Appendix B

Technical Memoranda and Reports

Technical memoranda and reports were prepared as independent documents to support the preparation of the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Corridor Regional Rail Project. Information from these documents was incorporated into the DEIS to provide information on existing conditions, and in some cases assess potential impacts to the resources. Information contained in the DEIS is the most current and supersedes information in the technical memoranda and reports.
B-5

Historic-Age Resources Surveys
Historic-age Resource Reconnaissance Survey—Station Locations

Cotton Belt Corridor Regional Rail

Draft

Tarrant, Dallas, and Collin Counties
July 31, 2017
# Document Revision Record

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<td><strong>Project Manager:</strong> Deborah Dobson-Brown</td>
<td><strong>PIC:</strong> Victor Palma</td>
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## Originator

<table>
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<th>Firm: AmaTerra Environmental, Inc.</th>
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<tbody>
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<td><strong>Title:</strong> Staff Architectural Historian</td>
<td><strong>Date:</strong> July 31, 2017</td>
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## Commenters

<table>
<thead>
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<th>Firm: HDR</th>
<th>Date: July 21, 2017</th>
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<td>Date: July 31, 2017</td>
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## Approval

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## Distribution

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1 Introduction

1.1 Project Overview

The Cotton Belt Corridor Regional Rail Project is a proposed 26-mile passenger rail alignment extending from Dallas-Fort Worth International Airport (DFWIA) eastward, connecting with the existing Dallas Area Rapid Transit (DART) Red Line in Plano/Richardson area. The proposed project traverses through three Counties in the State of Texas, Tarrant, Dallas, and Collin, and seven cities, Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano (see Appendix A; Figure 1).

A passenger rail corridor concept from the DART Red Line in the Richardson/Plano area to the Green Line in Carrollton was included in the original 1983 DART Service Plan. In 1989, the DART Transit System Plan recommended the purchase and preservation of the Cotton Belt Corridor right-of-way from Wylie, Texas to north Fort Worth; the 52-mile corridor purchase was completed in 1990. During the development of the 1995 DART Transit System Plan, this corridor was combined with others as alternatives for further study to serve an expanded North Crosstown Corridor.

DART conducted a high level alternatives analysis and completed an existing conditions report on the North Crosstown Corridor as part of its 2030 Transit System Plan (TSP). The 2030 TSP identified the Cotton Belt Corridor as a focus area and concluded that by 2030, the North Crosstown Corridor area would experience notable insufficient roadway capacity equivalent to more than 10 freeway lanes. The report indicated that “express” passenger rail service on the Cotton Belt Corridor (from DFWIA to the DART Red Line), using 20 minute peak and 60 minute off-peak service, was the most cost-effective and direct route to serve this east-west crosstown corridor.

The Cotton Belt Corridor has also been recognized on a regional level. The Cotton Belt Corridor has been included in the Dallas-Fort Worth Metropolitan Planning organization, the North Central Texas Council of Governments (NCTCOG), regional transportation plan since 1986. In October 2008, the Fort Worth Transportation Authority (FWTA) completed a Draft Environmental Impact Statement for the section of the Cotton Belt from DFWIA to Fort Worth as part of their Southwest-to-Northwest (SW2NE) (now known as TEX Rail) project (FWTA 2008 & 2015).

The DART 2030 TSP identifies the Cotton Belt Corridor Regional Rail as a priority project with implementation in the year 2025-2030 timeframe. Given the regional desire to accelerate the segment from DFWIA to the DART Red Line, Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area identifies this project, and possibly portions of the Tex Rail project, as a candidate for a public-private partnership (PPP) to design, build, operate, maintain, and/or finance the corridor.

DART initiated the PPP effort in May 2009 with a Request for Information (RFI). On May 11, 2010 the DART Board of Directors authorized the President/Executive Director to execute the Memorandum of Understanding between DART and the Regional Transportation Council (RTC) Concerning the Identification of Funding Sources to Implement Passenger Rail Service on the
Cotton Belt Corridor. As a result, the RTC/NCTCOG issued a Request for Proposals (RFP) entitled
“Cotton Belt Passenger Rail Corridor Innovative Finance Initiative (Planning Services).”

Based on early input during the DART PPP RFI, potential private partners noted that a more
detailed project definition and environmental clearance would be needed before advancing the
project.

In 2016, DART moved the project schedule forward by more than 10 years as part of its FY2017
Twenty-Year Financial Plan by proposing a phased approach to implementation that would initially
include a mostly single-track project and by taking advantage of a new federal loan program called
Railroad Rehabilitation and Improvement Financing (RRIF). As a result, DART is advancing
preliminary engineering and conducting an Environmental Impact Statement (EIS) which includes
identification of environmental impacts, design considerations and cost estimates DART with the
Federal Transit Administration (FTA) and in cooperation with the Federal Rail Administration (FRA)
and the Federal Aviation Administration is conducting the EIS in accordance with the National
Environmental Policy Act (NEPA: 42 U.S.C. 4321 et seq.) of 1969 and the regulations implementing
NEPA set forth in 40 CFR Parts 1500-1508 and 23 CFR Part 771, as well as provisions of the enacted
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

1.2 Project Description

1.2.1 Horizontal Alignment

The proposed Cotton Belt Corridor Regional Rail alignment will mainly consist of double track
along the entire corridor with track centers of 16 feet in areas where there is no active freight
traffic and 18 to 20 feet in areas where there is active freight traffic. The alignment will be designed
for a maximum speed of up to 80 miles per hour. The majority of the horizontal alignment follows
closely to the existing freight track alignment based on aerial photography and planimetrics.

Lower design speeds were utilized in areas where existing constraints would not accommodate
larger radius curves. The alignment will consist of at-grade, retained cut and aerial structures. The
centerline of the northbound (NB) track is used for the alignment control and is referred to as the
“control track.” The final section designers should confirm the existing track tie-in locations and
elevations during the final design.

Segment 1—CB1

Segment 1 of the Cotton Belt Regional Rail alignment begins approximately one mile to the west
of SH 121 and 3,400 feet north of SH 114 and proceeds due north to the proposed Cotton Belt
DFW North station (see Appendix A; Figure 2 for detail of Segment 1). This station will allow
effective connection between operations of the Cotton Belt and TEX Rail. The alignment then
continues in a northeasterly direction to enter the existing Cotton Belt right of way, where the
existing freight track is to remain in place, with the addition of a second track at a standard offset
of twenty feet to the south. The alignment travels generally in an easterly direction and is designed
to run parallel with the existing freight track. The alignment travels under SH 121 and IH 635. The
alignment crosses Royal Lane and Freeport Parkway at-grade. As the Cotton Belt Project passes
through City of Coppell, the Cypress Waters alignment deviates from the existing alignment on
new location and veers to the southeast. It is on an aerial structure over Grapevine Creek and is grade separated at South Belt Line Road with an aerial structure. The alignment then descends to at grade and turns northeast to the at-grade Cypress Waters Station. The alignment continues northeast crossing East Belt Line Road at grade before rejoining the existing Cotton Belt Corridor alignment at Moore Road. This new track alignment is known as the Cypress Waters alignment. The alignment crosses Moore Road, Mockingbird Lane, MacArthur Boulevard and Fairway Drive at-grade. Section 1 alignment then ends at the City of Coppell/City of Carrollton city limit, at the Elm Fork of the Trinity River.

Segment 2—CB2

Segment 2 of the Cotton Belt Regional Rail alignment begins at the City of Coppell/City of Carrollton city limit at the Elm Fork of the Trinity River, traveling within the existing DART right of way, crosses under the PGBT then crosses Luna Road at-grade (see Appendix A; Figure 3 for detail of Segment 2). The alignment continues east, crosses Hutton Branch Creek, travels under the aerial bridges of IH 35E and crosses Broadway Street and the Dallas, Garland and Northeastern Railroad (DGNO) track at-grade. IH-35 is currently being reconstructed as part of the TxDOT design build project by AGL Constructor and the current design has been reflected in the 5% Final Engineering Plans. It has also been communicated to the IH-35 design team that sufficient horizontal and vertical clearances to the proposed bridge structures must be maintained within the existing Cotton Belt and Madill Sub right of ways to allow for future double track alignments within both corridors. The station at Downtown Carrollton will serve as the interface location with the DART Green Line.

DGNO and the Burlington Northern Santa Fe (BNSF) operate on the Madill Sub (Madill) freight track through the Downtown Carrollton area. A future Frisco to Irving passenger rail is being planned for this rail corridor. Double tracks will be required in order to add passenger rail services to this busy freight rail corridor. To avoid an at-grade crossing between the Madill freight track and the proposed Cotton Belt passenger rail operations, the Madill horizontal alignment was adjusted by shifting the freight track south which results in a smoother operation through the yard because the existing Madill-Cotton Belt diamond crossing is eliminated and a new diamond installed 1,600 feet east of the existing DART Green Line light rail transit bridge location. This shift allows sufficient distance for the Cotton Belt southbound track to elevate and grade-separate the BNSF track. Through this area, track centers vary between 20 feet and 30 feet to eliminate impacts to existing storage tracks in the Addison industrial area. It is noted that several existing spur tracks in Section 2 (CB2) will need to be rebuilt/rehabilitated, due to the proposed second track. The Section 2 alignment ends at the southbound frontage road of the DNT.

Segment 3—CB3

Segment 3 of the Cotton Belt Regional Rail alignment begins at the southbound frontage road of the DNT, at the boundary line between Addison and Dallas. This section will extend approximately 8.4 miles generally within the existing DART right of way in a northeasterly fashion, crossing three cities: Dallas, Richardson and Plano. The Segment 3 terminus will be approximately 580 feet east of Shiloh Road in Plano. It is proposed that Segment 3 will be double tracked for the entire section. The alignment from DNT to Waterview Parkway was designed for 16 feet track
Historic-age Resource Reconnaissance Survey—Station Locations

centers since there are no freight operations within this area (see Appendix A; Figure 4 for detail of Segment 3).

East of Knoll Trail Drive, the northbound and southbound track offset will vary from 16 feet to 33 feet to avoid potential impacts to existing bridge columns at Preston Road and to accommodate the center platform configuration of the Preston Road Station. East of the Preston Road Station, the northbound and southbound track offset will then transition back to 16 feet. The centerline of the proposed northbound and southbound tracks will be offset approximately five feet south of the existing Cotton Belt centerline to allow for future construction of a 15-foot wide trail on the north side. This potential trail will be constructed by others and is proposed to extend from Preston Road to Meandering Way. The alignment crosses several roads within the North Dallas area, including Davenport Road, Campbell Road, Davenport Court, Hillcrest Road, McCallum Boulevard, Meandering Way and Coit Road.

As the alignment enters the City of Richardson, east of Waterview Parkway, the track centers will increase from 16 feet to 35 feet to allow the placement of a center platform for the UTD/Synergy Park Station and avoid impact to the existing KCS Railway bridge columns. East of Synergy Park Boulevard, freight operations begin where the existing KCS Railway tracks merge with the existing Cotton Belt track. The proposed Cotton Belt alignment will be maintained at a 20-foot offset on the south side to allow for active freight traffic on the existing Cotton Belt track.

The Section 3 alignment continues due east, until Alma Road, west of the PGBT and US 75 interchange, where the alignment is on new track which veers in a southeasterly direction outside of the existing DART right of way. The alignment crosses the Spring Creek floodplain and US 75 on a 3000 feet long aerial structure in an easterly direction then veers north, paralleling the existing DART LRT Red Line tracks on the west side. The proposed City Line/Bush Station will serve as an interface with the existing DART Red Line station. The alignment then parallels the existing DART Red Line on the west and travels due north under PGBT after which it grade separates Plano Parkway and reduces from a double track to single track alignment that follows the existing spur track alignment on the west of the DART Red Line due to limited right of way. The single track alignment then curves east under the DART LRT Red Line aerial structure. It is proposed that the 12th Street Station will be an aerial platform to allow for ease of access to the proposed DART Red Line aerial station. The terminus of the segment is at Shiloh Road.

2 Objectives and Methods

2.1 Objective

The Cotton Belt Corridor Regional Rail Project’s primary purpose is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern portion of the DART Service Area. The following goals have been identified for the Cotton Belt Corridor:
• **Enhance corridor mobility and accessibility**
  - Provide connectivity to existing and planned passenger rail facilities;
  - Provide transportation investments serving future population and employment growth;
  - Improve access to existing and emerging major activity centers;
  - Increase transit usage for existing and new riders;
  - Improve access to transit; and,
  - Provide cost-effective options.

• **Reduce congestion**
  - Increase transit capacity and improve travel times through more reliable transit;
  - Improve air quality;
  - Reduce demand on local roadways; and,
  - Reduce number of single occupant vehicles.

• **Encourage economic development**
  - Encourage employment opportunities;
  - Encourage economic development opportunities;
  - Encourage sustainable and livable development opportunities;
  - Encourage consistency with regional and local transportation and comprehensive plans; and,
  - Encourage strategies for land use development and redevelopment.

• **Provide an environmentally-sensitive transit investment**
  - Minimize negative impacts to the community;
  - Minimize negative impacts to the environment; and,
  - Minimize negative impacts to natural, social, and economic environments.

### 2.2 Methods

#### 2.2.1 Previous Documentation

Prior to fieldwork, a study area which extends 1,300 feet beyond the proposed project areas was reviewed for previously recorded historic properties or areas of interest. A search of the Texas Historic Sites Atlas (THSA) was conducted to identify any known recorded resources within or near the proposed station location APEs, including Recorded Texas Historic Landmarks (RTHLs), State Antiquities Landmarks (SALs), National Register of Historic Places (NRHP) properties or historic districts, Official Texas Historic Markers, and cemeteries. In addition, existing reports, records, maps, and aerial photographs were examined. Information collected during the records search was obtained from sites, including, but not limited to:

- THSA;
- Previous survey reports, including the 2013 Reconnaissance survey conducted by URS;
- The Handbook of Texas online; and
- Online records of Tarrant Dallas, and Collin County appraisal districts.
As a result of the records search, three known recorded Official Texas Historical Markers were identified within or near the project study areas (Table 2-1): Addison State Bank, Shiloh Baptist Church, and Old City Cemetery/Davis Cemetery. In addition, one NRHP District, Plano Downtown Historic District, was identified within or near the project study areas. The previously recorded resources are identified in Appendix A; Figures 5 through 19.

### TABLE 2-1. Previously recorded resources within 1,300 feet of each proposed station location.

<table>
<thead>
<tr>
<th>Station Location/ Support Facility</th>
<th>Source</th>
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<td>DFW Terminal—B</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
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<td>DFW North</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
</tr>
<tr>
<td>Cypress Waters</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
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<tr>
<td>Equipment Maintenance Facility (EMF)</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
</tr>
<tr>
<td>Downtown Carrollton</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
</tr>
<tr>
<td>New Mercer Yard</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
</tr>
<tr>
<td>Addison</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There is one OTHM found within 1,300 feet</td>
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<tr>
<td>Knoll Trail</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
</tr>
<tr>
<td>Preston Road</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
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<tr>
<td>Coit Road</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
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<tr>
<td>UT-Dallas</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
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<tr>
<td>City Line/Bush</td>
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<td>There are no previously identified resources.</td>
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<tr>
<td>12th Street Complex</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There is one NRHP Historic District identified and two OTHM within 1,300 feet.</td>
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<td>Shiloh Road</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
<td>There are no previously identified resources.</td>
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<tr>
<td>DGNO Mockingbird Yard</td>
<td>THC historic sites atlas; TxDOT database; NRHP database</td>
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2.2.2 Field Effort

A reconnaissance survey was performed in 2013 by URS—Dallas office for DART. At the time of the survey, the exact locations of the station locations had yet to be determined, therefore, only the rail line was analyzed (Singleton et. al 2013).

The 2017 field effort focused on the proposed station locations, as well as, verifying the locations and condition of the previously recommended eligible properties. All station locations will be constructed within newly acquired right-of-way (ROW). Through coordination with the Texas State Historic Preservation Officer (SHPO), the Area of Potential Effects (APE) was set at 250 feet beyond the foot print to be considered for each proposed station, as shown in Appendix A; Figures 5 through 19.

Property records which are held at the Tarrant, Collin, and Dallas County Appraisal Districts; as well as, historic mapping and aerial photography, were consulted prior to going out into the field to guide field efforts. The date of construction for each resource was determined during the field assessment by surveyors using professional knowledge of style, materials, design, and construction methods. Data that was collected in the field included, but was not limited to, style, form/plan, construction date, and any modifications made to the property. Once the information was gathered, analysis of integrity and significance of each property was conducted to determine whether individual properties are eligible for listing in the National Register or whether they contribute to the significance of a potential historic district. When applicable, resources were given a unique identification number, which is keyed to a resource location map. Maps, found in Appendix A, include the location of each historic-age resource, parcel boundaries, and specific boundaries of each station location.

The field work was conducted by an architectural historian meeting the Secretary of the Interior’s professional qualifications (as defined in 36 CFR Part 61). Physical inspection of a historic-age property consisted of a site inspection, photographic documentation, and recording relevant construction materials and character-defining features. All information was recorded on field notes and maps. All resources were recorded using a property data sheet, which are located in Appendix B, and prepared by AmaTerra based on the Texas Historical Commission (THC) survey forms.

Weather conditions during the field effort were partly cloudy throughout most of the day. The routes are along busy streets. This made photographing resources difficult due to heavy traffic. Photographic documentation included at least two shots of the property from oblique angles to capture all visible sides, and any pertinent architectural detailing observed on the building. Some buildings, being strictly utilitarian and regular in form, did not warrant additional photographic documentation beyond the minimum in order to capture all relevant details. Where surveyors felt the properties warranted in-depth documentation additional photographs were taken. Digital files with descriptive digital photo file name will be made available upon request.

Field data gathered included the property numerical designation; Universal Transverse Mercator (UTM) coordinates if not already provided; historic and current name, use, and function, if discernable; construction date (estimated, if unknown); architect or builder, if known; style, as
applicable; property type and subtype; architectural details and features; and overall condition of the property.

3 Historic Overview

The following sections have been taken from the 2013 Historic Resources Reconnaissance Survey Report for the Proposed Cotton Belt Corridor Regional Rail Project authored by Kate Singleton, et. al. of the URS—Dallas office. Additional information about the history of Addison Airport was included in Section 3.4.4. Also, sections 3.1 can also be found in the 2013 Historic Resources Reconnaissance Survey of the Fort Worth Transportation Authority TEX Rail Corridor, Tarrant County authored by Erica Howard, et. al. of the URS—Dallas office. During the 2017 Survey update, all references and resources identified within the 2013 report were reviewed for accuracy.

The proposed project rail line begins in Tarrant County within Dallas-Fort Worth International Airport (DFW Airport) and traveling through Grapevine into the northwest portion of Dallas County. The rail corridor then runs through Coppell, Carrollton, and Addison, Richardson, then onto Plano in Collin County.

3.1 Tarrant County

The historic period of Tarrant County is broadly defined as beginning when European-American settlement began on the continent and reached the area. Although Spanish explorers and later French and European-American traders, trappers, and explorers traversed throughout Texas from the sixteenth century onward, the systematic European-American settlement of the project area did not begin until the establishment of the Peters Colony in August 1841.

The first land grant of August 30, 1841 offered 320 acres to single males and a maximum of 640 acres per family who would settle in Peters Colony. The land grant required the recruitment of 200 families of settlers within a three year time period. Insufficient non-appropriated land within the colony, however, resulted in the request for an extension of the boundary. Difficulties in attracting and keeping people in the colony resulted in another request for an extension of time and boundaries. This request for extension of time for settlement increased the number of required settlers to 800. Difficulties in attracting settlers continued causing the grant to be extended for a third time for another six months. The first wagon train of twenty settlers arrived from Kentucky in 1842. The fourth land grant to the west of the original boundary, granted in 1841, was made in 1843. The project area lies within this fourth land grant of 16,400 square miles made to William S. Peters and the Texas Emigration and Land Company in 1843 by the Republic of Texas (Wade 2017).

With several investors scheming for control of the Peters Colony, confusion over ownership discouraged immigration. The colony was further hampered by an ordinance passed by the Texas Convention of 1845 that required investigation of all colony contracts on the grounds that they were unconstitutional. Legal title to land grants was mired in confusion as settlers, squatters, speculators, and investors often claimed identical or overlapping land parcels. Expiration of the original signed 1841 contract in 1848 only resulted in more anger and confusion as the land within
the colony was now legally open for new settlers to obtain 640 acres from the state for free. It took more than 20 years to bring final settlement of the land titles (Schmelzer 2012).

3.1.1 Grapevine

Settled in the late 1840s by Archibald Leonard and others from Platte County, Missouri, Grapevine is located approximately 19 miles from both Fort Worth and Dallas in the northeast corner of Tarrant County. Leonard operated a store on his land, which was near the location of what would become the town square. About ten years later, James Tracy Morehead, A.F. Leonard, and Henry Suggs met to lay out the community and establish a post office. Despite the town being called several different names, the post office was always known as either Grape Vine or Grapevine. It is believed that the town got its name from the being located on the edge of the Grape Vine Prairie or for the numerous grapevines found in the area. In 1858 a new post office was located within the general store, operated by Eli Mathis Jenkins. By the 1890s, the town of approximately 800 residents had a Masonic Lodge, a school, four churches, three gristmills and cotton gins, and a newspaper. In 1907, a petition to incorporate the community was filed and approved by the citizens (NPS 1998).

By 1914, the post office officially changed the spelling of the town to “Grapevine.” In 1923, the town of Grapevine became known as the City of Grapevine as recognized by the Texas civil statues. The population at that time was 1,200 residents, but by 1925, the population declined to 821. The town officially incorporated in 1936 (Young 2010).

The arrival of the railroad boosted the local population and allowed Grapevine to become a regional trade and shipping hub. In 1888, the St. Louis Arkansas and Texas Railway Company (SLA&T) (aka the Cotton Belt Railroad) reached Grapevine and built the depot and section foreman’s house in order to connect Fort Worth and Texarkana. In 1916, six passenger and twelve freight trains passed through Grapevine. The rail line decreased in traffic to two trains by 1923. Passenger trains heading to Fort Worth were discontinued and passenger trains between Addison and Fort Worth provided service, stopping in Grapevine. With the decline of passenger traffic, the section foreman’s house was sold and moved to Hall-Johnson Road in 1957. In 1959, the depot was moved east of South Main Street in order to accommodate the straightening of the road. As a result of the move, the depot was shortened in length. The depot officially closed in 1972, since the Cotton Belt Railroad removed all inactive railroad stations on its line, and was relocated to Heritage Park on Ball Street in order to serve as a museum. Twenty years later the depot was moved to its original location to serve as the depot for the Tarantula Train, later known as the Grapevine Vintage Railroad. (City of Grapevine 2017).

3.2 Dallas County

Dallas County is in north-central Texas and is bordered by Denton and Collin counties to the north, Ellis County to the south, Kauffman and Rockwell counties to the east, and Tarrant County to the west. Dallas County as a whole comprises 902 square miles of mostly flat, heavy Blackland Prairie soils. The County was included in the 16,000 square miles that the Texas Land and Emigration Company of St. Louis (known as the Peters Colony) received through a contract with the Republic of Texas (Maxwell 2010a).
Dallas County was formed by the Texas Legislature in 1846. It remained primarily rural and agricultural through 1920, although manufacturing and industries became more important to the County’s economy during this time period. Cotton production was at its peak in 1900; while wheat and oats had their largest crops in 1920. The year 1820 also saw the largest number of farms in the county (Maxwell 2010a).

The absence of rail slowed Dallas County’s growth. From 1843 to 1850 goods were shipped by road to the nearest markets of Houston, Texas, and Shreveport, Louisiana. The county was at the crossroads of two roads: the Military Road from Austin (south) to the Red River (north), which was completed in 1842, and Preston Road. Preston Road was laid out in 1840 by Colonel W.G. Cooke and the First Texas Infantry Regiment Texas soldiers. It served as a military road, beginning in Austin and terminating at the Coffee trading post, adjacent to a fort established by Captain William Preston. The road was part of the Central National Road of the Republic of Texas that had been authorized by the Eight Congress of the Republic of Texas (Cowling 1936:13). Between 1850 and 1870, the road was heavily utilized for freight, immigration, and as a trail for driving cattle (Dunn 2000:15). Preston Road remains a primary transportation route today, although it has been paved and designated as SH 289 (Dunn 2000:14-15).

By 1846, Dallas County approved building of roads to surrounding counties. In 1872 the first railroad The Houston and Texas Central Railroad (HT&C), was built through Dallas County from the south to the north and passed through Hutchins, Oasis, Wilmer, and Richardson. A year later the T&P ran through the county and many communities along the railroad prospered, including Coppell, Carrollton, Dallas, Addison, and Richardson (Maxwell 2010a).

3.2.1 Coppell

The area, including the current city of Coppell, was part of a land grant issued to James Parrish from Goliad in 1848 (Coppell Historical Society 2017). By 1873, the town of Gibbs was established, named after Texas State Senator and Lieutenant Governor Barnett Gibbs who was a large landowner in the area. The SLSW (the Cotton Belt) was constructed and had established a “Gibbs Station” stop in 1889. The name of the small community and the post office was changed to Coppell in 1892. The name probably comes from George Coppell, a businessman associated with the railroads and local pioneer. By 1893, the town had four stores, a lumber yard, cotton gin, blacksmith shop and a school. In the next four years, the Baptist and Methodist churches were built. After the turn of the century, in 1908, another school building was constructed to the west of the downtown area. In 1909, the First State Bank of Coppell and the Coppell Informer newspaper were established. The town and the county worked together to fund a public well and trough that was located in the downtown (Coppell Historical Society 2017).

By 1914, the town had reached a population of 450 and boasted two churches, two general stores, two blacksmiths, a bank, a hardware store and telephone service. In the early 1920s, Coppell saw a decline in population to less than half of the 1914 number. The local bank closed in 1924. By the end of the 1920s, the three community schools, Bethel, Coppell and Gentry, were consolidated into one Coppell school. By 1930 the population had risen again to 400, most of whom were farmers and their families (Coppell Historical Society 2017).
The Works Progress Administration (WPA) built a park at Grapevine Springs in 1936, located near the site where Sam Houston tried to negotiate the first Indian Treaty for the Republic of Texas. By 1940, Coppell had 10 businesses, a cotton gin, two churches and a school. The primary agricultural products produced in the area were cotton, wheat, peanuts, sweet potatoes and melons (Nall 2017).

By 1956, Coppell had grown enough to establish a city government, develop a city zoning plan and elect their first mayor, R.M. Johnson. The population reported in 1960 was 666 people with six businesses. The town was incorporated in 1962 with two square miles of land in the city limits (Coppell Historical Society 2017).

By the 1970s, the town had expanded north into Denton County and had constructed a new courthouse and the General Telephone Company building. When the DFW Airport opened in 1974, Coppell established a municipal utilities district. Coppell adopted a council-manager form of government and had a population of 2,500. The population continued to grow due to the location of the community. In 1984, the population was 3,826. Twenty years later, the population of the Coppell was almost 36,000 (Nall 2017).

### 3.2.2 Carrollton

Carrollton is located near IH 35 within Dallas, Denton and Collin counties. The site was in the original Peters Colony grant. The first settlers in the area were William and Mary Larner, who came to the area in 1842 followed by A.W. Perry and his family. Perry settled in the Trinity Mills area where he established a mill with Wade H. Pitt. Perry acquired extensive landholdings, which likely included the site of present-day Carrollton. The area extended into Denton County. It is believed that Carrollton is named for Carrollton, Illinois, where many of the settlers originated (Perez 2010).

Originally, Carrollton was an agricultural community but in 1881 with purchase and expansion of the unfinished rail line by the Missouri-Kansas-Texas (MKT) Railway, Carrollton soon became a shipping center for livestock, grain, cotton, and cottonseed. A gravel industry began in 1912 and by the 1940s, Carrollton was known as a “grain and gravel” town. Other industrial plants that were in operation 1950 included a brick factory and the National Metal Products, a manufacturer of metal utility cabinets and shelving (Perez 2010).

The first Baptist church in Dallas County was located near the present site of Carrollton. Around 1856, the Union Baptist Church became the site of the first community school. The post office was established in 1878. By 1885, with a population of 150 residents, the town was able to support cotton gins, flour mills, a school, and two churches (Perez 2010).

Around 1888, the Cotton Belt Railroad (formerly known as the SLSW) was constructed just north of the Carrollton Town Square and crossed the MKT tracks. A third railroad, the St. Louis-San Francisco Railroad or “Frisco” railroad was constructed in 1902. This line intersected the two earlier lines, thereby creating a unique rail junction that secured the future success and development of Carrollton. The City of Carrollton was incorporated on June 14, 1913 and by 1920 the city had a population of 573 and continued to grow and prosper. The population of Carrollton grew exponentially between 1970 and 1980 due to the Sun Belt boom; it increased 193 percent to 40,595. By 2010, the population of the city had grown to 119,097. As the population and available workforce grew, major industries moved to the city. These industries included auto-parts.
distribution, food packing, light manufacturing, and manufacturing of computers, semiconductors, and electric components. Although, primarily industrial, Carrollton still maintained a working cattle ranch within its city limits as of 1983 (Perez 2010).

3.2.3 City of Dallas

The initial settlement of Dallas was founded on the eastern bank of the Trinity River by John Neely Bryan in November of 1841. This land was also included in the 16,000 square miles that the Texas Land and Emigration Company of St. Louis (known as the Peters Colony) received through a contract with the Republic of Texas. The townsite was laid out in 1844 and in 1846, the Texas Legislature formed Dallas County. The town of Dallas became the temporary county seat and then the permanent county seat in 1850 (McDonald 1978:10). By the 1850s, the town included a newspaper, a hotel, dry-goods stores, brickyards and two livery stables (McDonald 1978:10).

By 1860, the population of the town had reached 678. However, the advent of the Civil War meant that economic growth in the town and surrounding area came to a standstill. Additionally, transportation in the area was impacted: stagecoach schedules were interrupted, there was no maintenance or construction of new roads and railroad construction was halted for seven years (Quimby and Singleton 2008). During the 1870s, the City of Dallas began a decade of expansion and development. Anticipating the arrival of the railroad, Dallas extended its city limits to the east by one mile in 1871. That same year, the HT&C Railway announced plans to build a rail line near Dallas. The line would be located approximately eight miles east of the courthouse, therefore bypassing the city. Captain William Gaston, along with many of local business leaders, donated $5,000 in cash and land for a right-of-way through Gaston’s property to entice the railroad to come through Dallas. (McDonald 1978:19) The first train pulled into town on July 16, 1872.

The T&P Railway announced that the railroad line would skirt Dallas, passing 50 miles to the south of the town. Once again civic leaders acted. They convinced their State Representative to attach a rider to the bill that granted right of way allotments to the railroads. The rider required the T&P to pass within one mile of Browder Springs (approximately one mile southeast of the courthouse). When the railroad realized what had occurred, they threatened to run their line south of the town. However, once again, business leaders donated land for the right of way, cash and bonds. On February 22, 1873, the T&P arrived in Dallas. The MKT Railroad was completed in 1873 and provided a link to St. Louis via the connection with the Houston T&P Railway line.

During the 1870s to the early 1900s, Dallas became one of the largest inland cotton exchanges in the country. Almost half of the state’s cotton acreage was located within a 100-mile radius of the city. The cotton was warehoused, traded and shipped through Dallas. Dallas also became the distribution center for farm and ranch equipment (Quimby and Singleton 2008).

The population of the city boomed from 3,000 in 1872 to 7,000 in 1874 and 10,285 by 1880. Manufacturing, banking and finance were the major industries in Dallas well into the early 1900s. The city continued to annex more areas including East Dallas and Oak Cliff. The first decades of the 20th century saw the development of the interurban system and additional rail lines. By 1913, Dallas had experienced tremendous growth. The population had increased from 92,105 in 1910 to 120,594 in 1913 (Babcock 1913: 18). Like many cities, growth in Dallas ceased during World War I. By the end of the war, Dallas remained the largest inland cotton market in the nation and had a
population of 158,976. During the 1920s, Dallas expanded its physical size from 23.4 square miles to 45.09 square miles (Quimby and Singleton 2008). The advent of the Great Depression once again halted the growth of the city but the city soon received an influx of federal dollars for relief and public projects. Dallas was also chosen to host the Texas Centennial celebration which brought additional dollars and jobs into the city.

World War II brought growth, prosperity and new industries, especially related to aircraft manufacturing, to Dallas. The City physically grew from 45 square miles in 1945 to 198 square miles in 1955. By 1955 the population hit 795,000. In the post war years, Dallas continued to grow. Stemmons Freeway (I-35 North) opened in 1959; it was the first freeway completed under the 1956 Federal Highway Act. By 1960, the population was 679,684 and the city encompassed approximately 282 square miles (Quimby and Singleton 2008). Dallas experienced a building boom in the 1970s and 1980s which impacted the downtown and north Dallas. The population during this time had grown to 844,401 represented the continued expansion and development of the City.

3.2.4 Addison

The city is located in northern Dallas County and southern Collin County. The area that is now the town of Addison was originally settled by immigrants of the Peters Colony in the 1840s. The first settlers in the area were Preston and Pleasant Witt, who settled on White Rock Creek and built a gristmill in 1849. In 1888, W.W. Julian, E.R. Horten, and S.S. Noell donated land for right-of-way to the St. Louis, Arkansas and Texas Railway (SLA&T) in exchange for a coaling station, later known as Noell Station. After the completion of the railroad in the area, several buildings from nearby Frankford were relocated to the railroad station. In 1902 Noell Junction became the site of the depot for the SLSW Railroad, which then built a spur leading south into Dallas. In 1904, the post office opened at the junction and was named after the first postmaster, Addison Robertson (Maxwell 2010b).

In 1914 Addison had a population of 75, three stores and a bank. By 1926 the population had declined to 40 and the bank had closed. Addison was incorporated in 1953 in an effort to avoid annexation by Dallas, and by the mid-1950s the population had grown to 600. The Addison Airport was built in 1956. In 1970, the population had grown to 595 with eighty businesses and by 1980 the city had 5,553 residents and 263 businesses. In order to promote industrial and commercial growth, the residents of the city voted to legalize alcohol in 1976, unlike the majority of communities in Dallas County. This effort attracted restaurants, hotels and several other support businesses. By 1990, the population had grown to 8,783, in 2000 increased to 14,166 and by 2010 had decreased to 13,056 (Maxwell 2010b).

3.2.5 Richardson

Richardson is located in northern Dallas and southern Collin Counties on US 75 and the Atchison, Topeka and Santa Fe, the Southern Pacific and the SLSW railroads, ten miles north of downtown Dallas. The area of what is now Richardson was part of the Peters Colony land grant and was settled in the 1840s and 1850s. The numerous springs and creeks and fertile land made the area suitable for farming. Early settlers to the area established the community of Breckenridge which
thrived from the 1840s to 1873 when the HT&C bypassed it (Maxwell 2010c). Richardson was established adjacent to the tracks of the HT&C. William J. Wheeler and Bernard Reilly, local property owners, donated the land for the townsite and the railroad ROW (Maxwell 2010c). Wheeler turned down the opportunity to have the community named after him. Instead, the town was named after E.H. Richardson, the railroad contractor who built the line from Dallas to Denison (City of Richardson 2017). After Richardson was established, people abandoned Breckenridge. The town was chartered in 1873 and the post office was established in 1874 along with a drug store and general store (City of Richardson 2017). The town prospered and by 1881 there were four doctors, several cotton gins, general stores, grocery stores, drugstores and churches (Maxwell 2010c).

By the beginning of the 1900s, the community had a newspaper, the Richardson Register, and a population of 147. In 1908, the Interurban, the electric railway, began service from Dallas through Richardson north to Denison and Sherman. By 1910, there was a gravel road from Dallas to the Collin County line and Richardson had a population of around 600 people who had access telephone service and electric lights. The town boasted four churches, a new eight-room brick school, a bank, several stores and a weekly newspaper in 1914 (Maxwell 2010c). The community began an agricultural fair in 1924 to promote interest in agriculture, farming and livestock that continued into the 1970s. In 1924, the Red Brick Road (now Greenville Avenue/ SH 5) was completed and opened up better transportation opportunities for the community. The next year Richardson incorporated and elected its first mayor, Thomas F. McKamy, under a commission form of city government (City of Richardson 2017). The City added a volunteer fire department and public waterworks in 1926 and awarded utility franchises to Lone Star Gas and Texas Power and Light Company (City of Richardson 2017). The Richardson and Addison High Schools were consolidated into the Richardson High School in 1927.

By 1940, the population had grown to 740 but after World War II, it almost doubled to 1,300. In 1951 Collins Radio opened a Richardson office and other electronic and technology firms followed including Texas Instruments in 1961 (City of Richardson 2017, Maxwell 2010c). Central Expressway or US 75 opened in 1954 and the growth of Richardson exploded. In June of 1956 voters adopted a home rule charter and the council/manager form of government (City of Richardson 2017). Five years later the population was 16,810. The city became known as the “electronic suburb” and later, with the advent of high tech companies, “the Telecom Corridor” (Maxwell 2010c).

In 1961 the Southwest Center for Advanced Studies was created in conjunction with Texas Instruments. Eight years later Texas Instruments executives gave the Center to the State of Texas and it became the University of Texas at Dallas. In the late 1960s and early 1970s, the city annexed a large amount of land along what is now the northern border of the city. In 1972 the population was approximately 56,000. Residential building grew quickly during between 1972 and 2010. By 1990 the population was 74,840 and by 2010 it was 99,223 (City of Richardson 2017).

### 3.3 Collin County

Collin County consists of an area of approximately 851 miles that is in the Blackland Prairie region of Texas. The topography of the county is by and large, ideal for farming. The area was part of the Peters Colony and was first settled in the 1840s. Originally part of Fannin County, the area became
a separate county in 1846. It was named after Collin McKinney, an early settler and signer of the Texas Declaration of Independence who moved to the area in 1840. The town of McKinney, also named for Collin McKinney, became the county seat in 1848. Another prominent early figure of the county was that of James Throckmorton who was a Collin County political leader. He was a member of the Texas legislature and acted as Governor under the short-lived Constitution of 1866 (Minor 2016).

Settlement of Collin County was slow before the Civil War. Most of the farms established before 1860 were small family farms that raised wheat, corn, and subsistence crops. The next phase of settlement occurred during and after the construction of the railroads through the county. The railroads meant transportation systems and markets for agricultural products. For the farmers, the railroads also brought building supplies and mechanized farm implements. The HT&C Railway, the first railroad in the county, reached McKinney in 1872 and Melissa in 1874. With the arrival of the railroads, farmers could take full advantage of the rich soils of the Blackland Prairie, which resulted in the growth and production of cotton. In 1860, census records show the county produced six bales of cotton. By 1870, the county annually produced 4,371 bales and by 1920, annual production increased to 49,311 bales of cotton (Minor 2016).

The railroad contributed to the development and growth of several communities within the county. These communities, in turn, served as transportation centers to move agricultural products from Collin County to larger markets.

3.3.1 Plano

Plano is currently located approximately 15 miles north of Dallas in southwestern Collin County near US 75. The town site was developed in 1845 on the headrights of Joseph Klepper and Sanford Beck when Kentucky farmer William Forman moved to Texas. Forman purchased Beck’s survey in 1851 and built several businesses, which formed a focal point for the community. A post office was established in 1852 and the postal authorities approved the name “Plano”, Spanish for “flat.” Plano was platted and incorporated in 1873 and the first school system was organized in 1891. Early industries in Plano included plumbing and stove plants, a garment factory, and an electric-wire factory. The cattle industry became an additional economic source in 1872, when the HT&C Railway connected the town site to nearby Dallas. New businesses opened in 1888 when the SLA&T Company intersected the HT&C. As a result, Plano became an outlet for the Blackland Prairie farmers. In 1908 Plano became an interurban stop on the Texas Electric Railroad (Schell and Wells 2010).

3.4 Transportation

Transportation was an integral part in the development and growth of North Texas. As settlers migrated to Texas in the early years of independence and statehood, travel was limited due to the absence of roads, unreliable terrain, and the slow pace of long distance travel by ox cart or stagecoach lines. Before the railroads spread to the west, stagecoach lines were the main outlet of transportation. Stagecoaches carried mail and people connecting the east coast across to the west coast. The stage lines were also used as freight lines. Teams of Oxen pulled wagons over the stage coach lines to deliver goods to towns and settlements across the state (Potts 1909: 16).
Counties opened roads as the population in their areas increased. Private stage lines were established between principal towns. Owners of the stagecoach lines laid out the routes and roads, but the counties maintained them. The stage lines routes eventually became the railroad routes (Potts 1909: 14).

Railroads, and the companies who owned them, eventually became the largest industrial force in the economic growth of north Texas, as well as the rest of the state. The development of municipal and international airports within Tarrant, Dallas, and Collin County also aided in the growth and expansion of communities such as Grapevine.

3.4.1 Stagecoach Development

Before the railroads spread to the west, stagecoach lines were the main outlet of transportation. Stagecoaches carried mail and people connecting the east coast across to the west coast. The stage lines were also used as freight lines. Teams of oxen pulled wagons over the stage coach lines to deliver goods to towns and settlements across the state (Potts 1909: 16). Counties opened roads as the population in their areas increased. Private stage lines were established between principal towns. Owners of the stagecoach lines laid out the routes and roads, but the counties maintained them. The stage lines routes eventually became the railroad routes (Potts 1909: 14).

Horse-drawn public transportation connecting Houston and Harrisburg started in Texas in 1837, a year after the Battle of San Jacinto. The first Congress of the Republic of Texas created a postal system in 1839 and established the postal routes, which not only carried the mail, but included passengers and freight from Houston. Stagecoach routes within Texas had a series of established stops located approximately 15 to 30 miles apart, where drivers and passengers could obtain a fresh team of horses and meals for the passengers. Most stops were at rural inns or log cabins, which provided small sustenance to the passengers and carried passengers northward from the ports of Galveston and Indianola (Cox 2008).

By 1848, the Gold Rush of California encouraged a boom in traveling and aided in the development of stagecoach lines within Texas. Early stagecoach routes were established by Henry Skillman, who contracted with the government to provide service from San Antonio to El Paso in 1851 (Cox 2008). The first stagecoach line licensed to carry United States mail entered Fort Worth on July 18, 1856 (King 1949:31-32). By 1857, US Postmaster General Aaron Brown contracted with John Butterfield to provide twice-weekly mail service in each direction heading eastward and westward beginning in St. Louis, Missouri. Butterfield’s Overland Mail Co. built stops every 15 to 20 miles and guaranteed arrival in San Francisco in 25 days, establishing regular stage coach service that connected Fort Belknap to Dallas and ran through Fort Worth, carrying United States mail (King 1949:31-32).

In 1858, another stage coach line (the Fort Worth-Jacksboro Stage Line) ran from Fort Worth to Jacksboro where it joined with the Butterfield Overland line that connected the east and west coasts (King 1949:31-32; Texas Almanac 2008). Shortly before the beginning of the Civil War, Texas had 31 stage lines in operation. The Overland line discontinued operations in Texas on March 2, 1861, less than six weeks before the outbreak of the Civil War. At that time, the US Congress moved all mail stagecoach lines further north to avoid interruption during the war (King 1949:31-32).
3.4.2 Railroad Development

After the 1836 Battle of San Jacinto when Texas achieved independence, there were only 1,273 miles of railroads within the United States; none were west of the Mississippi and none were in the southern United States. Roads and canals were thought as being more reliable than the steam locomotives. Within six months after the Battle of San Jacinto, the First Congress of Texas met and decided that an examination should be made regarding transportation conditions within the state of Texas. It also granted a charter to the Texas Railroad Navigation and Banking Company for a railroad, as well as for the improvement of the waterways, rivers, bays, and canals in order to connect the railroads to these already established modes of transportation. This charter became the first granted for a railroad west of the Mississippi and was unanimously approved by Senate vote in 1836. However, the charter was viewed as a betrayal to the people, jeopardizing their rights, property and liberty, and was rescinded (Reed 1981:1-10).

In 1838, another charter was granted to the Brazos and Galveston Railroad Company to improve transportation between Galveston and Houston. The charter specified the use of turnpikes instead of canals, the use of public lands, and that men and munitions for the Army and Navy would be transported for free. This charter failed as well. With the commercial competition between Galveston and Houston at hand, the City of Houston petitioned for their own rail charter for the Houston and Brazos Railroad Company. By 1840, laborers had been hired to start grading for ten miles. With a threatened Mexican invasion, the grading was abandoned and there is no record of the railroad being built (Reed 1981:32-33). Harrisburg resident, Andrew Briscoe, a pioneer in planning the laying out of towns in advance of the rail line construction, believed strongly in the development in the rail lines between the Brazos and Harrisburg. He secured several lots of land within Harrisburg for the sole purpose of grading for a new rail line. In 1841, he secured a charter under the name of The Harrisburg Railroad and Trading Company. Briscoe and his engineers planned a route for a transcontinental railroad. He was also a pioneer in planning the laying out of towns in advance of the rail line construction. Even with all of Briscoe’s preplanning efforts for construction, the country was still under the threats of a Mexican invasion and all male citizens were expected to be able to report for war duty. With the lack of labor, this charter rail line never began (Reed 1981:36-37). None of the early Republic’s chartered railroads were developed, but the efforts and ideas planted seeds for future development.

The first railroad in Texas was chartered in 1847 beginning on Buffalo Bayou between Houston and Lynchburg. It extended to a point on the Brazos between Richmond and Washington. The lots originally purchased by Andrew Briscoe in Harrisburg would be used, provided that the rail charter could complete and have in operation, 20 miles of rail within two years (Reed 1981:56). In 1851 a survey of the area was conducted to locate the termini of the route. Harrisburg was selected as the starting point and Richmond as the point crossing the Brazos. Work began in 1852 when the contract for grading was awarded to W.J. Kyle and Frank Terry. In August of 1853, 20 miles was completed from Harrisburg to Stafford’s Point. The rail did not officially open until September 7, 1853 and boasted two mixed trains daily, one each way. By the end of December 1855, the railroad to Brazos was completed extending the line to 32 miles. By March 1859, the rail was extended another 18 miles to the San Barnard River; an additional 15 miles to Eagle River was completed by November 1859; and in the fall of 1860 an additional 15 miles of rail reached Alleyton. Total rail line constructed in the six year time period totaled 80 miles, at which time construction ceased.
until after the Civil War (Reed 1981:59-61). The total cost to construct the first rail line in Texas amounted to $1,490,847.02 or $18,400 per mile.

By 1860 the future of railroads in Texas was very promising and plans were made to build northward towards Houston, Austin, and the eastern boundary of Texas along the Red River (Reed 1981:63-65). Three railroads had been completed by the beginning of the Civil War: the Texas and New Orleans, the Easter Texas, and the Washington County railroads (Werner 2010). Other railroad companies had started or were about to begin construction when the Civil War broke out. They did not resume construction until after the war. The existing railroads suffered from lack of maintenance as well as having materials pilfered for other uses. It was not until the 1870s that railroad construction resumed in earnest. The HT&C continued building north through Corsicana (1871) and Dallas (1873). Coming from the north into Texas was the MKT Railroad, which reached Denison in 1872. The following year the HT&C also reached Denison, giving the state a link to the nationwide railroad system (Werner 2010). The Houston and Great Northern Railroad constructed a line from Houston to East Texas in 1870. Other rail lines were constructed and completed during the 1870s. Acquisition and consolidation of lines also occurred. T&P Railway acquired the Southern Pacific and the Memphis, El Paso, and Pacific Railways and completed a line from Texarkana through Dallas to Fort Worth. By the end of the 1870s, Texas had 2,440 miles of track.

From the 1870s through the 1880s, more than 6000 miles of railroad track was constructed in Texas. Acquisition and consolidation of various lines continued. Jay Gould acquired control of the T&P and the MKT rail lines, as well as others. Issues with the railroads including high rates, traffic pools, and other abuses lead to several court cases filed by the State Attorney General James Hogg. His successes in these cases lead to significant changes to Gould’s railroad empire in Texas. Hogg made a successful bid for governor and established the Texas Railroad Commission during his tenure (Werner 2010).

At the turn of the century, there were still large areas of the state that had little or no rail service including West Texas, The Panhandle, and Southwest Texas. However, by 1911, Texas became the state with the most railway trackage. Between 1900 and 1932, almost 45 percent of the mileage in the state was constructed, bringing the total to 17,078 miles. Consolidation and reorganization of railroad companies continued through the 1930s. Three railroad companies, the Southern Pacific, Missouri Pacific, and the Santa Fe owned more than 70 percent of the mileage in Texas (Werner 2010).

Passenger trains reached their zeniths during the 1930s and 1940s. Many of the Texas lines ordered streamlined passenger equipment and new diesel engines. However, with the construction of the interstate highway system, as well as the development of airlines, passenger trains where phased out. The railroads were deregulated in 1980 and lead to reconfiguration of the major freight lines. They abandoned unprofitable lines and routes, and focused on consolidation and profitable routes. New companies acquired and successfully operated on secondary lines (Werner 2010).

Fort Worth & Western Railroad (FW&WR), 1988

Seeking to gain trackage in Fort Worth from the Burlington Northern Railroad Company, the Fort Worth and Western Railroad Company (FW&WR) was chartered on May 13, 1988. Prior to its
merger into the Burlington Northern, the track was owned by the St. Louis-San Francisco Railroad Company. In October of 1988 the company began operating over 6.5 miles of track controlled by the Tarantula Corporation. The Tarantula Train is an excursion passenger train that operates open coaches on the Fort Worth and Western between Eighth Avenue and the Fort Worth Stockyards (Cravens 2010).

Burlington Northern Santa Fe Railway (BNSF), 1970

The Burlington Northern Santa Fe Railway (BNSF) operated as a portion of the Burlington System, the name commonly used for the Chicago, Burlington, and Quincy Railroad Company. The Chicago, Burlington and Quincy, the Great Northern, the Northern Pacific, and the Pacific Coast Railways merged on March 2, 1970, to become Burlington Northern, Incorporated. The following year the name was changed to Burlington Northern Railroad. In 1995, Burlington Northern Railroad and Santa Fe Pacific Corporation merged to become one of the largest railroad systems in the United States, the BNSF Railway (Werner 2010).

Saint Louis Southwestern Railway Company (SSW, SLSW, or Cotton Belt), 1891

The SSW line was begun as the Texas and St. Louis Railway Company (T&SL) in 1879 and intended to tie East Texas cotton fields with the cotton compresses and warehouses located in St. Louis, Missouri. It quickly became known as the Cotton Belt Route, although the origin of the name is unknown. The road was reorganized as the SLA&T in 1886. The 99-mile line from Commerce in East Texas to Fort Worth was completed in 1888. The portion of the road in Texas was transferred by foreclosure sale in 1891 to the SSW of Texas with general headquarters and car shops in Tyler.

The SSW continued to expand throughout East Texas timber lands over the next 25 years. Rail transportation began to decline and branch lines started to be abandoned in the 1930s due to competition from other railways and the development of trucking companies, but primarily due to the depletion of Eastern Texas timber, which was a major rail commodity. In 1980, the SSW doubled in size when it began operating the former Chicago, Rock Island, and Pacific track from Tucamari, New Mexico through Dalhart to Kansas City and St. Louis. By 1984, the Texas branch merged into the parent company of the SSW (Reed 1981:412-422).

Cotton Belt Route in Dallas, 1903

Several railroad companies made up the Cotton Belt Route from Missouri to Texas, including Tyler Southwestern Railway Company, SLSW, and SLA&T. Tyler, Texas was the origination of the Texas Cotton Belt Route because of a rising need of transportation in east Texas. A railroad was formed from St. Louis to Texarkana and then to Tyler in 1880. The line branched off after Tyler to extend to Sherman, Hillsboro, Lufkin, Gatesville, and Fort Worth (Beck 1998). The company began serving Dallas via trackage rights in 1896 and in 1903 built its own 12-mile line between Addison and Dallas (Werner 2010).

Dallas, Garland and Northeastern Railroad (DGNU), 1992

The Dallas, Garland and Northeastern Railroad (DGNU) is a shortline operation based out of Garland, Texas, and for many years was part of the RailAmerica family of shortlines. The railroad
was started in the early 1990s and currently operates over 300 miles of trackage through lease and outright ownership. Along with property it directly owns, DGNO also leases lines from DART and Union Pacific (American Rails 2017).

Much of the trackage the DGNO currently operates was owned by the MKT system, commonly known as the Katy. This line had a history dating back to the Union Pacific Railway of 1865. Over the succeeding years, the Katy railroad grew and acquired smaller railroads eventually developing a system that extended from Kansas City and St. Louis southward to Dallas, Fort Worth, San Antonio and Houston/Galveston. In 1988, Union Pacific acquired the Katy and soon thereafter began abandoning and selling off redundant sections. In 1992, the sale of trackage occurred when the DGNO was created to operate the former MKT line between Garland, Greenville, and Trenton. The DGNO then acquired another section of track between McKinney and Sherman. Soon thereafter, the DGNO was granted exclusive rights to operate freight service over the DART lines between Dallas, Plano, and Lake Dallas (America Rails 2017).

At the end of 1990, all Class I carriers in Dallas, TX sold necessary trackage to Dallas Area Rapid Transit Property Acquisition Corporation (DARTPAC). DARTPAC appointed the DGNO as the operator of the rail lines. DGNO is leasing from UP, the line between Greenville and Garland and has purchased the former MKT line (abandoned in 1987) from Greenville to Trenton. DGNO began operating the group of lines through Plano and Carrollton in January 1999. In 2000, the DGNO was purchased by RailAmerica, Inc. in order to expand its’ rail lines of shortline rail. The Dallas area shortline transported commodities ranging from lumber and paper to food products, auto parts, military contracts, plastics, and chemicals. In 1990, DART purchased trackage in Dallas from several of the major rail lines. DART appointed the DGNO as the operator of these rail lines. DGNO began operating lines through Plano and Carrollton in 1999 (America Rails 2017).

3.4.3 Highway Transportation

The development of the highway system in Texas coincided with the burgeoning purchase and use of automobiles in the early 1900s. Road improvements were necessary for drivers to be able to traverse even the shortest distances let alone a trip across the state. In 1903, like many other states, Texas saw the formation of “good road” associations to promote improvements. The Federal; Highway Act of 1916 provided for the establishment of state highway departments. In that year, Texas had 194,720 cars registered in the state. In 1917, the state legislature established the State Highway Department (now the Texas Department of Transportation [TxDOT]). In these early years, the primary responsibility of the department was to give financial aid to the counties for highway construction and maintenance.

In the early 1920s, there were several changes that furthered the development of highways in Texas. The Federal Road Act of 1921 provided matching funds for states to build roads. Texas imposed a gasoline tax in 1923 to fund highway construction and the Texas Highway Department assumed the responsibility for constructing and maintaining the state highways. The state also adopted a “pay-as-you go” system to construct the roads and developed a road marking and numbering system. By 1929, Texas had 18,728 miles of highways, 9,271 of which were hard surfaced. During the Great Depression, the state sought funds for highway construction as a way
of providing employment to those who were without work. By 1939, there were over 1.5 million registered cars in Texas and more than 21,000 miles of roadways (Kite 2010).

Tremendous growth in the development of highways across the United States occurred in the post-war years. In 1945, the Texas state highway commission authorized the construction of 7,500 miles of rural roads to be financed by federal and state funds. The Colson-Briscoe Act of 1949 appropriated $15 million a year to from the Omnibus Tax Clearance Fund to the state highway department. This money was earmarked for the construction of rural roads that did not have sufficient traffic to warrant their construction or maintenance. In 1962, the amount was increased to $23 million a year for new farm to market roads. By 1990, there were over 41,750 miles of secondary roads in the state, the most in the world (Kite 2010).

In 1956, the US Congress established the National System of Interstate and Defense Highways, which had the goal of linking nearly every major population center in the nation. The system was to consist of 42,000 miles of highways across the country. The law established a trust fund under which the states would pay ten percent of the cost of the system and the federal government would pay 90 percent. The states had to pay for the construction and be reimbursed by the federal government. As a result, by the 1990s Texas had completed over 3,000 miles of interstate highway mileage (Kite 2010).

Leslie A. Stemmons Freeway (IH 35E)

The Leslie A. Stemmons Freeway (Stemmons) was designed as the Dallas section of IH 35E, an interstate highway extending from Mexico to Canada. It was envisioned in 1952 when the Dallas County Commissioners Court initiated efforts to build a freeway along the US 77 corridor. Later that year businessmen and civic leaders went to Austin to make a presentation to the Texas Transportation Commission for the construction of the highway. At the time the alignment was to the west of the current IH 35. State approval and funding was secured but construction was placed on hold because ROW had not been obtained. The northern portion of IH 35E (Stemmons), through Denton County, was completed in 1953; the Lewisville to Lake Dallas portion in 1955. In 1954, plans were finalized for IH 35 with an alignment just west of downtown Dallas, next to the Trinity River levee, where there was a large swath of undeveloped land. Because construction occurred before the 1956 Federal Aid Act, local governments were still responsible for acquiring ROW with their own resources. It was up to local officials to convince property owners in the adjacent areas to donate the needed ROW. The property owners included John Stemmons (Leslie Stemmons’ son), David Bruton of the Inwood Industrial District and W.C. Windsor Jr. of the Brookhollow Industrial District. The last section to be acquired, from Oak Lawn Avenue to Commerce Street was purchased by the City of Dallas with public funds. Stemmons Freeway was a truly modern highway with ten main lanes, frontage roads and ample entrance/exit ramps (DFW Freeways 2017a).

The first section of Stemmons Freeway was opened on August 3, 1959 in Dallas County (DMN New Expressway 1959). The Dallas segment cost $35 million and was part of a 13-year program to build $40 billion worth of new highways in the United States (TxDOT 2012). The southern half of the freeway was the Dallas-Fort Worth Metroplex’s (DFW) first, modern, large-sized freeway when it opened in 1959. The freeway served as a catalyst for business and industrial development for Dallas. It continues to be the longest, widest freeway in the DFW area.
Dallas North Tollway

The North Texas Tollway Authority’s (NTTA’s) origins can be traced back to 1953 with the creation of the Texas Turnpike Authority (TTA), the state agency responsible with the building and operations of the Dallas-Fort Worth Turnpike between Dallas and Fort Worth. This turnpike became known as IH 30 when the Texas Department of Transportation assumed responsibility for the highway in 1977. The NTTA began its second project, the Dallas North Tollway in 1966 (NTTA 2017). The Dallas North Tollway is a 32-mile controlled-access toll road operated by the NTTA, which runs from the south at IH 35E in Dallas northward to US 380, near Frisco in Collin County. The original segment of the tollway ran from IH 35E to IH 635 along an old SLSW Railway Corridor. The tollway was approved by the Texas Turnpike Authority for construction on August 7, 1964. The first section from IH 35E to Mockingbird Lane was opened on February 11, 1968. With the growth of north Dallas neighborhoods, the tollway was extended to IH 635 on July 1, 1968. The tollway north of IH 635 was not started until the late 1980s and was opened in 1986 (DFW Freeways 2017b). All of these extensions parallel SH 289, known as Preston Road, originally a section of an Indian trail that lead from southwest Texas to what is now SLSW Railway (Dunn 2000:15).

North Central Highway (US Highway 75)

US 75 was built from the 1950s through the 1960s as a main thoroughfare from Dallas to Oklahoma City. In the late 1960s, the route of US 75 was changed significantly. The highway was moved west starting at Fairview (south of McKinney) to the Texas and Oklahoma state line. This moved it to the outskirts of McKinney, Melissa and Anna, bisecting farmland along the way. The rural character that once defined US 75 is rapidly changing due to the suburban residential development that is occurring adjacent to the highway. The extant rural and agricultural structures have been rapidly losing their context with the expansion of urbanization.

3.4.4 Aviation

Texas has been integral to the development of aviation since the early days of flight. The relatively flat terrain of much of the state and the warm climate provided a naturally agreeable environment for flight before the invention of modern avionics and aircraft development. It remains an influential and important part of the aviation industry.

In 1938, the Civil Aeronautics Authority (CAA) was created and given the power by the US Government to regulate airline fares and determine the routes air carriers would travel. More importantly for airports, it lifted the ban on federal aid and changed the previous airmail contract system to a program of negotiated non-competitive certificates. In 1940, the Civil Aeronautics Authority was split into two agencies, the Civil Aeronautics Administration and the Civil Aeronautics Board (CAB). The CAA was responsible for the air traffic control, safety and airway development and the CAB continued to regulate airline fares and routes (Bednarek 2001: 99; Federal Aviation Administration [FAA] 2017).

From 1945 to 1958, the rapid growth of air commerce, air technology, and an increasing public demand for air services caused aviation to reach high levels of capacity. The Federal Airport Act of 1946, which grew out of initial airport funding efforts begun by the CAA and Congress in 1944,
provided aid for municipal airports through the Federal Air for airports Program (FAAP). The CAA was given the responsibility of administering the federal airport aid program, which was intended to promote development at U.S. civil airports. Between its inception in 1946 and 1969, when the FAAP expired, $1.2 billion had been distributed to airports. Its successor program, the Airport and Airway Development Act (ADAP) distributed $1.3 billion between 1970 and 1975, creating 85 new airports nationwide, and was involved in more than 1,000 improvement projects. Over the years between 1971 to 1998, the federal government spent $26.1 billion for airport construction and improvements through ADAP and the funding sources provided by the Airport Improvement Act (Crouch 2003: 609).

### Dallas-Fort Worth International Airport (DFW Airport)

The development of DFW Airport started in 1940 when the CAA approached the City of Arlington to develop an airport midway between Dallas and Fort Worth. American Airlines and Braniff Airways purchased and donated 1,000 acres of land for the new Midway Airport. Construction began in 1942 and the field was operated as a military training field during World War II. The first airport plan was developed in 1946 and in 1947 the field was renamed the Greater Fort Worth International Airport. In 1950, the field was renamed Amon G. Carter Field. This greatly expanded field opened in 1953. In 1960, the field was renamed yet again and became the Greater Southwest International Airport.

From 1959 to 1965, passenger service to the Greater Southwest International Airport declined while increasing at the competing Dallas County Love Field airport. In 1964, Dallas and Fort Worth were ordered by the CAB to devise a regional airport plan to reduce competition and duplication of effort by operating the two airfields. A board was appointed and in 1968, ground was broken for the new Dallas-Fort Worth Regional Airport. The name was changed to its present Dallas-Fort Worth International Airport in 1973 (Leatherwood 2010). The airport is jointly-owned by the cities of Dallas and Fort Worth and operated by the DFW Airport Board. DFW Airport covers more than 29.8 square miles and is bounded by the cities of Grapevine, Irving, and Euless. It currently ranks third in terms of operations and seventh in terms of passengers worldwide (DFW Airport 2017). The location of DFW Airport in Tarrant County and Dallas County has been a major drive in the development of communities and cities within the immediate area of the airport. Cities such as Southlake and Grapevine have seen the expansion of commercial and housing growths due to the influx of population to the region due to the proximity of the airport. The DFW Airport is the terminus of the current project with rail lines proposed to link passengers to Terminal B.

### Addison Airport

Using private funding, the Addison Airport was built on 400 acres of cotton fields in 1956, just north of Dallas. The private airport serves general aviation needs, as well as a developing corporate department, with the use of one runway. In an effort to protect zoning and flight corridors, the airport was sold to the Town of Addison in 1976 under an agreement between the Town, the FAA, and Addison Airport, Inc. Through the years, the airport has gone from private owners, who use the airport for personal use, to business and corporate use for companies such as Frito Lay. The airport not only provides services to private civilian aircraft, recreational pilots,
and corporate departments, the local fire and police station are located on Airport property to better serve the community (Addison 2017; Infanger 2006; Maxwell 2016b).

4 Historic Resources Survey Results

4.1 2013 Survey Results

The proposed Cotton Belt Corridor Regional Rail project, consisting of approximately 26 miles of predominantly existing railroad track, crosses through developed areas of northeast Tarrant County, northwest Dallas County, and southwest Collin County. During the 2013 survey effort, a total of 68 historic resources (building, structure, object built 1971 or before) were recorded within 175 feet from the centerline of existing ROW and 250 feet from the centerline of new ROW for the proposed railway project activity. The documented resources were evaluated for listing in the NRHP. Historic resources within the APE consist of domestic, commercial, industrial, religious, funerary, and transportation related property types. In addition to individual historic resources, development patterns indicating the locations of a potential historic district within or abutting the project area were also sought (Singleton et. al 2013).

4.2 2017 Survey Results

On March 31, 2017, a historic-age resources survey was conducted to document any historic-age resources found within 250 feet from the footprint for proposed station locations. Five historic-age resources were recorded within the fifteen proposed stations (see table below). Table 4.1 includes the historic-age resources located within current proposed station location that were documented in the 2013 survey, as well as the 2017 survey. Historians also field verified and re-evaluated, when necessary, resources that were recorded in the 2013 effort.

|(TABLE 4-1) Recorded resources within 1,300 feet of each proposed station location. |
|---|---|
|**Total of Recorded Resources 2013/2017** |
|DFW Terminal—B | 0/0 |
|DFW North | 0/0 |
|Cypress Waters | 0/0 |
|Equipment Facility (EMF) Maintenance | 0/0 |
|Downtown Carrollton | 1/0 |
|New Mercer Yard | 0/0 |
### Table 4-1

<table>
<thead>
<tr>
<th>Station Location</th>
<th>Total of Recorded Resources 2013/2017</th>
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<tr>
<td>Addison</td>
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<td>0/0</td>
</tr>
<tr>
<td>City Line/Bush</td>
<td>0/1</td>
</tr>
<tr>
<td>12th Street Complex</td>
<td>1/0</td>
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<tr>
<td>Shiloh Road</td>
<td>0/0</td>
</tr>
<tr>
<td>DGNO Mockingbird Yard</td>
<td>0/5</td>
</tr>
</tbody>
</table>

#### 4.2.1 DFW Terminal-B

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A: Figure 5).

#### 4.2.2 DFW North

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A: Figure 6).

#### 4.2.3 Cypress Waters

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A: Figure 7).

#### 4.2.4 Equipment Maintenance Facility (EMF)

There are no historic-age resources documented within the proposed EMF APE during the 2017 field effort (Appendix A: Figure 8).
4.2.5 Downtown Carrollton

While no new historic-age resources were documented within the proposed station location APE during the 2017 effort, the 2013 survey identified a historic-age resource, and labeled it as Resource 21. This resource was verified during the 2017 survey effort (Appendix A: Figure 9; Appendix B: Resource 21).

Resource 21 which was identified in 2013, is the Carrollton Depot, located on Denton Drive at the railroad tracks in the DART station parking area. The Carrollton Crossing Depot was constructed in 1925 and served the three railroads that came through Carrollton (City of Carrollton 2017). The building is an L-shaped structure with wood siding and a hipped roof with deep overhanging eaves and 6/6 windows. As part of a Memorandum of Agreement between DART and the THC, the Carrollton Depot building was relocated to its current site and rehabilitated by DART (DART 2013).

The Carrollton Depot (Resource 21) was determined eligible for listing in the NRHP under Criterion A for its association with early railroads and the development of Carrollton, and Criterion C as an example of a 1920s railroad depot in the 2013 survey effort. In addition, Resource 21 was recommended as a contributing resource to a potential Cotton Belt Historic Railroad Thematic Corridor.

4.2.6 New Mercer Yard

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A: Figure 10).

4.2.7 Addison Transit Center

While no new historic-age resources were documented within the proposed station location APE during the 2017 effort, the 2013 survey identified a historic-age resource and labeled it as Resource 44. This resource was verified during the 2017 survey effort (Appendix A: Figure 11; Appendix B: Resource 44).

Resource 44, which was identified in 2013, is the Addison State Bank, located at 4803 Broadway in Addison, Texas. This resource was previously designated an RTHL in 1984. The building was constructed in 1913 to house the Addison State Bank, which had been organized the previous year to serve the new railroad community of Addison. The bank closed in 1926, after which the brick commercial structure served as a mercantile store for many years. The building is a one-story brick structure that features corbeled brickwork at the cornice. The façade features a replacement plate glass window with transom and replacement single glass door entrance with transom. The Addison State Bank building is one of the few remaining structures from the original town (THC 1984). The resource retains integrity of location, setting, workmanship, feeling, and association; however, integrity of design and materials has been lost due to uncharacteristic modifications.

As a building associated with a pattern of early community development in Addison, Texas, 2013 Resource 44 (Addison State Bank) was recommended eligible for the NRHP under Criterion A. The resource, however, is not associated with any other historically significant person (Criterion B), does not retain sufficient integrity to convey its architectural significance (Criterion C), nor does it possess the potential to provide information that may contribute to an understanding of human
history or prehistory (Criterion D). Therefore, Resource 44 was recommended eligible for listing in the NRHP under Criterion A in the 2013 survey effort.

4.2.8 Knoll Trail

While no new historic-age resources were documented within the proposed station location APE during the 2017 effort, the 2013 survey identified a historic-age resource and labeled it as Resource 45, which was located just north of the proposed station location. This resource was field verified during the 2017 survey effort (Appendix A: Figure 12).

Resource 45, which was identified in 2013, is the White Rock Creek Bridge constructed in 1917. The bridge is a single span Warren with Vertical Pony Truss manufactured by the American Bridge Company. The American Bridge Company was organized by J.P. Morgan and Company and was incorporated in New Jersey in 1900. Within a year, it became a subsidiary of US Steel Corporation, and maintained offices in New Jersey with headquarters in New York. The American Bridge Company purchased 24 fabricating companies during the first year of its incorporation; comprising 50 percent of the nation’s fabricating capacity (Darnell 1984: 85).

The Warren Truss, first developed in 1848 by James Warren and Willoughby Monzoni, was one of the most commonly used truss configurations in the early twentieth century due to its easy assembly on site. A true Warren Truss can be identified by the presence of many isosceles triangles, and these triangles can be further subdivided with a vertical member creating the Warren with Verticals Truss (Holth 2006: 19-23).

The White Rock Creek Bridge (Resource 45) was determined eligible for listing in the NRHP under Criterion C for its design as a Warren Pony Truss (THC 2009). Resource 45 retains its eligibility status for listing in the NRHP under Criterion C. In addition, Resource 45 was recommended as a contributing resource to a potential Cotton Belt Historic Railroad Thematic Corridor.

4.2.9 Preston Road

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A: Figure 13).

4.2.10 Coit Road

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A: Figure 14).

4.2.11 UT- Dallas

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A: Figure 15).

4.2.12 CityLine/Bush

In the proposed South Richardson Alternative rail line, one resource was documented in the 2017 survey effort. At the beginning of the line, where it spurs south from the proposed Cotton Belt
Alignment, a concrete dam was found in Spring Creek (Appendix A: Figure 16; Appendix B: PGBT01). The function of the dam is unknown, but it is mentioned in several deeds as a parcel boundary and transferred property. While the dam is heavily eroded, it once had two eight feet high wing walls on either side of an eight foot spill way. The wing walls and the spill way were formed with reinforced, stone aggregate concrete and sheathed with a smooth coating of concrete. Over time, the concrete sheathing has broken exposing the concrete forms. Also, the creek, which once flowed within the width of the wing walls, has now eroded the creek bank and flows around the dam (Appendix A: Figure 16; Appendix B: PGBT01).

Presently, the land that surrounds the dam is primarily owned by Create Church, Inc. A small strip along the west bank is owned by the City of Richardson. According to Collin County deed records, the W.W. Caruth, Jr. Foundation owned all of the property surrounding the dam until 2016. This foundation acquired the land from the estate of W.W. Caruth, Jr. in 2013. W.W. Caruth, Jr. was an influential member of the Dallas community through both his business developments and his philanthropic contributions.

Caruth purchased the property, totaling 105 acres, in 1952 from Cecil R. and Dolores M. McClelland (CCDR 462/121). Aerial photos and topographic maps from the 1950s show a farmstead just east of the dam, but it is likely that Caruth did not reside there as he was a wealthy businessman working in the city of Dallas. The metes and bounds description of the 105 acres in the deed use “a lake caused by the damming of Spring Creek” as a demarcation point, meaning that the dam was constructed prior to Caruth’s purchase.

The McClelland’s purchased land on the west side of Spring Creek in 1946 from O.H. and Ruby Bruce Ridgeway (104 acres in total). This deed specifically mentions the concrete dam when describing the property boundary: “Thence in a southeasterly direction with the west bank of said creek opposite a concrete dam; thence north 58 degrees, East 60 links with said concrete dam to a point in the center of same, in the center line of Spring Creek...” (CCDR 361/95). This seems to indicate that whoever owned the property on either side of Spring Creek where the dam was located also owned half of the dam. In 1942, O.H. and Ruby Ridgeway bought the same tracts of land from C.F. and May Bright Norton, and this deed used the same language quoted above to describe the dam (CCDR 335/100).

In April 1928, May Bright and C.F. Norton purchased 50 acres on the west side of Spring Creek from J.H. and Frances Aldridge. This deed also uses the sentences quoted above to describe the dam along the eastern property boundary (CCDR 272/220). Just two months prior, in February 1928, J.H. Aldridge bought the same 50 acres from H.W. Hayes. This deed also uses the quoted sentences in describing the dam on the property’s eastern boundary. H.W. Hayes purchased 133.04 acres on the west side of Spring Creek from M.L. and Emma Williams in 1899. This deed describes part of the eastern property boundary as, “down the center of the bed of said Creek with its meanders...” and does not mention a concrete dam as later deeds did (CCDR 89/478). Therefore, the dam at PGBT01 was probably built between 1899 and 1928 when H.W. and Emma Hayes lived on the west bank of Spring Creek.
4.2.13 12th Street Complex

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A; Figure 17).

4.2.14 Shiloh

There are no historic-age resources documented within the proposed station location APE during the 2017 field effort (Appendix A; Figure 18).

4.2.15 DGNO Mockingbird Yard

In the proposed DGNO Mockingbird Yard, five historic-age resources were documented in the 2017 survey effort (Appendix B; Figure 19). The Mockingbird Yard is located on an existing rail yard south of State Highway 183. The area is highly industrial and it appears that most of the buildings are similar in style constructed between the 1950s and 1970s. Four of the resources that were recorded during the 2017 survey effort front Halifax Street, but back up to the DGNO Mockingbird Rail Yard with access to rail siding on the north side. The buildings are painted brick and MBY01-02 have roll top garage doors on the north façade near the rail road siding. MBY05 is the United States Cold Storage detached warehouse and is part of a larger complex of buildings with rail siding running through the complex. The walls are a combination of painted CMU blocks on the west side and standing seam metal on the larger east side.

The buildings that were recorded within the proposed Mockingbird Yard have no known association with historical events or persons of significance, therefore they are not recommended eligible under Criteria A or B. The buildings are typical mason warehouse buildings that are found in the area and therefore do not exemplify any significance to qualify for listing under Criterion C. As such, MBY01-05 are recommended not eligible for listing in the NRHP.

4.2.16 Design Modification of the 12th Street Complex and Resurvey of the Old City Cemetery/L.A. Davis Cemetery

The 2017 survey consisted of examining the proposed station locations, which were not part of the 2013 rail design. During the 2013 historic resources survey, the Old City Cemetery/L.A. Davis Cemetery was documented and a recommendation of not eligible was made. During the 2017 station survey, the APE for the 12th Street Complex included the area of the Old City Cemetery/L.A. Davis Cemetery, therefore the cemetery was re-evaluated as new information had been obtained. However, based on findings during the 2017 archaeological survey, the 12th Street Complex Station was re-designed to avoid the area of the cemetery. Since the cemetery had been re-evaluated in the field prior to the re-design of the station location, and since the cemetery is an important resource to the community, this report discusses the findings obtained in 2017 in order to make an up-dated recommendation for the cemetery.

Resource 61, which was identified during the 2013 survey (Appendix A; Figure 17), is the Old City Cemetery/L.A. Davis Cemetery located within the Douglas Community in Plano, Collin County, Texas. The land on which the cemetery is located was part of the Joseph K. Klepper land grant. The cemetery was initially associated with the Methodist Episcopal Church (1874 to 1894), the

Lee Andrew (L.A.) Davis relocated to the Plano area from south Texas, in search of work as a sharecropper. Through success in real estate and stocks, Davis became a prominent businessman in the Plano area. This was accomplished during the time of Jim Crow laws and segregation. Not only were African Americans expected to eat at separate restaurants, drink from separate water fountains, use separate restrooms, attend separate schools and churches, and sit at the back of the bus, they were limited in opportunity to land ownership. Due to his status in the community, Davis was able to procure land in the Douglas Community, which he in turn sold plots to African Americans to build upon (Campbell 2017).

The L.A. Davis neighborhood (Figure 17) included a triangular parcel adjacent to the existing Old City Cemetery, which was reserved for the use as a cemetery. The Douglass community began to utilize the L.A. Davis Cemetery beginning in the 1920s. Prior to this, African Americans could be buried in the Old City Cemetery, but when that cemetery became full they were buried in the L.A. Davis cemetery. This was highly significant for this period because of Jim Crow laws, which segregated places such as schools, churches, stores, restaurants, and cemeteries. The Old City Cemetery/L.A. Davis Cemetery is one of the first integrated cemeteries in the state of Texas (Campbell 2017).

In general, the cemetery exhibits a variety of headstones; including those made of marble, granite, and wood. Some graves are known to have been relocated to other cemeteries, but there continues to be approximately 200 burials remaining (City of Plano Heritage Commission 2013). Burial dates within the cemetery range from 1881 to ca. 2009. Although the resource has retained integrity of location, setting, workmanship, and feeling, its integrity of design, materials, and association has been impacted due to the removal of graves and addition of recent burials (Campbell 2017).

The 2013 survey effort recommended the Old City Cemetery/L.A. Davis Cemetery not eligible due to loss of “integrity of design, materials, and association [which] has been impacted due to the removal of graves and the addition of recent burials.” During the 2017 investigation, historians disagreed with 2013 recommendation. The Old City Cemetery/L.A. Davis Cemetery was one of the first cemeteries in the state of Texas to be integrated; therefore, it is recommended eligible for listing in the NRHP under Criterion A. There is not significant association with a single person under Criterion B; therefore, it is recommended not eligible for listing under Criterion B. While the cemetery has been modified very little since the first burials, the environment around the cemetery has changed drastically. This affects the integrity of feeling and the setting, therefore, the cemetery is recommended not eligible under Criterion C. As such, the Old City Cemetery/L.A. Davis Cemetery is recommended Eligible for listing under Criterion A in the area of social and cultural trends at the local level.

Summary

Dallas Area Rapid Transit (DART), on behalf of the FTA, has determined the proposed project constitutes an undertaking as defined by 36 Code of Federal Regulations (CFR) Part 800.16(y) and
is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

The Cotton Belt Corridor Regional Rail Project’s primary purpose is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern portion of the DART Service Area.

The purpose of the current survey effort was to supplement a 2013 survey report, which was conducted by historians at URS—Dallas office. At the time of the initial survey report, the exact location of the proposed station location was not determined, therefore, the 2013 survey only documented resources within 175 feet of existing railway ROW and 250 feet of new railway ROW.

The 2013 effort documented 68 historic-age resources along the proposed Cotton Belt Corridor Regional Rail project. These resources included domestic, transportation, commercial, industrial, religious, and funerary. Of the 68 resources, three resources were recommended eligible for listing in the NRHP (2013 Resources 21, 44, and 45; see Appendix B for previous resource documentation).

While the resources that were determined eligible in the 2013 effort were field verified by historians during the 2017 survey, additionally, six new historic-age resource (PGBT01 and MBY01-05) were documented during the 2017 field effort, and one previously recorded resource (2013 Resource 61) was re-evaluated for eligibility. The PGBT01-Spring Creek dam is recommended not eligible for listing in the National Register, due to loss of integrity and function. MBY01-05 do not exemplify any significance to warrant a recommendation for listing in the NRHP. The Old City Cemetery/LA Davis Cemetery (2013 Resource 61; see Appendix B for previous resource documentation) is recommended eligible for listing in the National Register under Criterion A for significance in social and cultural trends at the local and state level.

6 Impact Assessment

6.1 2013 Impact Assessment of Survey Results

The proposed Cotton Belt Corridor Regional Rail project will be constructed adjacent to the existing rail line and within the current railroad ROW. Historic resources that are within the APE, but outside the current railroad ROW, will not be impacted by the proposed actions. Furthermore, historic resources within the ROW and adjacent to the tracks would not be impacted by the proposed action. One resource (2013 Resource 45, White Rock Creek Bridge), however, is recommended eligible for listing in the NRHP and located on the railroad tracks. Review of the proposed actions for this project has determined that there would be an adverse impact to this resource. Thus, it is recommended that mitigation measures for the White Rock Creek Bridge (Resource 45), consisting of Level II Historic American Engineering Record-Like (HAER) documentation, be coordinated with the THC.
6.2 2017 Impact Assessment of Survey Results

The proposed Cotton Belt Regional Rail Corridor Station Locations will be constructed within newly acquired ROW. There are no historic resources located within proposed station location footprints, one resource (2013 Resource 61-Old City Cemetery/L.A. Davis Cemetery) is located adjacent to the 12th Street Complex APE, and within the rail corridor APE (2013 Survey), a concrete dam (PG801) is located near the City Line-Bush Station, and five new historic-age resources were documented in the proposed Mockingbird Yard APE. For purposes of this survey effort, review of the proposed actions has determined that there would be no adverse effect to historic properties. Due to the location of the Old City Cemetery/L.A. Davis Cemetery in the proximity of the DART ROW, DART has amended the design of the rail in the location of the Old City Cemetery/L.A. Davis Cemetery, hence avoiding the location. However, if project designs should change in the future, THC should be notified in order to re-evaluate impacts to eligible and listed resources.

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Young, Charles H.

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Sanborn Fire Insurance Maps
Figure 1: Cotton Belt Regional Rail Corridor Project Location.
Figure 2. Cotton Belt Regional Rail Corridor—Segment 1.
Figure 3. Cotton Belt Regional Rail Corridor—Segment 2.
Figure 4. Cotton Belt Regional Rail Corridor—Segment 3.
Figure 5: Proposed DFW—Terminal B Station to be constructed as part of the TEX Rail project.
Appendix A: Cotton Belt Regional Rail Corridor Maps

Figure 6: Proposed DFW North Station Location.
Figure 7: Proposed Cypress Waters Station Location.
Figure 8: Proposed Equipment Maintenance Facility (EMF) Location.
Figure 9: Proposed Downtown Carrollton Station Location.
Figure 10: Proposed New Mercer Yard Location.
Figure 11: Proposed Addison Transit Center Station Location.
Figure 12: Proposed Knoll Trail Station Location.
Figure 13: Proposed Preston Road Station Location.
Figure 14: Proposed Coit Road Station Location.
Figure 15: Proposed UT—Dallas Station Location.
Figure 16: Proposed City Line-Bush Station Location.
Figure 17: Proposed 12th Street Complex Station Location.
Figure 18: Proposed Shiloh Road Station Location.
Figure 19: Proposed DGNO Mockingbird Yard Location.
Appendix B: Historic-age Resource Forms
**PHOTOGRAPHIC LOG**

Client Name: DART  
Site Location: Tarrant, Dallas, Collin counties  
Project: Cotton Belt Regional Rail Corridor

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**TEXAS HISTORICAL COMMISSION**

**HISTORIC RESOURCES SURVEY FORM**

1. **Identification**

   County: Dallas  
   City: Carrollton

   Current name: Resource 21 (Carrollton Depot)  
   Historic name: Carrollton MKT Union Depot

   Address: 1013 E Belt Line Rd.

   Owner/address: DART-1401 Pacific Avenue, Dallas, Texas, 75202

   Photo data: Roll _____ Frame _____ to Roll _____ Frame _____

   Current Designations:  
   - NR  
   - NR District (Is property contributing?)  
   - Yes  
   - No  
   - RTHL  
   - HTC  
   - SAL  
   - Local  
   - Other

   Recorded by: Kate Singleton and Deborah Dobson-Brown  
   Date recorded: 11/28/2012

2. **General architectural description**

   The Carrollton Depot was constructed in 1925 and served the three railroads that came through Carrollton.

   Outbuildings (Specify number and type):
   - Garage  
   - Barn  
   - Shed  
   - Other N/A

   Landscape/site features:
   - Sidewalks  
   - Terracing  
   - Drives  
   - Well/cistern  
   - Gardens  
   - Other

3. **Architectural Description**

   **Stylistic Influence(s):**
   - Log Traditional  
   - Greek Revival  
   - Italianate  
   - Second Empire  
   - Queen Anne  
   - Shingle  
   - Romanesque Revival  
   - Folk Victorian  
   - Colonial Revival  
   - Renaissance Revival  
   - Exotic Revival  
   - Gothic Revival  
   - Tudor Revival  
   - Neo-Classical  
   - Beaux Arts  
   - Mission  
   - Modern  
   - Mediterranean  
   - International  
   - Post-war Modern  
   - Ranch Style  
   - Commercial Style  
   - No Style  
   - Other

   **Structural Details:**
   - Roof Type:
     - Gable  
     - Hipped  
     - Gambrel  
     - Shed  
     - Flat w/parapet
     - Dormers:
       - gable  
       - hipped  
       - shed  
     - Other

   - Roof Materials:
     - Wood shingles  
     - Tile  
     - Composition shingles  
     - Metal  
     - Other

   - Construction:
     - Frame  
     - Adobe  
     - Solid brick  
     - Solid stone  
     - Other

   - Wall Facade:
     - 2. Number of bays:
       - Stucco  
       - Stone  
       - Brick  
       - Wood shingle  
       - Log  
       - Terra Cotta  
       - Metal  
       - Sliding type wood  
       - Fieldstone veneer  
       - Awning(s)  
       - Other

   - Windows:
     - Fixed  
     - Wood sash  
     - Double hung  
     - Casement  
     - Alabama sash  
     - Decorative screenwork  
     - Other

   - Doors:
     - Single-door primary entrance  
     - Double-door primary entrance  
     - With transom  
     - With sidelights  
     - Other

   - Chimneys:
     - Specify number(s):
       - Interior  
       - Exterior  
       - Brick  
       - Stone  
       - With corbeled caps  
       - Stuccoed  
       - Other N/A

   - Porches:
     - Shed roof  
     - Hipped roof  
     - Gable roof  
     - Hip roof  
     - Wood post  
     - Brick piers  
     - Box columns

   - Foundation:
     - Slab  
     - Pier and beam  
     - Pier wall  
     - Other

4. **Location**

   - Location  
   - Design  
   - Materials  
   - Workmanship  
   - Setting  
   - Feeling  
   - Association

   **Dimensions:** L _____ x W _____ = Square feet N/A

---

July 31, 2017 | 58
Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

PHOTOGRAPHIC LOG

4. Function
Historic Use: ☐ Agriculture ☐ Commerce/Trade ☐ Defense ☐ Domestic ☐ Educational ☐ Government ☐ Healthcare
☐ Industry/processing ☐ Recreation/culture ☐ Religious ☐ Social ☐ Other ☐ Transportation/rail-related

Current Use: ☐ Agriculture ☐ Commerce/Trade ☐ Defense ☐ Domestic ☐ Educational ☐ Government ☐ Healthcare
☐ Industry/processing ☐ Recreation/culture ☐ Religious ☐ Social ☐ Vacant ☐ Other ☐ Transportation/rail-related

5. Architectural History
Architect: N/A
Builder: N/A

Construction date: 1925 ☐ Actual ☐ Estimated Source: Texas Historical Marker

☐ Relocated, specify former location and reason: The Carrollton Depot has been moved from its original location.

Other associated contexts and information of interest: Located near the Cotton Belt Railway between Fort Worth and Plano.

6. Archaeology Ground
☐ Original state ☐ Disturbed Explain: N/A

Is a State Archeological Survey Form available for this site? ☐ Yes ☐ No ☐ Not known

Details: N/A

7. Other Information
Is prior documentation available for this resource? ☐ Yes ☐ No ☐ Not known Type: ☐ HABS ☐ Survey ☐ Other ☐ Marker

Details: 

Accessible to the public: ☐ Yes ☐ No ☐ Not known Possible threat(s): ☐ None ☐ Damage (i.e. natural disaster) ☐ Neglect ☐ Development ☐ Major alteration ☐ Relocation ☐ Other ☐

Note: Also see Endangered Historic Property Identification Form

8. Geographic Information
USGS quad: Carrollton Year: 1921
Map scale: 1:24,000

UTM zone: 14 Easting: 695571 Northing: 3643299

Legal description (Lot/Block): N/A

Addition: N/A Year of addition: N/A

9. Significance
Applicable National Register (NR) criteria:
☐ A. Associated with events that have made a significant contribution to the broad pattern of our history;
☐ B. Associated with the lives of persons significant in our past;
☐ C. Embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction;
☐ D. Has yielded, or is likely to yield, information important in prehistory or history;

Areas of significance: Early railroad development in Carrollton, Texas.

10. Priority (See manual for definitions) ☐ High ☐ Medium ☐ Low

Explain: 

Question?
Contact survey coordinator
History Programs Division, Texas Historical Commission
at 512/663-5853 or history@thc.state.tx.us.

Texas Historical Commission
The State Agency for Historic Preservation
www.thc.state.tx.us
Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

Resource 21, looking southwest.

Resource 21, looking northeast.
### Texas Historical Commission

#### Historic Resources Survey Form

**1. Identification**
- County: Dallas
- City: Addison
- Current name: Resource 44
- Historic name: N/A

**Address:** 4803 Broadway

**Owner/address:** 4803 Broadway Restaurant Acquisitions LP 4803 Broadway St., Addison, Texas

**Photo data:** Roll ______ Frame ______ to Roll ______ Frame ______

**Current Designations:**
- □ NR
- □ NR District (Is property contributing?) □ Yes □ No
- □ RTHL □ HTC □ SAL □ Local □ Other

**Recorded by:** Kate Singleton and Deborah Dobson-Brown
**Date recorded:** 11/28/2012

**General architectural description:**
The building is a one-story brick structure that features corbelled brickwork at the cornice. The facade features a replacement plate glass window with transom and replacement single glass-door entrance with transom.

**Outbuildings** (Specify number and type):
- Garage
- Barn
- Shed
- Other: N/A

- □ Archeological evidence of outbuildings, specify: N/A

**Landscape/site features:**
- □ Sidewalks □ Terracing □ Drives □ Wall/cistern □ Gardens □ Other

**2. Architectural Description**

**Stylistic Influence(s):**
- □ Log Traditional
- □ Greek Revival
- □ Italianate
- □ Second Empire
- □ Eastlake
- □ Queen Anne
- □ Shingle
- □ Romanesque Revival
- □ Folk Victorian
- □ Colonial Revival
- □ Renaissance Revival
- □ Exotic Revival
- □ Gothic Revival
- □ Tudor Revival
- □ Neo-Classical
- □ BelaÙ Arts
- □ Mission
- □ Monterey
- □ Pueblo Revival
- □ Spanish Colonial
- □ Prairie
- □ Craftsman
- □ Art Deco
- □ Moderne
- □ International
- □ Post-war Modern
- □ Ranch Style
- □ Commercial Style
- □ No Style
- □ Other ______

**Structural Details:**

**Roof Type:**
- □ Gable
- □ Hipped
- □ Gambrel
- □ Shed
- □ Flat/parapet
- □ Dormers:
  - □ gable
  - □ hipped
  - □ shed
  - □ Other

**Roof Materials:**
- □ Wood shingles
- □ Tile
- □ Composition shingles
- □ Metal
- □ Other: N/A

**Construction:**
- □ Frame
- □ Adobe
- □ Solid brick
- □ Solid stone
- □ Other

**Wall Facade:**
- □ Number of bays
  - □ Stucco
  - □ Stone
  - □ Brick
  - □ Wood shingle
  - □ Log
  - □ Terra Cotta
  - □ Metal
  - □ Siding, type
    - □ Fieldstone veneer
    - □ Awning(s)
    - □ Other

**Windows:**
- □ Fixed
- □ Wood sash
- □ Double hung
- □ Casement
- □ Aluminum sash
- □ Decorative screenwork
- □ Other

**Doors:**
- □ Single-door primary entrance
  - □ Double-door primary entrance
  - □ Transom
  - □ Sidelights
  - □ Other

**Chimneys:**
- □ Specify number(s)
  - □ Interior
  - □ Exterior
  - □ Brick
  - □ Stone
  - □ With corbelled caps
  - □ Stuccoed
  - □ Other: N/A

**Plan:**
- □ L-plan
- □ 2-room
- □ T-plan
- □ Open
- □ Modified L-plan
- □ Center passage
- □ Bungalow
- □ Shotgun
- □ Irregular
- □ Four Square
- □ Rectangular
- □ Other

**Foundation:**
- □ Slab
- □ Pier and beam
- □ Perimeter wall
- □ Other

**Porchs:**
- □ Shed roof
- □ Hipped roof
- □ Gable roof
- □ Inset
- □ Wood posts
- □ Brick piers
- □ Box columns
- □ Classical columns
- □ Tapered box supports
- □ Fabricated metal
- □ Spindles
- □ Jig-sawn trim
- □ Other: N/A

**Stories:** 1
**Basement:** □ None □ Partial □ Full
**Dimensions:** L ______ x W ______ = Square feet N/A

**3. Integrity**
- □ Location
- □ Design
- □ Materials
- □ Workmanship
- □ Setting
- □ Feeling
- □ Association

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<table>
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<th>4. Function</th>
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</thead>
<tbody>
<tr>
<td>Historic Use:</td>
</tr>
<tr>
<td>□ Agriculture  ☑ Commerce/trade  □ Defense  □ Domestic  □ Educational  □ Government  □ Healthcare</td>
</tr>
<tr>
<td>□ Industry/processing  □ Recreation/culture  □ Religious  □ Social  □ Other</td>
</tr>
<tr>
<td>Current Use:</td>
</tr>
<tr>
<td>□ Agriculture  ☑ Commerce/trade  □ Defense  □ Domestic  □ Educational  □ Government  □ Healthcare</td>
</tr>
<tr>
<td>□ Industry/processing  □ Recreation/culture  □ Religious  □ Social  □ Vacant  □ Other</td>
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<tr>
<th>5. Architectural History</th>
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<tbody>
<tr>
<td>Architect: N/A</td>
</tr>
<tr>
<td>Builder: N/A</td>
</tr>
<tr>
<td>Construction date: 1913</td>
</tr>
<tr>
<td>□ Actual  □ Estimated  Source: Dallas County Appraisal District/On-site observation</td>
</tr>
<tr>
<td>□ Additions/modifications, specify dates: Replacement window and door</td>
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<tr>
<td>□ Relocated, specify former location and reason: N/A</td>
</tr>
<tr>
<td>Other associated contexts and information of interest: N/A</td>
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<table>
<thead>
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<th>6. Archeology Ground</th>
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</thead>
<tbody>
<tr>
<td>□ Original state  □ Disturbed  Explain: N/A</td>
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<tr>
<td>Is a State Archeological Survey Form available for this site?</td>
</tr>
<tr>
<td>□ Yes  □ No  □ Not known</td>
</tr>
<tr>
<td>Details: N/A</td>
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<th>7. Other Information</th>
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</thead>
<tbody>
<tr>
<td>Is prior documentation available for this resource?</td>
</tr>
<tr>
<td>□ Yes  □ No  □ Not known</td>
</tr>
<tr>
<td>Type: □ HABS  □ Survey  □ Other</td>
</tr>
<tr>
<td>Details:</td>
</tr>
<tr>
<td>Accessible to the public:</td>
</tr>
<tr>
<td>□ Yes  □ No  □ Not known  Possible threat(s):</td>
</tr>
<tr>
<td>□ None  □ Damage (i.e. natural disaster)  □ Neglect  □ Development  □ Major alteration  □ Relocation  □ Other</td>
</tr>
<tr>
<td>Note: Also see Endangered Historic Property Identification Form</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8. Geographic Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>USGS quad #: Addison</td>
</tr>
<tr>
<td>Year: 1981  Map scale: 1:24,000</td>
</tr>
<tr>
<td>UTM zone: 14 Northing: 3649849</td>
</tr>
<tr>
<td>Easting: 76230</td>
</tr>
<tr>
<td>Legal description (Lot/Block): ORIG TOWN ADDISON BLK ALT 5</td>
</tr>
<tr>
<td>Addition: N/A  Year of addition: N/A</td>
</tr>
</tbody>
</table>

<table>
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<th>9. Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicable National Register (NR) criteria:</td>
</tr>
<tr>
<td>□ A. Associated with events that have made a significant contribution to the broad pattern of our history;</td>
</tr>
<tr>
<td>□ B. Associated with the lives of persons significant in our past;</td>
</tr>
<tr>
<td>□ C. Embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction;</td>
</tr>
<tr>
<td>□ D. Has yielded, or is likely to yield, information important in prehistory or history;</td>
</tr>
<tr>
<td>Areas of significance: Early development of the banking industry in Addison, Texas.</td>
</tr>
</tbody>
</table>

| Period(s) of significance: 1913-1926 |
| Level of significance: □ National  □ State  ☑ Local |
| Possible NR district: □ Yes  ■ No  Is property contributing? |
| □ Yes  □ No  |
| 10. Priority (See manual for definitions.)  □ High  □ Medium  □ Low |
| Explain: |

Questions?
Contact survey coordinator
History Programs Division, Texas Historical Commission
at 512/463-5853 or history@thc.state.tx.us.
Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

Resource 44, looking north.

Resource 44, looking northwest.
### HISTORIC RESOURCES SURVEY FORM

#### 1. Identification

<table>
<thead>
<tr>
<th>County</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>Dallas</td>
</tr>
</tbody>
</table>

**Current name:** Resource 45 (White Rock Creek Bridge)

**Historic name:** N/A

**Address:** DART railroad line (Cotton Belt Corridor) West of Preston Rd. over White Rock Creek

**Owner/Address:** DART: 1401 Pacific Avenue, Dallas, Texas, 75202

**Photo data:** Roll _______ Frame _______ to Roll _______ Frame _______

**Current Designation:** [ ] NR [ ] NR District (Is property contributing? [ ] Yes [ ] No) [ ] RTNL [ ] HTC [ ] SAL [ ] Local [ ] Other

**Recorded by:** Kate Singleton

**Date recorded:** 11/28/2012

#### General architectural description

The bridge is a Warren with Verticals Pony Truss manufactured by the American Bridge Company. The bridge is one span and has six panels consisting of five verticals and six diagonal members per truss web.

#### Outbuildings (Specify number and type):

- [ ] Garage
- [ ] Barn
- [ ] Shed
- [ ] Other N/A
- [ ] Archeological evidence of outbuildings, specify N/A

#### Landscape/site features:

- [ ] Sidewalks
- [ ] Terracing
- [ ] Drives
- [ ] Well/cistern
- [ ] Gardens
- [ ] Other N/A

#### 2. Architectural Description

**Stylistic Influence(s):**

- [ ] Log Traditional
- [ ] Greek Revival
- [ ] Italianate
- [ ] Second Empire
- [ ] Eastlake
- [ ] Queen Anne
- [ ] Gothic Revival
- [ ] Tudor Revival
- [ ] Neo-Classical
- [ ] Beaux Arts
- [ ] Colonial Revival
- [ ] Renaissance Revival
- [ ] Mission
- [ ] Art Deco
- [ ] Monterey
- [ ] Pueblo Revival
- [ ] Spanish Colonial
- [ ] Prairie
- [ ] Craftsman
- [ ] Commercial Style
- [ ] Mediterranean
- [ ] Modern
- [ ] Post-War Modern
- [ ] Ranch Style
- [ ] No Style
- [ ] Other N/A

**Structural Details:**

**Roof Type:**

- [ ] Gambrel
- [ ] Hipped
- [ ] Shingled
- [ ] Flat/low-slope
- [ ] Other N/A
- [ ] Barn
- [ ] Shed
- [ ] Other N/A

**Roof Materials:**

- [ ] Wood shingles
- [ ] Composition shingles
- [ ] Metal
- [ ] Other N/A

**Construction:**

- [ ] Frame
- [ ] Adobe
- [ ] Solid brick
- [ ] Other N/A

**Wall Features:**

- [ ] Number of bays:
- [ ] Stucco
- [ ] Stone
- [ ] Brick
- [ ] Wood shingle
- [ ] Log
- [ ] Terra Cotta
- [ ] Metal
- [ ] Siding, type:
- [ ] Fieldstone veneer
- [ ] Avening(s)
- [ ] Other N/A

**Chimneys:**

- [ ] Specify number(s):
- [ ] Interior
- [ ] Exterior
- [ ] Brick
- [ ] Stone
- [ ] With corbelled caps
- [ ] Stuccoed
- [ ] Other N/A

**Windows:**

- [ ] Fixed
- [ ] Wood sash
- [ ] Double hung
- [ ] Casement
- [ ] Aluminum sash
- [ ] Decorative sashwork
- [ ] Other N/A

**Doors:**

- [ ] Single-door primary entrance
- [ ] Double-door primary entrance
- [ ] With transom
- [ ] With sidelights
- [ ] Other N/A

**Plan:**

- [ ] L-plan
- [ ] 2-room
- [ ] 2-story
- [ ] Open
- [ ] Modified L-plan
- [ ] Center passage
- [ ] Bungalow
- [ ] Shotgun
- [ ] Irregular
- [ ] Four Square
- [ ] Rectangular
- [ ] Other N/A

**Foundation:**

- [ ] Slab
- [ ] Pier and beam
- [ ] Perimeter wall
- [ ] Other

**Porches:**

- [ ] Shed roof
- [ ] Hipped roof
- [ ] Gable roof
- [ ] Inset
- [ ] Wood posts
- [ ] Brick piers
- [ ] Box columns
- [ ] Classical columns
- [ ] Tapered box supports
- [ ] Fabricated metal
- [ ] Spindles
- [ ] Jig-sawn trim
- [ ] Other N/A

**Stories:** N/A

**Basement:** None [ ] Partial [ ] Full

**Dimensions:** L ______ x W ______ = Square feet N/A

#### 3. Integrity

- [ ] Location
- [ ] Design
- [ ] Materials
- [ ] Workmanship
- [ ] Setting
- [ ] Feeling
- [ ] Association
PHOTOGRAPHIC LOG

Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

4. Function
Historic Use: ☐ Agriculture ☐ Commerce/trade ☐ Defense ☐ Domestic ☐ Educational ☐ Government ☐ Healthcare
☐ Industry/processing ☐ Recreation/culture ☐ Religious ☐ Social ☐ Other Transportation/rail-related
Current Use: ☐ Agriculture ☐ Commerce/trade ☐ Defense ☐ Domestic ☐ Educational ☐ Government ☐ Healthcare
☐ Industry/processing ☐ Recreation/culture ☐ Religious ☐ Social ☐ Vacant ☐ Other Transportation/rail-related

5. Architectural History
Architect: N/A ☐ Builder: N/A
Construction date: 1917 ☐ Actual ☐ Estimated Source: Regional Rail Right of Way Company (2009)
☐ Additions/modifications, specify dates: N/A
☐ Relocated, specify former location and reason: N/A
Other associated contexts and information of interest: Located on the Cotton Belt Railway between Fort Worth and Plano.

6. Archeology Ground
☐ Original state ☐ Disturbed Explain: N/A

Is a State Archeological Survey Form available for this site? ☐ Yes ☐ No ☐ Not known
Details: N/A

7. Other Information
Is prior documentation available for this resource? ☐ Yes ☐ No ☐ Not known Type: ☐ HABS ☐ Survey ☐ Other
Details: In 2009 the bridge was determined eligible for listing in the NRHP under Criterion C.

Accessible to the public: ☐ Yes ☐ No ☐ Not known Possible threat(s): ☐ None ☐ Damage (i.e. natural disaster) ☐ Neglect
☐ Development ☐ Major alteration ☐ Relocation ☐ Other ☐ Note: Also see Endangered Historic Property Identification Form

8. Geographic Information
USGS quad #: Addison ☐ Year: 1981 Map scale: 1:24,000
UTM zone: 14 Fast: 704558 Northing: 3649610
Legal description (Lot/Block): N/A
Addition: N/A ☐ Year of addition: N/A

9. Significance
Applicable National Register (NR) criteria:
☐ A. Associated with events that have made a significant contribution to the broad pattern of our history;
☐ B. Associated with the lives of persons significant in our past;
☒ C. Embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction;
☐ D. Has yielded, or is likely to yield, information important in prehistory or history;

Areas of significance: Early railroad bridge design (Warren with Verticals Pony Truss).

Period(s) of significance: 1917-1935
Level of significance: ☐ National ☐ State ☒ Local
Possible NR district: ☐ Yes ☐ No Is property contributing? ☐ Yes ☐ No

10. Priority (See manual for definitions.) ☐ High ☐ Medium ☐ Low
Explain

Questions?
Contact survey coordinator
History Programs Division, Texas Historical Commission
at 512/463-5853 or history@thc.state.tx.us.

Texas Historical Commission
The State Agency for Historic Preservation
www.thc.state.tx.us

July 31, 2017 | 65
Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

Resource 45, looking east.

Resource 45, looking east.
**PHOTOGRAPHIC LOG**

Client Name: DART  
Site Location: Tarrant, Dallas, Collin counties  
Project: Cotton Belt Regional Rail Corridor

**TEXAS HISTORICAL COMMISSION**

**HISTORIC RESOURCES SURVEY FORM**

1. **Identification**
   - County: Collin  
   - City: Plano
   - Current name: Resource 61 (Plane, Old City Cemetery/ Pioneer Cemetery)  
   - Historic name: Old City Cemetery
   - Address: 1000 Avenue H
   - Owner/address: Davis Cemetery/ 1000 Avenue H, Plano, Texas

2. **Architectural Description**

   **Outbuildings** (Specify number and type):
   - Garage  
   - Barn  
   - Shed  
   - Other N/A
   - □ Archeological evidence of outbuildings, specify N/A

   **Landscape/site features:**
   - □ Sidewalks  
   - □ Terracing  
   - □ Drives  
   - □ Well/eistern  
   - □ Gardens  
   - □ Other

3. **Structural Details**

   **Roof Type:**
   - □ Gable  
   - □ Hipped  
   - □ Gambrel  
   - □ Shed  
   - □ Flat, wrapapet  
   - □ Dormers:
     - □ gable  
     - □ hipped  
     - □ shed  
     - □ Other N/A

   **Roof Materials:**
   - □ Wood shingles  
   - □ Tile  
   - □ Composition shingles  
   - □ Metal  
   - □ Other N/A

   **Wall Facade:**
   - □ Number of bays:
     - □ Stucco  
     - □ Stone  
     - □ Brick  
     - □ Wood shingle  
     - □ Log  
     - □ Terra Cotta  
     - □ Metal  
     - □ Siding, type  
     - □ Fieldstone veneer  
     - □ Other N/A

   **Windows:**
   - □ Fixed  
   - □ Wood sash  
   - □ Double hung  
   - □ Casement  
   - □ Aluminum sash  
   - □ Decorative screenwork  
   - □ Other N/A

   **Doors:**
   - □ Single-door primary entrance  
   - □ Double-door primary entrance  
   - □ With transom  
   - □ With sidelights  
   - □ Other N/A

   **Chimneys:**
   - □ Specify number(s):
     - □ Interior  
     - □ Exterior  
     - □ With corbelled caps  
     - □ Stuccoed  
     - □ Other N/A

   **Construction:**
   - □ Frame  
   - □ Adobe  
   - □ Solid brick  
   - □ Solid stone  
   - □ Other N/A

   **Dimensions:** L _______ x W _______ = Square feet N/A

**3. Integrity**

- □ Location  
- □ Design  
- □ Materials  
- □ Workmanship  
- □ Setting  
- □ Feeling  
- □ Association

---

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PHOTOGRAPHIC LOG

Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

4. Function

<table>
<thead>
<tr>
<th>Historic Use</th>
<th>Agriculture</th>
<th>Commerce/trade</th>
<th>Defense</th>
<th>Domestic</th>
<th>Educational</th>
<th>Government</th>
<th>Healthcare</th>
</tr>
</thead>
<tbody>
<tr>
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<table>
<thead>
<tr>
<th>Current Use</th>
<th>Agriculture</th>
<th>Commerce/trade</th>
<th>Defense</th>
<th>Domestic</th>
<th>Educational</th>
<th>Government</th>
<th>Healthcare</th>
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5. Architectural History

<table>
<thead>
<tr>
<th>Architect</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Builder</td>
<td>N/A</td>
</tr>
<tr>
<td>Construction date: 1981-2009</td>
<td>Actual</td>
</tr>
<tr>
<td>Additions/modifications, specify dates: N/A</td>
<td></td>
</tr>
<tr>
<td>Relocated, specify former location and reason: N/A</td>
<td></td>
</tr>
<tr>
<td>Other associated contexts and information of interest: Within Douglass Community in Piano, Texas.</td>
<td></td>
</tr>
</tbody>
</table>

6. Archeology Ground

<table>
<thead>
<tr>
<th>Original state</th>
<th>Disturbed</th>
<th>Explain</th>
<th>N/A</th>
</tr>
</thead>
</table>

7. Other Information

<table>
<thead>
<tr>
<th>Is a State Archeological Survey Form available for this site?</th>
<th>Yes</th>
<th>No</th>
<th>Not known</th>
</tr>
</thead>
<tbody>
<tr>
<td>Details: N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Is prior documentation available for this resource?</th>
<th>Yes</th>
<th>No</th>
<th>Not known</th>
<th>Type: HABS</th>
<th>Survey</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Details: N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8. Geographic Information

<table>
<thead>
<tr>
<th>USGS quad #: Piano</th>
<th>Year: 1973</th>
<th>Map scale: 1:24,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>UTM zone: 14</td>
<td>Easting: 714543</td>
<td>Northing: 3655159</td>
</tr>
<tr>
<td>Legal description (Lot/Block): DAVIS LA (CPL) LOT 1, 1.024 ACRES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Addition: N/A</td>
<td>Year of addition: N/A</td>
<td></td>
</tr>
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</table>

9. Significance

<table>
<thead>
<tr>
<th>Applicable National Register (NR) criteria:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ A. Associated with events that have made a significant contribution to the broad pattern of our history;</td>
</tr>
<tr>
<td>☐ B. Associated with the lives of persons significant in our past;</td>
</tr>
<tr>
<td>☐ C. Embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction;</td>
</tr>
<tr>
<td>☐ D. Has yielded, or is likely to yield, information important in prehistory or history;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Areas of significance:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Period(s) of significance:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Level of significance:</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
</tr>
<tr>
<td>Possible NR district:</td>
</tr>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Is property contributing?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

10. Priority (See manual for definitions.) |

<table>
<thead>
<tr>
<th>Explain</th>
</tr>
</thead>
</table>

Questions:

Contact survey coordinator:

History Programs Division, Texas Historical Commission
at 512/463-5853 or history@thc.state.tx.us.

Texas Historical Commission
The State Agency for Historic Preservation

www.thc.state.tx.us
Client Name: DART  
Site Location: Tarrant, Dallas, Collin counties  
Project: Cotton Belt Regional Rail Corridor

Resource 51, looking northeast.

Resource 51, looking north.
PHOTOGRAPHIC LOG

Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

Map ID# PGB01
Photo # 001
Field Address:

Historic Name: 
Current Name: 

Construction Date: c. 1900
Latitude: 
Longitude: 

Historic Use: creek dam
Current Use: abandoned
Stylistic Influence: N/A

Property Type: Agriculture/subsistence
Subtype: unknown

Building Description:
While the dam is heavily eroded, it once had two eight feet high wing walls on either side of an eight foot spill way. The wing walls and the spill way were formed with reinforced, stone aggregate concrete and sheathed with a smooth coating of concrete. Over time, the concrete sheathing has broken exposing the concrete forms. Also, the creek, which once flowed within the width of the wing walls, has now eroded the creek bank and flows around the dam.

Condition, Integrity, Applicable NRHP Criteria:

Building Condition: Poor

Retains Integrity of: Location ☒ Setting ☐ Workmanship ☐ Association ☐ Feeling ☐ Materials ☐ Design ☐

Previous Designations: NHL ☐ NR ☐ RTHL ☐ SAL ☐ Local ☐

NRHP Criteria: Criterion A ☐ Criterion B ☐ Criterion C ☐ Criterion D ☐ N/A ☒

Contributing to an Potential or Existing District: Yes ☐ No ☐ N/A ☒

Date: May 15, 2017

Direction Photo Taken: southeast

Description: View of ruins of dam.
The white and brown brick building has an irregular shape and a flat roof. It has a concrete foundation, which appears to be stained. The front façade has a set of stairs leading up to a single entry door with glass sidelights. There is also a metal roll top garage door on the east side of the front façade.
Building Description:
The white and brown brick building has a rectangular shape and a flat roof. It has a concrete foundation, which appears to be stained. The front façade has multiple sets of stairs leading up to a single entry doors with glass sidelights. There are also multiple metal roll top garage doors with loading docks across the front façade.
**Client Name:** DART  
**Site Location:** Tarrant, Dallas, Collin counties  
**Project:** Cotton Belt Regional Rail Corridor

<table>
<thead>
<tr>
<th>Map ID#</th>
<th>MBY03</th>
<th>Photo #</th>
<th>004</th>
<th>Field Address: 3347 Halifax Street, Dallas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Name:</td>
<td>unknown</td>
<td>Current Name:</td>
<td>Metro Sign and Graphics</td>
<td></td>
</tr>
<tr>
<td>Construction Date:</td>
<td>c. 1970</td>
<td>Latitude:</td>
<td>32.812333</td>
<td></td>
</tr>
<tr>
<td>Historic Use:</td>
<td>unknown</td>
<td>Current Use:</td>
<td>warehouse</td>
<td></td>
</tr>
<tr>
<td>Stylistic Influence:</td>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property Type:</td>
<td>Commerce</td>
<td>Subtype:</td>
<td>Specialty store</td>
<td></td>
</tr>
<tr>
<td>Building Description:</td>
<td>The white and brown brick building has a rectangular shape and a flat roof. It has a concrete foundation. The front façade a two sets of stairs leading up to a single entry door with glass sidelights. The east and west corners of the front façade have stone masonry decorative walls.</td>
<td></td>
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<td></td>
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</tbody>
</table>

**Condition; Integrity, Applicable NRHP Criteria:**

<table>
<thead>
<tr>
<th>Retains Integrity of:</th>
<th>Location ☒</th>
<th>Setting ☐</th>
<th>Workmanship ☐</th>
<th>Association ☐</th>
<th>Feeling ☐</th>
</tr>
</thead>
<tbody>
<tr>
<td>Materials ☐</td>
<td>Design ☐</td>
<td>Workmanship ☩</td>
<td>Location ☒</td>
<td>Setting ☐</td>
<td>Workmanship ☩</td>
</tr>
<tr>
<td>Previous Designations:</td>
<td>NHL ☑</td>
<td>NR ☐</td>
<td>RTHL ☐</td>
<td>SAL ☐</td>
<td>Local ☐</td>
</tr>
<tr>
<td>NRHP Criteria:</td>
<td>Criterion A ☐</td>
<td>Criterion B ☐</td>
<td>Criterion C ☐</td>
<td>Criterion D ☐</td>
<td>N/A ☒</td>
</tr>
<tr>
<td>Contributing to an Potential or Existing District:</td>
<td>Yes ☒</td>
<td>No ☐</td>
<td>N/A ☒</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Date:** May 15, 2017  
**Direction Photo Taken:** northeast  
**Description:** View of front façade of building.
PHOTOGRAPHIC LOG

Client Name: DART
Site Location: Tarrant, Dallas, Collin counties
Project: Cotton Belt Regional Rail Corridor

Map ID# MBY04
Photo # 005
Field Address: 3325 Halifax Street, Dallas

Historic Name: unknown
Current Name: Avadek

Construction Date: c. 1970
Latitude: 32.812333
Longitude: -96.874337

Historic Use: unknown
Current Use: warehouse
Stylistic Influence: commercial

Property Type: commerce
Subtype: specialty store

Building Description:
The white and brown brick building has a rectangular shape and a flat roof. It has a concrete foundation. The front facade has two sets of stairs leading up to a single entry door with glass sidelights. The north and south corners of the front facade have stone masonry decorative walls.

Condition, Integrity, Applicable NRHP Criteria:
Building Condition: Good
Retains Integrity of:
Location ☒
Setting ☐
Workmanship ☐
Association ☐
Feeling ☐
Materials ☐
Design ☐

Previous Designations:
NHL ☐
NR ☐
RTHL ☐
SAL ☐
Local ☐

NRHP Criteria:
Criterion A ☐
Criterion B ☐
Criterion C ☐
Criterion D ☐
N/A ☒

Contributing to an Potential or Existing District:
Yes ☒
No ☐
N/A ☐

Date:
May 15, 2017

Direction Photo Taken:
northwest

Description:
View of front facade of building.
Building Description:
Cold storage building has metal standing seam siding on the large portion, while CMU blocks are used for construction of the smaller It has a raised concrete foundation. There is a loading dock, along with an office addition on the west façade of the building. The building is part of a larger complex of buildings which are setback behind the cold storage building.

Condition, Integrity, Applicable NRHP Criteria:
- Building Condition: Good
- Retains Integrity of: Location ☒ Setting ☐ Workmanship ☐ Association ☐ Feeling ☐ Materials ☐ Design ☐
- Previous Designations: NHL ☐ NR ☐ RTHL ☐ SAL ☐ Local ☐
- NRHP Criteria: Criterion A ☐ Criterion B ☐ Criterion C ☐ Criterion D ☐ N/A ☒
- Contributing to an Potential or Existing District: Yes ☐ No ☐ N/A ☒

Date:
May 15, 2017

Direction Photo Taken:
east

Description:
View of front façade of building (Source: Google Earth 2017).