipitated a dramatic decline in passenger and freight traffic, prompting the Cotton Belt line to gradually withdraw from the Grapevine market. In 1930 the line discontinued regular passenger service to Fort Worth, running only one mixed (passenger and freight) train in either direction each day. In 1932 it sold the line to the Southern Pacific system, although it continued to operate under the name of the Cotton Belt Route as a subsidiary of the larger carrier.



COTTON BELT TRACKS

Heeding calls for agricultural diversification, local farmers created a well-developed poultry industry by 1930. There were several businesses that catered to this industry, including several in the vicinity of the railroad tracks. The local poultry industry continued to expand during the post war period, with over 125 poultry farms in operation within a 50-mile radius of the mill within five years.

The Merchants Milling Company (now B&D Mills) undertook a series of expansions to the farmers and poultry business that facilitated delivery of agricultural feeds in bulk quantities. Beginning with four steel bulk warehouses added to the complex in 1946, this innovative

effort culminated in conversion to an electronic weighing process in 1956 that received national publicity. This campaign added a manufacturing tower and an office building adjacent to the east warehouse. The feed store was expanded to service the retail trade in 1956. The last major additions to the facility were made between 1968-69 when 12 soft stock ingredient bins and bulk load out bins for rail distribution were installed. These changes coincided with the transition by Grapevine area farmers from cotton to grain production. The mill served as the principal consumer of local grain production to manufacture its line of feeds during this period, becoming a state leader in the field.

The mill served as Grapevine's largest employer throughout the postwar period, providing a vital base for the local economy and became the city's largest rail user, making up as much as 75% of the shipments processed through the depot. The urbanization of the Grapevine area and redevelopment of agricultural lands prompted by the construction of the Dallas-Fort Worth International Airport ultimately prompted the sale and closure of the feed mill in 1973.



B&D MILLS

The post-war period also witnessed the sale and transfer of portions of the right-of-way by the Southern Pacific. Changes to the depot accelerated in the 1960s, as sections housing the packing sheds, waiting rooms and offices were demolished, leaving only a freight room and telegrapher's office. The company officially abandoned the facility in 1974, transferring ownership to the City of Grapevine.

The surviving segment of the depot was moved to a new site in a nearby community park. In 1992 the Grapevine Heritage Foundation led the move to reinvigorate this area by returning the depot to its 1937 location along the tracks. The foundation acquired the entire original tract from the Southern Pacific system, conducting archaeological and documentary research to determine an appropriate location for the depot. At the same time, the section house was also acquired and returned to its original site. The depot once again serves its historic function as a terminal for daily steam-powered rail service, this time for the Tarantula Train passenger excursions from nearby communities.

2.3.2 READING YOUR BUILDING

Property owners planning to make exterior changes to a historic building should start by identifying the features and materials that give their structure its unique character, as well as its historic and non-historic elements. By taking the time to recognize and understand significant features, you will be much more likely to plan a project that is compatible with the original style of the building.

If, after looking over these guidelines, you would still like more information, the staff at the City of Grapevine will be happy to arrange a pre-application meeting. Staff can provide additional advice on the character of your building and how it relates to your planned project.

Learning to read a building and identify its significant elements is not complicated. Begin by thinking about and answering the questions below.

Step One: Identify the overall visual aspects of a building. Do not focus on the details, but on the setting and architectural context. Begin by working through the checklist below.

Shape: What is there about the form or shape of the building that gives the building its identity? Is it short and squat, or tall and narrow?

Roof and roof features: How does the roof shape or pitch contribute to the building's character? Are there unique features like weathervanes, cresting or cupolas?

Openings: What rhythm or pattern does the arrangements of window or door openings create? Are there unusually-shaped window openings or distinctive entryways?

Projections: Are there parts of the building that are character-defining because they project from the walls of the building like porches, or functional elements associated with its' industrial use? Are there widely overhanging eaves or chimneys?

Trim and Secondary Features: How does the window and door trim contribute to the character of the building? Be sure to consider the decoration, color, or patterning of the trim.

Materials: From a distance, what contribution do the color, texture, and combination of exterior materials make to the overall character of the building?

Setting: What aspects of the setting are important in establishing the visual character of the site? Think about the building's setback, alignment with adjacent buildings, fencing, relationships to adjacent buildings, outbuildings, and its relationships to the rail line, street or alley.



COMMERCIAL BUILDING FORM

Step Two: Identify the character of the building at close range. Assess the color and texture of the building materials as they convey the

craftsmanship and age that give the building its unique appearance. Begin by working through the checklist below.

Materials at Close Inspection: Are there one or more materials that have an inherent texture that contribute to the close-range character such as galvanized siding, concrete, or brick textured with vertical grooves?



CORREGATED METAL,
SHOWING RUSTING.

Craft Details: Is there high-quality brickwork with narrow mortar joints, or hand-split or hand dressed clapboards or machine-smoothed beveled siding? Are the windows or doors unique? Craft details, whether handmade or machine-made, contribute to the character of a building because they are manifestations of the time in which the work was done and of the tools and processes that were used.



BRACKET AT EAVE DETAIL
AT TRAIN DEPOT

2.3.3 CHARACTER DEFINING FEATURES

Character defining features means those architectural materials and features of a building that define the historic nature or character of the building. Such elements may include the form of the building, exterior cladding, roof materials, door and window design, exterior features such as canopies and porches, exterior and interior trim, etc.

Examples of character-defining features are:

Site:

- The building exhibits a relationship with the Cotton Belt railroad line, with vehicular access of secondary importance;
- Has a strong relationship to nearby industrial buildings;
- Has consistent topography;



TURNTABLE: AN IMPORTANT
SITE ELEMENT

Building Form:

- Building form is typically functional, based on function of industry within the building and its' relationship to railroad tracks or other loading access.
- Has strong lines, and simple volumes,.

Brick:

- Rarely used on industrial buildings.

Wood:

- Articulates minimal stylistic features in building siding, window and door trim;
- May articulate stylistic features in cornices, eaves, porch elements, and decorative trim;

- Has remained relatively free from the application of synthetic siding.



WOOD SIDING

Metal Siding:

- Typically corrugated steel (often galvanized)
- Used in planar applications, simple forms, with no detailing or decoration.



CORRUGATED STEEL SIDING

Windows:

- Are typically steel casement or multi-paned industrial windows, with one operable section within the window.
- May be wood, double-hung;



STEEL WINDOW WITH OPERABLE MIDDLE SECTION

Doors:

- Are usually sheltered by canopies, awnings, or porches;
- Include both single and double doors, and use a wide range of glazing patterns to convey a building's architectural character;
- May be accompanied by sidelights and transoms.
- Will have large, sliding doors for loading or vehicular access to contents (grain, flour, etc); these will typically be of corrugated metal.



REAR DOOR USED FOR LOADING

Roofs:

- Are typically gable form, w/ gentle slopes;
- Are typically functional in material (corrugated steel) and simple in design.

Applied Ornament:

- Typically minimal or limited.

Rear Facades:

- Uses same materials as front facades;
- With other aspects of the building, is functional in design.



‘WORKING’ SIDE OF BUILDING W/
FENCE, WATER TROUGH, ETC.

Alleys:

- Represent an important historic feature of the district’s transportation network; and
- Provide a primary means of vehicular access.

Refer to ‘Design Guidelines’ (Part 4) and ‘Technical Guidelines’ (Part 5) for additional information.

2.3.4 PRESERVATION PRINCIPLES

As described in the *Introduction and General Information* chapter of these Guidelines, allowing each existing property in the Cotton Belt Railroad Historic District to authentically tell the story of its own period in time, while reinforcing the historical period of significance (c. 1888 to 1956) with infill construction, is the goal of the historic district designations. The preservation and conservation of original architectural features is preferred, rather than “modernization” or “updating” of older properties, or imposing a false “historical look” on newer properties.

A number of guiding preservation principles modeled after the Secretary of the Interior’s *Standards for Rehabilitation* are outlined below. Reading through these principles will help you begin to think about how you can carry out your upcoming project in a way that both enhances

your historic building or site and preserves its character-defining features.

Relationships: When evaluating the appropriateness of a given project, the structure, the site and the relationship to the rest of the Cotton Belt Railroad district should be given careful consideration.

Use: Historic structures within the Cotton Belt Railroad district should be agricultural, industrial use or for an alternate purpose that requires minimal alteration to the building or site.

Historic Character: the historic character of existing buildings and the Cotton Belt Railroad historic district can be best preserved by the repair of original materials rather than replacement. Repair and restoration is often more cost effective than replacement, conserves energy and reduces the amount of trash added to landfills. Removal or alternation of historic fabric compromises the original character of a building or site and should be avoided.



HOUSE w/ UNIQUE DIAMOND
ROOF SHINGLES

Alterations: Repair is always preferred over replacement. When replacement is necessary, materials should replicate or match the visual appearance of the original.

A high level of craftsmanship distinguishes structures within local preservation districts. Distinctive features, finishes, and construction techniques should be preserved whenever possible.

Properties, however, do change over time. Those alternations that have become historic in their own right should be maintained as a record of a resource's physical evolution.

New Construction and Addition: Additions should be designed to minimize impact to historic fabric and should be compatible with the main structure in massing, size and scale.

New, infill construction should reflect the character of the district during its historic period of significance (1888 - 1956), and should be designed so that it is compatible with its neighbors in size, massing, scale, setback, façade organization, and roof form. New construction may also draw upon established stylistic elements within the district to create a sympathetic design but one that is clearly of its own era.

False Historicism: Additions that use new or salvaged material to create a conjectural or falsely historic appearance are inappropriate. Only when a previously demolished Grapevine building can be accurately replicated may a reproduction be considered.

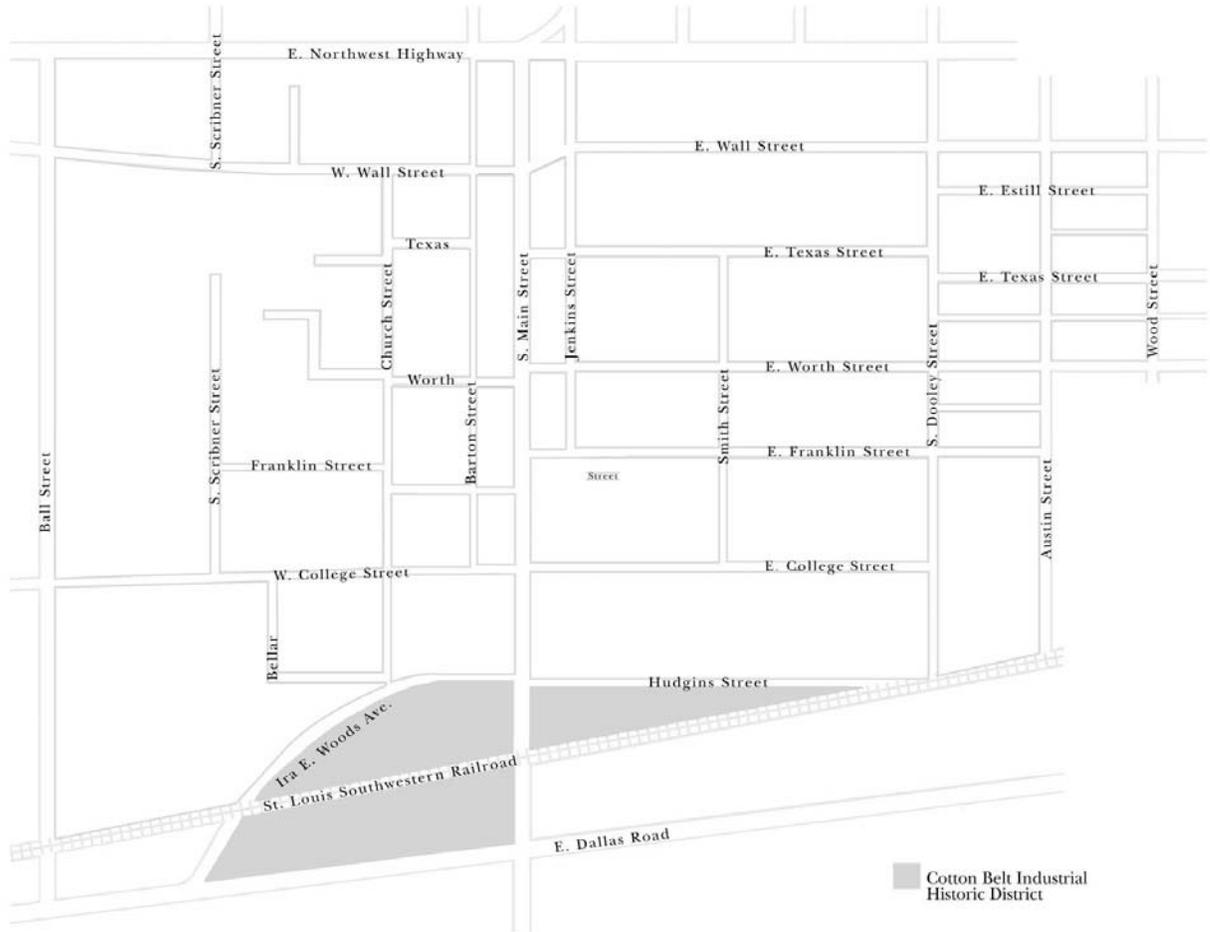


**RECONSTRUCTED
BLACKSMITH SHOP**

Treatments: Chemicals and physical treatments should always be as gentle as possible, since harsh methods (like sandblasting) can irreversibly damage historic fabric.

Archeology: Historic sites often contain archeological resources, which should be protected and preserved whenever possible. If artifacts are found, contact the Historic Landmarks Commission for assessment.

2.3.5 COTTON BELT RAILROAD HISTORIC DISTRICT





A Future With A Past

April 2, 2018

Chad Putnam
Texas Department of Transportation (TxDOT)
Environmental Specialist
Fort Worth District
2501 S.W. Loop 820
Fort Worth, Texas 76133

Subject: Notification of No Significant Impact to Section 4(f) Resources
Dallas Road Corridor Project, Grapevine, Texas
CSJ: 0902-90-077

Dear Mr. Putnam:

In accordance with 23 CFR 774.3(b), we are seeking concurrence for the above referenced project, which will be carried out with Federal funds. This letter requests review and consultation concerning the determinations of significance and findings of no adverse effects within the project's area of potential effects regarding Section 4(f) as being *de minimis*.

The environmental consultation, review, and other actions required by applicable Federal environmental laws for this project are being carried-out by the City of Grapevine, its consultant team, NCTCOG and TxDOT. This work is being done pursuant to the executed Local Project Advance Funding Agreement between the City of Grapevine and the Texas Department of Transportation.

The City of Grapevine proposes to construct the Cotton Belt Trail within existing rights of way of Dallas Road and Dooley Street, and within the DART railroad right of way from Dooley Street to Texan Trail. This can fit without additional land acquisitions by some minimal street section modifications in the road rights of way and without impacting existing and continued rail operations in the DART right of way.

THE CITY OF GRAPEVINE

HISTORIC PRESERVATION • 636 South Main Street • Grapevine, Texas • 76051 • Phone 817/410-3197
Fax Number 817/410-3125



A Future With A Past

It is our belief that the project activities will not adversely affect the activities, features, or attributes that make the property eligible for any additional protections under Section 4(f). The subject property only runs along the south edge of Grapevine's Cotton Belt Railroad Historic District that's along Dallas Road.

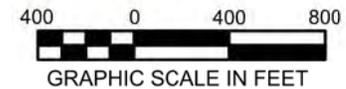
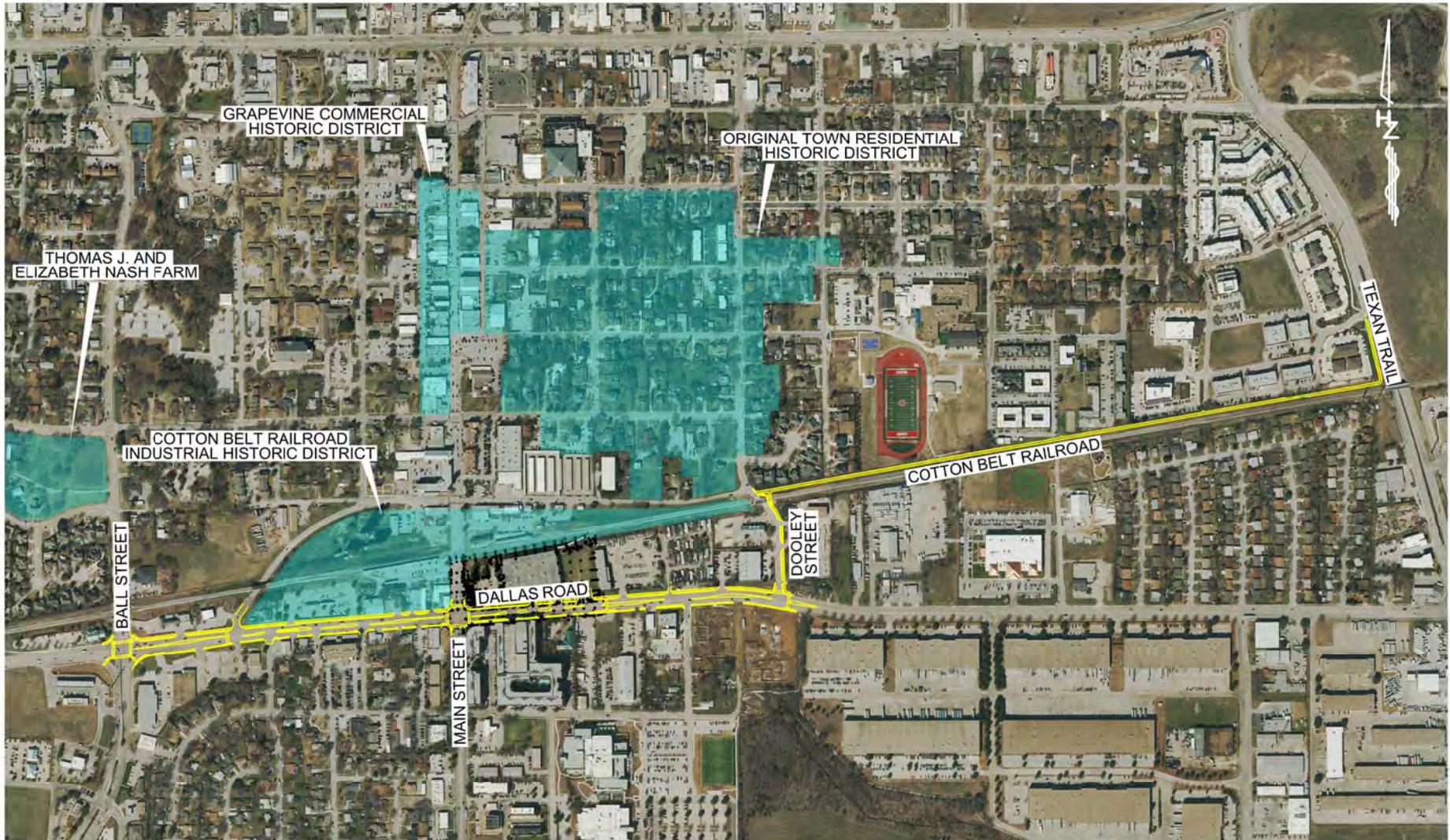
The function of the properties in Grapevine's Cotton Belt Historic Railroad District will not be impaired and its function will not cease nor will the project impair the function of the property as a whole. Therefore, the improvements being proposed will have no adverse effect. The property would still possess its significance after the project is complete.

Thank you for your assistance with the federal review process. If you need further information, please call me at 817-410-3197

Sincerely,

David Klempin
Historic Preservation Officer
City of Grapevine

CC: Bruno Rumbelow, City Manager
P.W. McCallum, Director, CVB
Bryan Beck, P.E., Director, Public Works
Kevin Mitchell, Director, Parks and Recreation



- LEGEND**
- NATIONAL REGISTER DISTRICT
 - DALLAS RD/COTTONBELT TRAIL



HUITT-ZOLLARS
 Huitt-Zollars, Inc.
 1717 McKinney Avenue, Suite 1400
 Dallas, Texas 75202-1236
 Phone (214) 871-3311 Fax (214) 871-0757

**DALLAS ROAD /
 COTTONBELT TRAIL**

GRAPEVINE, TEXAS

TEXAS HISTORICAL COMMISSION
 NATIONAL REGISTER DISTRICT EXHIBIT
 (PER TEXAS HISTORIC SITES ATLAS)

DATE: March 30, 2018	Pg. 1 of 1
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