

3-7-96

John
We're cleaning files -
Keep what you need for
your records.
Thanks,
Michele

MAR-21-95 TUE 8:05 Addison-Service Center

P.01

TOWN OF
ADDISON

RECEIVED
MAR 21 1995
CITY MANAGER

PUBLIC WORKS

To: Ron Whitehead

From: John Baumgartner, P.E.
Director
Phone: 214/450-2886
FAX: 214/931-6643

Company: Town Hall

FAX #: 960-7684

16801 Westgrove
P.O. Box 144
Addison, TX 75001

Date: ~~3-16-95~~ 3-21-95

of pages (including cover): 14

Original in mail Per your request FYI Call me

Comments:

4-3-95
File

DRAFT

March 16, 1995

Mr. Richard Escalante
City Manager
City of Farmers Branch
P.O. Box 819010
Farmers Branch, Texas 75381-9010

Re: Villas of Parkside

Dear Rich:

Addison is excited about the proposed development for portions of the Mobil Tract along Spring Valley in Farmers Branch. However, we are concerned with the added impact this development will place on Spring Valley Road especially since there are not any roadway connections between Spring Valley and Valley View/Alpha.

It is our understanding that the developer of the property desires to relocate the median opening just east of the Farmers Branch fire station to simplify the access to their property and they will relocate the proposed eastern entrance to the development to the west to minimize conflicts with the Greenhill School traffic.

In addition, Farmers Branch has agreed to the following in an effort to mitigate the impact of this development on the existing roadway infrastructure.

1. Farmers Branch will implement the bottleneck improvements at the Midway/Spring Valley intersection by 1999.
2. Farmers Branch will construct the missing sidewalk link between the proposed development and the transit center located at Loos Field.

DRAFT

March 16, 1995
Mr. Richard Escalante
Page Two

The only outstanding issue that I'm aware of regards the need for a traffic signal on Spring Valley Road. We're concerned that it will be difficult for tenants of the proposed development to access Spring Valley (particularly to travel westbound) without the benefit of a traffic signal. Since we're also interested in a signal on Spring Valley Road to serve Greenhill School, Addison/Greenhill School is willing to pay 50% of the cost of the signal. The remaining 50%, and the cost of any modifications to the existing medians required by the development, will be the responsibility of the City of Farmers Branch/developer.

We are looking forward to working with Farmers Branch and your development community to bring this project to completion.

Please call me if you agree with this proposal and I will have our attorney develop an interlocal agreement for consideration by our councils.

Sincerely

Ron Whitehead

JRB/amh

Attachments:

1. Letter dated November 10, 1994 from Jerry Murawski
2. Letter dated November 15, 1994 from Jerry Murawski



FARMERS BRANCH

November 10, 1994

John Baumgartner, P.E.
Town of Addison
P.O. Box 144
Addison, Texas 75001

Subject: Parkside Apartments

Dear Mr. Baumgartner:

Regarding the subject project and our telephone conversation of November 9, 1994 about sidewalks, the developer will install sidewalks along Spring Valley Road in front of his property. The installation of the sidewalk in front of the City's fire station, will be the City's responsibility.

The City does have a funded sidewalk program which includes criteria for repair of existing sidewalks and the construction of new sidewalks. I am confident that after the new apartments are occupied those residents will generate the demand for the installation of a sidewalk in front of the fire station and the City will install the sidewalk.

Call me if you have any questions.

Sincerely,

Jerome V. Murawski, Jr., P.E.
City Engineer

JVM:nm
b:\parks\jfb.ltr\engdev

cc: Gary Oshel, Assistant City Engineer
Tom Scales, Director of Community Services



FARMERS BRANCH

November 15, 1994

Mr. John Baumgartner, P.E.
Town of Addison
P.O. Box 144
Addison, Texas 75001

Re: Parkside Apartments - Traffic Flow

Dear Mr. Baumgartner:

The City of Farmers Branch has included total funding to widen Midway Road between LBJ and Spring Valley in its capital improvements budget. The project will include intersection improvements at Spring Valley and Midway. This project is eligible for funding in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The City Council directed staff to pursue the ISTEA funding opportunity. The City Council further told staff that if the use of ISTEA funds delayed start of construction beyond 1998, then the City would construct the project in 1998 without ISTEA funding.

Dave Davis, City Traffic Engineer, has reviewed the two-lane entrance into the subdivision. The distance between the street and the entrance gate, 130 feet, seems to be adequate to avoid any backups into Spring Valley Road.

Sincerely,

Jerome V. Murawski, Jr., P.E.
City Engineer

JVM:nm
b:\prksd\lfr\engdev

cc: Dave Davis, P.E., Traffic Engineer

11/18/94



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

November 18, 1994

Mr. Jim Duggan
9330 LBJ Frwy.
Suite 250
Dallas, Texas 75243

Re: Alteration to the Spring Valley median opening for Parkside Apartments

Dear Mr. Duggan:

I am writing in response to your verbal request to modify the Spring Valley median to facilitate your proposed development.

We are willing to grant your request when the items from our September 13th letter are complete. As I understand, the outstanding issues are as follows:

1. Greenhill School does not have a fundamental objection to the median modification, but would like assistance with the expense of a traffic signal that will serve both your property and their property mitigating some of the affects of the increased traffic generated from your proposed development.
2. Farmers Branch has indicated a willingness to construct the bottleneck improvements identified in the 1990 Addison Bottleneck Study. However, it appears that this will take from 3 to 5 years to complete.
3. Farmers Branch has also indicated a sidewalk may be constructed between your proposed development and the Loos Field/DART Transit Center.

We feel items 2 and 3 should be constructed in conjunction with your proposed development and that the negative impact to Greenhill School be mitigated prior to modifying the Spring Valley median.

Also, note that a right-of-way permit is required prior to pursuing any construction within Addison. This permit is subject to review and approval of the construction for the work within Addison and has bonds and insurance requirements.

We are hopeful that you can resolve the issues with the various parties and are looking forward to working with you on this project.

Please call me if you have any questions or need additional information.

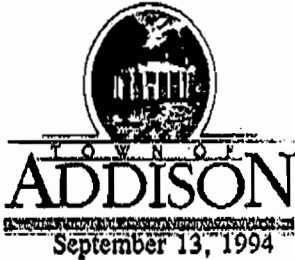
Sincerely,



John R. Baumgartner, P.E.
Director of Public Works

JRB/gmd

cc: Jerry Murowski
Ron Whitehead

**PUBLIC WORKS DEPARTMENT**

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

Mr. Jim Duggan
Duggan Realty Advisors
9330 LBJ Freeway
Suite 250
Dallas, Texas 75243

Re: Alterations to the Spring Valley median opening

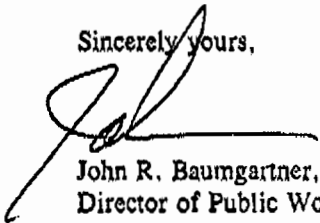
Dear Mr. Duggan:

We are pleased to hear about your proposed plans for the development of the Mobil tract as a multi-family community. As I have expressed verbally, Addison has some concerns regarding the proposed developments impact on the existing street and would like the following issues addressed prior to consenting to the proposed relocations of the median:

1. Does the proposed relocation impact Greenhill School's plans for the development of their property? Have you obtained their consent to the proposed relocation?
2. How is the impact from this development to the existing Spring Valley/Midway Road intersection going to be mitigated? What is the schedule for implementation of these (if any) improvements? Attached is a copy of a bottleneck study that Addison had completed in 1990 regarding the Spring Valley/Midway intersection.
3. As I understand the proposal, you are planning to have security gates, limiting access to the property. Please provide detailed drawings showing the gates, turnarounds, pad locations, etc. We are concerned that sufficient room for vehicular turnaround and stack is not currently shown on the development plan.
4. Are sidewalks planned along Spring Valley? If so, what are the limits?

Please call me if you have any questions or need additional information.

Sincerely yours,



John R. Baumgartner, P.E.
Director of Public Works

JRB/gmk

cc: Jerry Murawski
Ron Whitehead

EXISTING CONDITIONS

Location - Midway/Spring Valley

Street	Midway	Midway	Spring Valley	Spring Valley
Intersection Approach	Northbound	Southbound	Westbound	Eastbound
Bus Stop Location	North leg (160')	South leg (232')	West leg (260')	West leg (235')
Approach ADT	22,771	19,797	13,056	6,168

Approach Lanes

Left Turn	1	1	1	1
Through	3	3	3	3
Right Turn	0	1	0	0

Peak Hour Approach Volumes

	Midway Northbound		Midway Southbound		Spring Valley Westbound		Spring Valley Eastbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Left Turn	103	259	286	245	279	425	204	122
Through	1267	1421	1569	1273	391	814	688	425
Right Turn	373	321	78	270	288	259	291	56

Operating Conditions

	Intersection	
	AM	PM
V/C	1.04	.97
Average Delay	72.6	56.7
LOS	F	E

Accident History 1987-90

Accident Rate/MV	.28				
Accidents/Year	6.3				
		Right Angle	0	Head On	1
		Rear End	9	Pedestrian	0
		Left Turn	6	Ran Off Road	0
		Right Turn	0	Fixed Object	1
		Sideswipe	2	Other	0
		Total	19		

MAR-21-95 TUE 8:09 Addison-Service Center P.09

MAR-21-95 TUE 8:10 ADDISON-SERVICE CENTER P.10

LOCATION: Midway at Spring Valley

EXISTING AND PROJECTED DEFICIENCIES:

1. Heavy right-turn and left-turn volumes on all approaches.
2. Storage bays for north and south approaches not adequate.
3. High frequency of rear-end and left-turn accidents.

RECOMMENDED IMPROVEMENTS:

1. Widen Midway approaches to provide dual left turns (northbound 150' storage and southbound 175' storage).
2. Widen Spring Valley approaches to provide dual left turns (westbound 150' storage and eastbound 150' storage) as well as right turn lanes (westbound 100' storage and eastbound 100' storage).

EXPECTED BENEFITS OR DISBENEFITS:

1. Decrease intersection delay.
2. Increase intersection capacity.
3. Improve safety; reduce rear-end and left-turn accident potential.
4. Improve overall operation and traffic flow at the intersection.

MEASURE OF EFFECTIVENESS:

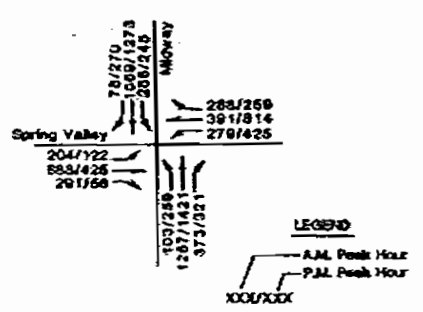
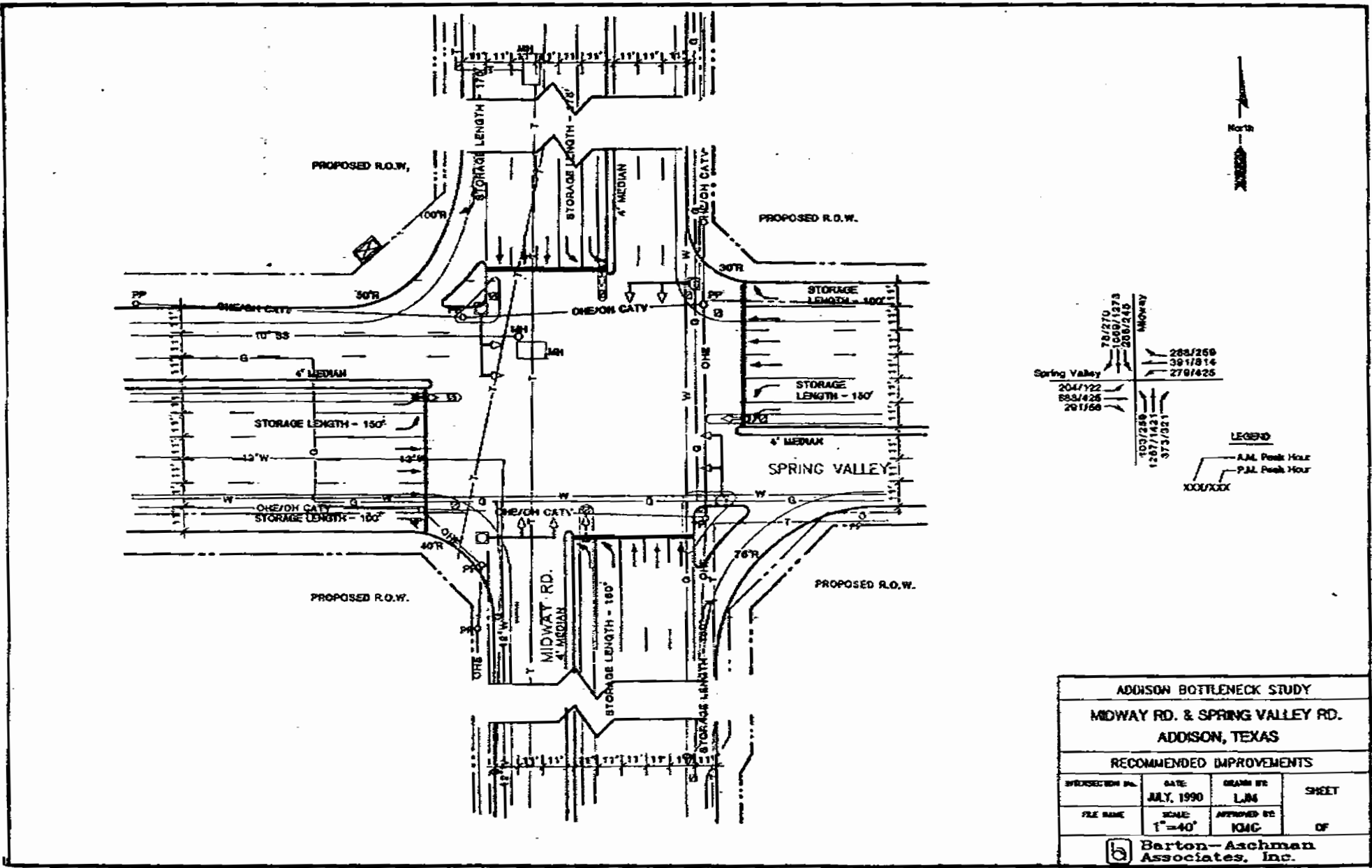
		PM	Average Delay (sec/veh)		Acc. Rate (Acc/MEV)
			AM	PM	
Existing	F	E	72.6	56.7	.28
With Recommended Improvements	D	C	31.7	21.8	.23

Barton-Aschman Associates, Inc.
PRELIMINARY CONSTRUCTION COST ESTIMATE WORKSHEET

Location: MIDWAY AND SPRING VALLEY
 Client: Town of Addison
 Project: Addison Bottleneck Study
 Job #: 1663.08.01
 Date: 8/22/90

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
	5677	S.Y.	New Pavement (concrete)	24.00	136248.00
	371	S.Y.	Rem. Exist. Pavement	8.00	2968.00
	6638	L.F.	New Curb & Gutter	8.00	53104.00
	6638	L.F.	Rem. Exist. Curb & Gutter	5.00	33190.00
	25	%	Intersection Signalization	70000.00	17500.00
	0	EA.	Rel. Controller/Fdn.	1664.00	0.00
	4	EA.	Rel. Mastarm Pole/Fdn.	3803.00	15212.00
	4	EA.	Rel. Pedstl. Pole/Fdn.	992.00	3968.00
	9	EA.	Rel. Pullbox	177.00	1593.00
	0	EA.	Rem. Pullbox	56.00	0.00
	0	EA.	Rel. Drainage Inlet	2300.00	0.00
	6	EA.	Rel. Util. Pole @ Inters'n.	6000.00	36000.00
	0	EA.	Rel. Util. Pole	2000.00	0.00
	0	EA.	Rel. Util. Vault	10000.00	0.00
	1	EA.	Rel. Fire Hydrant	755.00	755.00
	0	EA.	Rel. Water Meter	328.00	0.00
	3	EA.	Adjust Manhole	413.00	1239.00
	0	S.F.	Add'l R-O-W (residential)	4.00	0.00
	2425	S.F.	Add'l R-O-W (comm./retail)	12.00	29100.00
			Sub-Total		330877.00
		L.S.	Engineering/Contingency Fees	0.15	49631.55
TOTAL ESTIMATE					381000.00

Note: Preliminary Cost Estimates
Do Not Include Landscaping.



ADDISON BOTTLENECK STUDY			
MIDWAY RD. & SPRING VALLEY RD.			
ADDISON, TEXAS			
RECOMMENDED IMPROVEMENTS			
PROJECTION NO.	DATE	DRAWN BY	SHEET
	JULY, 1990	LJM	
FILE NAME	SCALE	APPROVED BY	OF
	1"=40'	KMG	
Barton-Aschman Associates, Inc.			

REC'D MAR 01 1995



February 28, 1995

Mr. John Baumgartner
Director of Public Works
Town of Addison
P.O. Box 144
Addison, Texas 75001

Subject: Parkside Apartments

Dear Mr. Baumgartner

I have developed an alternative plan (enclosed) that relocates the east exit of the subject project so that the exit is not opposite the Greenhill School entrance. If the alternative plan is acceptable to you, then it will be incorporated into the development requirements of the project.

Call me if you have any questions.

Sincerely,

Jerome V. Murawski, Jr., P.E.
City Engineer

JVM/nm

Enclosures (2)

cc: Gary Oshel, P.E., Assistant City Engineer
Tom Scales, Director of Community Services
Michael Spicer, Director of Planning
Lynn Bennie, Sr. Engineering Technician

b:\addlpkd,lr/engdov

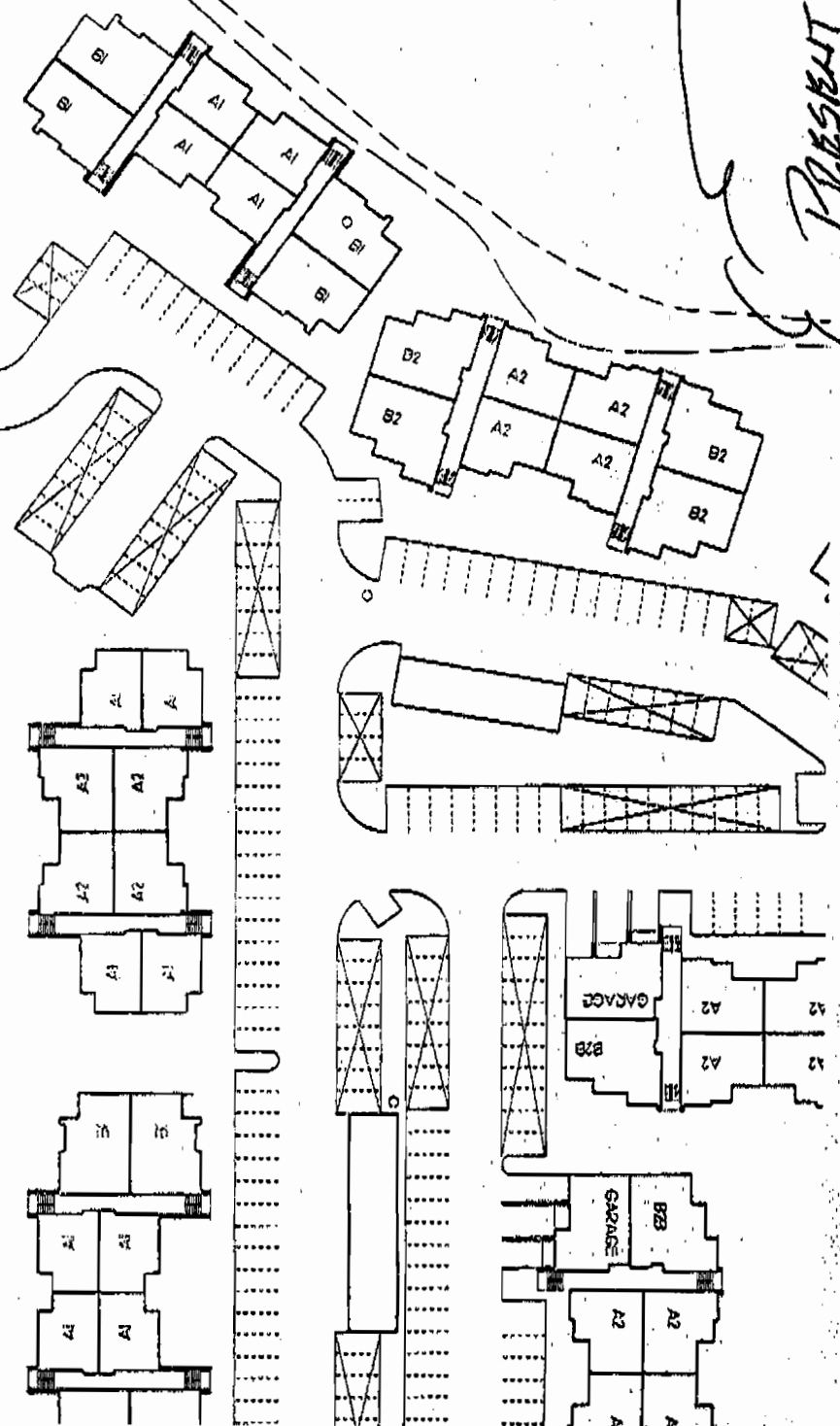
Greenhill Entrance

GREENHILL SCHOOL ADDITION

8

SPRING VALLEY ROAD

PRESENT PLAN

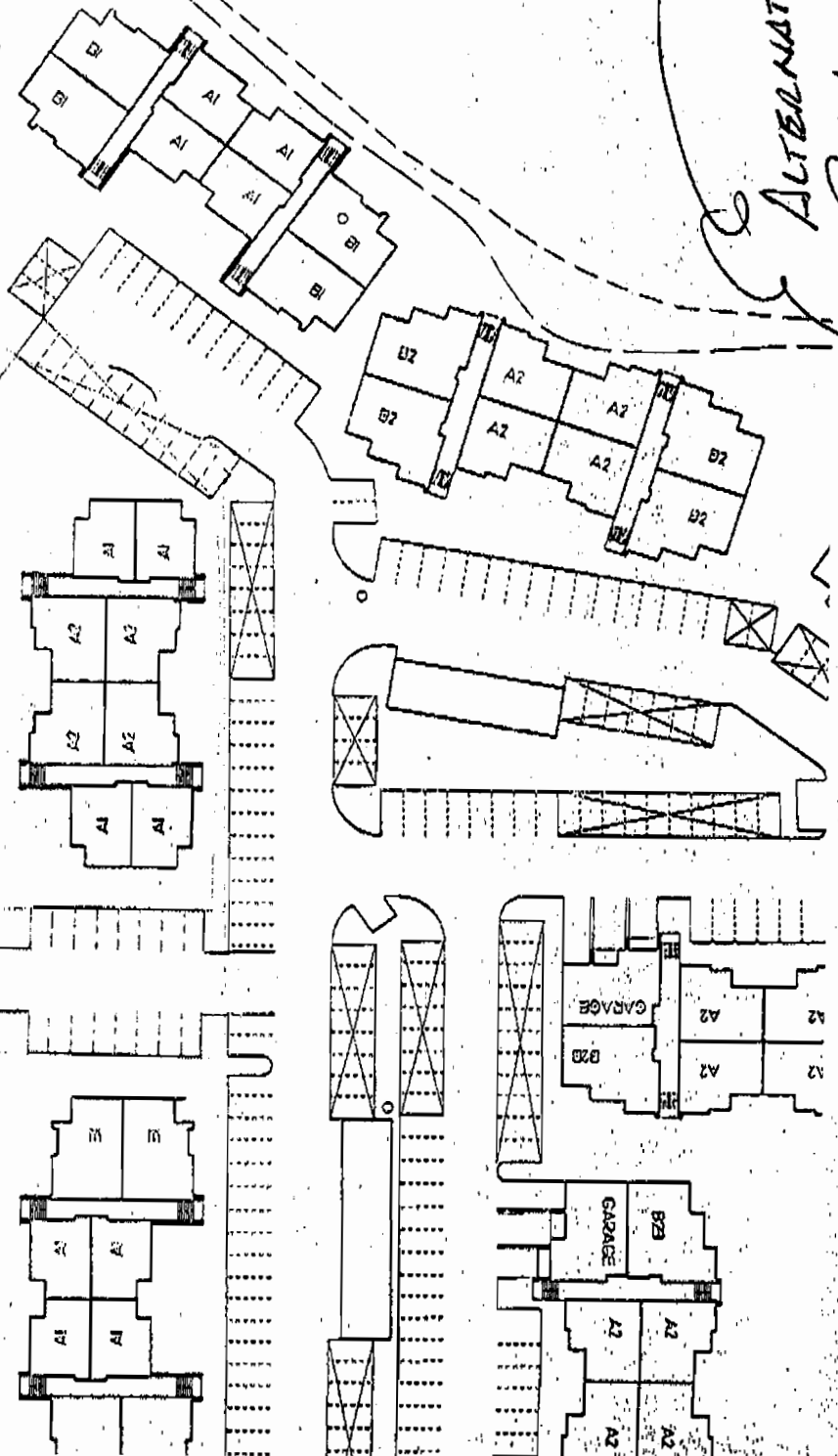


GREENHILL SCHOOL ADDITION

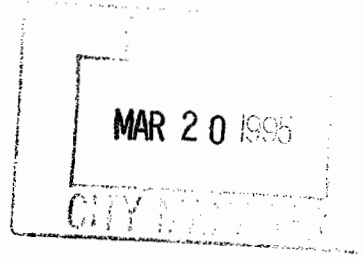
8

Greenhill Entrance

SPRING VALLEY ROAD
Driv



ALTERNATIVE PLAN



Greenhill School

Kenneth A. Piel
Business Manager

March 14, 1995

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 144
Addison, TX 75001

Dear Ron:

Thanks for joining Peter and me for lunch last Friday. Getting you and Peter Briggs together for lunch may be my greatest accomplishment this year.

In order to confirm that Addison and Greenhill are marching to the same tune as regards the traffic signal at Greenhill School's Spring Valley Road entrance, I have summarized my understanding of your comments:

1. The Town of Addison supports Greenhill's need for automatic traffic control at the Spring Valley Road entrance to the School.
2. The Town of Addison will take the necessary steps to begin the cost estimate, engineering, cost participation, and approval process.
3. Greenhill will make no further overtures to either the city of Farmers Branch or Westwood Development pending information from your office.

If I have misunderstood any of the above, please call me at your earliest convenience. With the technical information from your office, I plan on meeting with Farmers Branch and Westwood. The purpose of this meeting will be to present a strong case for mutual cooperation among Greenhill School, Town of Addison, Westwood Development, and City of Farmers Branch with the goal of improved traffic on Spring Valley Road for the benefit of all.

Thanks again for your continued interest and support. I look forward to hearing from you soon.

Sincerely,

Kenneth A. Piel

KAP/pn

Duggan Realty Advisors

January 19, 1995

Mr. Ron Whitehead
Town of Addison
P.O. Box 144
Addison, TX 75001

Re: Alteration to the Spring Valley median opening for the Villas at Parkside

Dear Mr. Whitehead:

Thank you for visiting with me on January 9, 1995 over the phone regarding Westwood's request to alter the Spring Valley median for its Villas at Parkside Development. On behalf of Westwood Development I have been working with the City of Farmers Branch, The Town of Addison, and the Greenhill School to coordinate approval for the requested alteration.

Approximately six (6) months ago I contacted Mr. John Baumgartner with The Town of Addison to discuss Westwood's request. Mr. Baumgartner stated that provided the Greenhill School had no objections to the alteration, he felt there was no reason it should not be approved.

I met with Mr. Ken Piel, Greenhill School's business representative, to review our plans and proposed median alteration. Mr. Piel agreed with the proposed alteration and felt that it would reduce the impact of the added traffic at Greenhill's main entrance. During our meeting he indicated that over the past four (4) years he has requested a traffic signal at the main entrance of the Greenhill School. Mr. Piel asked if we would oppose a traffic signal as the parents of Greenhill students were having significant trouble traveling eastbound when exiting the school. I indicated that Westwood would not oppose a signal light and would assist Mr. Piel in his discussions with both The Town of Addison and the City of Farmers Branch. To date, Mr. Piel and I have worked in a cooperative spirit and appear to be in agreement regarding both the alteration of the median and the installation of the traffic light.

In a letter dated November 18, 1994 from Mr. Baumgartner, he indicated that The Town of Addison was willing to grant our request to alter the median provided three (3) issues were addressed by Westwood.

Page Two
Mr. Ron Whitehead

The first issue stated the Greenhill School would like assistance with the expense of the traffic signal. In discussing the issue with the Greenhill School, the comment for assistance was made to The Town of Addison and not to Westwood. Westwood has offered to pay the direct costs associated with the alteration of the median, not the traffic signal. There were two other issues that Mr. Baumgartner had requested Westwood to complete. Neither of these issues were in Westwood control as they involved city property. Apparently these two issues have been resolved between the City of Farmers Branch and The Town of Addison.

During our conversation last week, you indicated Westwood's median alteration request would not be approved unless Westwood assisted in the cost of the traffic light for the Greenhill School. At that time you indicated it was your determination that the cost for such traffic signal should be shared equally by the Town of Addison, The City of Farmers Branch, the Greenhill School and Westwood Development. I contacted Mr. Piel to discuss my surprise at your request. He in fact confirmed that he had not requested Westwood Development nor the City of Farmers Branch to participate in any of the cost of the traffic signal and that although he certainly would appreciate assistance, he is more concerned that the light be approved.

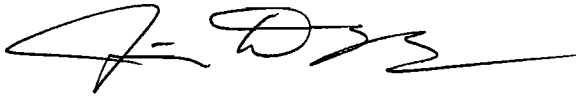
Mr. Whitehead, based on our conversation, it is my understanding that Westwood's request for the median alteration (which you acknowledge is a reasonable request and should be approved), will not be approved by The Town of Addison unless Westwood agrees to pay a part of the traffic signal requested by Greenhill School. It appears that although Westwood's request is reasonable they are being pressured to share an expense which has been requested for four (4) years. Your demands serve only to penalize the parents of the Greenhill School and future residents of the Villas at Parkside. Please keep in mind that the revenues contributed to The Town of Addison by the new residents will be substantial. Since our meeting last week, I have tried on numerous occasions to contact you to schedule a meeting with Mr. Piel and myself to resolve these issues. To date, I have not received a return phone call.

As you instructed, I have requested The City of Farmers Branch to make a formal application for the modification of the median. It is Westwood's position that they will offer to pay the cost of the median alteration and will not oppose the installation of the traffic signal. If the median alteration is not approved, Westwood will continue with construction as planned using the existing median opening. If it is determined that the median opening is required at some future point, Westwood will not offer to pay for such modification. In addition, Westwood will request the City of Farmers Branch to oppose the installation of any traffic signal at the Greenhill School's entrance.

Page Three
Mr. Ron Whitehead

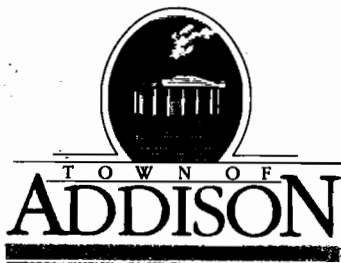
Mr. Whitehead, I would appreciate the opportunity to schedule a meeting to resolve the outstanding issues. In addition, to help each of us understand the other parties position, we would appreciate receiving The Town of Addisons response to Westwoods request in writing. I look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Duggan', with a long horizontal flourish extending to the right.

James F. Duggan

cc: John Carmichael (Westwood Development)
Jerry Murawski (City of Farmers Branch)
Richard Beckert (Town of Addison)
John Baumgartner (Town of Addison)
Richard Escalanta (City of Farmers Branch)
Ken Piel (Greenhill School)



CITY MANAGER'S OFFICE

Post Office Box 144 Addison, Texas 75001

(214) 450-7027

5300 Belt Line Road

October 27, 1992

Richard Escalante
City Manager
City of Farmers Branch
P.O. Box 819010
Farmers Branch, Texas 75381-9010

Dear Richard:


HAND DELIVERED

As you are aware, engineering of the Addison/Farmers Branch sewer tunnel is substantially complete and bids for construction will be awarded within the next few months. Although the funds will probably not be needed until mid-1993, the current bond market is experiencing conditions which are optimal for the issuance of long-term debt: interest rates are at almost historic low levels. There is no guarantee these conditions will endure much longer; the uncertainties associated with the international currency market and national politics may drive interest rates up. Information prepared by the Town's financial advisors, and shared with you, indicates that *a 100 basis point increase in interest rates could add as much as \$3 million to the financing of the tunnel project.* For this reason, the Town wishes to issue bonds within the next few weeks.

As contemplated in the interlocal agreement with Farmers Branch creating the North Dallas County Water Supply Corporation, the Town intends to issue the bonds through the corporation. Under this process the Town would be solely responsible for the repayment of the debt. The issuance of bonds for the project has already received the unanimous support of Addison's city council. However because the Corporation's bylaws require the approval of both cities prior to the issuance of corporation debt, the Town respectfully requests of the Farmers Branch city council, its approval of the Town's expeditious bond issuance.

If you desire, I would be happy to make this request in person before the Farmers Branch council. If you have any questions, or need additional information concerning this request, please contact me.

Sincerely yours,


Ron Whitehead
City Manager

RW:rcm:rm

FEB - 6 1988

GINN, INC.

February 2, 1989

CONSULTING ENGINEERS

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 144
Addison, Tx 75001

Re: Addison/Farmers Branch Tunnel
Initial Meeting with Design Team

Dear Ron:

Enclosed is a copy of CT&A's revised schedule for the design report for the tunnel. Also attached is a copy of our meeting agenda.

The following people were in attendance:

Jerry Murawski - F.B.	Bill Nelson - F.B.
Wilbur Van Riper - CT&A	Tom Cravens - Lichliter/Jameson
Ralph Barns - SW Labs	Randy Hill
Michael DiPonio - Jay Dee Contractors, Inc.	

The following is a summary of key subject matter discussed at this conference:

Design team shall follow the schedule and should have a draft report in 90 days.

We discussed alternate routes and types of pipe to be used for cost estimates.

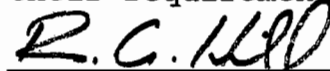
Ginn, Inc. will supply Addison bench mark information and plans on existing meter stations that will tie into the tunnel.

CT&A shall used the flows from the Freese & Nichols report because they check with flows derived by Ginn, Inc. and farmers Branch.

Ginn, Inc. will supply locations of existing water lines, sewer lines and storm sewers for CT&A.

CT&A shall begin to contact local agencies for permit and easement requirements.

In approximately two weeks the Design Team, Jerry Murawski and Randy Hill will visit with TRA concerning permits and their requirements.



R.C. Hill, P.E.

cc: H. Wayne Ginn Randy Moravec Don Preece file: 88373

**MEETING AGENDA
FOR
FARMERS BRANCH/ADDISON INTERCEPTOR
SEWER PRELIMINARY DESIGN REPORT**

LOCATION: GINN, INC.
17103 Preston Road, Suite 100
(214) 248-4900

DATE: February 2, 1989

TIME: 1:30 P.M.

1. Review Scope of Services
2. Review Time Schedule of Tasks:
 - a. Bar Graph - Schedule Tasks & Time
3. Discussion of Alternate Routes:
 - a. Study 1" = 200' Farmers Branch Computerized Topo and Contour Maps (CT&A will furnish)
 - b. Discuss location of new Farmers Branch City Hall
 - c. Glad Acres Drive vs. Marsh Lane
4. Preliminary Surveys:
 - a. Bench Mark datum for Farmers Branch Topo Maps
 - b. Bench Mark datum for Addison Sewer system
 - c. Establish Project Vertical Control
 - d. Establish control elevations:
 1. Addison Sewer System
 2. Trinity River Authority Outfall
 3. Farmers Branch Interceptors
 - e. Elevation of Soil Borings
5. Geotechnical Report:
 - a. Location and Depth of Soil Borings
 - b. Submission of Preliminary Data:
 1. Time Schedule
 2. Data to be included
6. Addison Sewer Capacity Requirements:
 - a. Existing Flow
 - b. Future Flow
 - c. Infiltration
 - d. Peak Flow
 - e. Location and Depth of proposed Addison Sewers
 - g. Possibilities of including Addison Tributary Flow
 - h. Map of Addison and Tributary Area.

GINN Inc. →
To Tom G.

To Tom G. →

- CHARTS
- FLOW METER
- P.S.

7. Existing Utilities:

- Ta Tom ~~CS~~ →
- a. Farmers Branch - Sewer & Water
 - b. Applicable Areas in Addison
 - c. Electric, gas, phone, pipelines

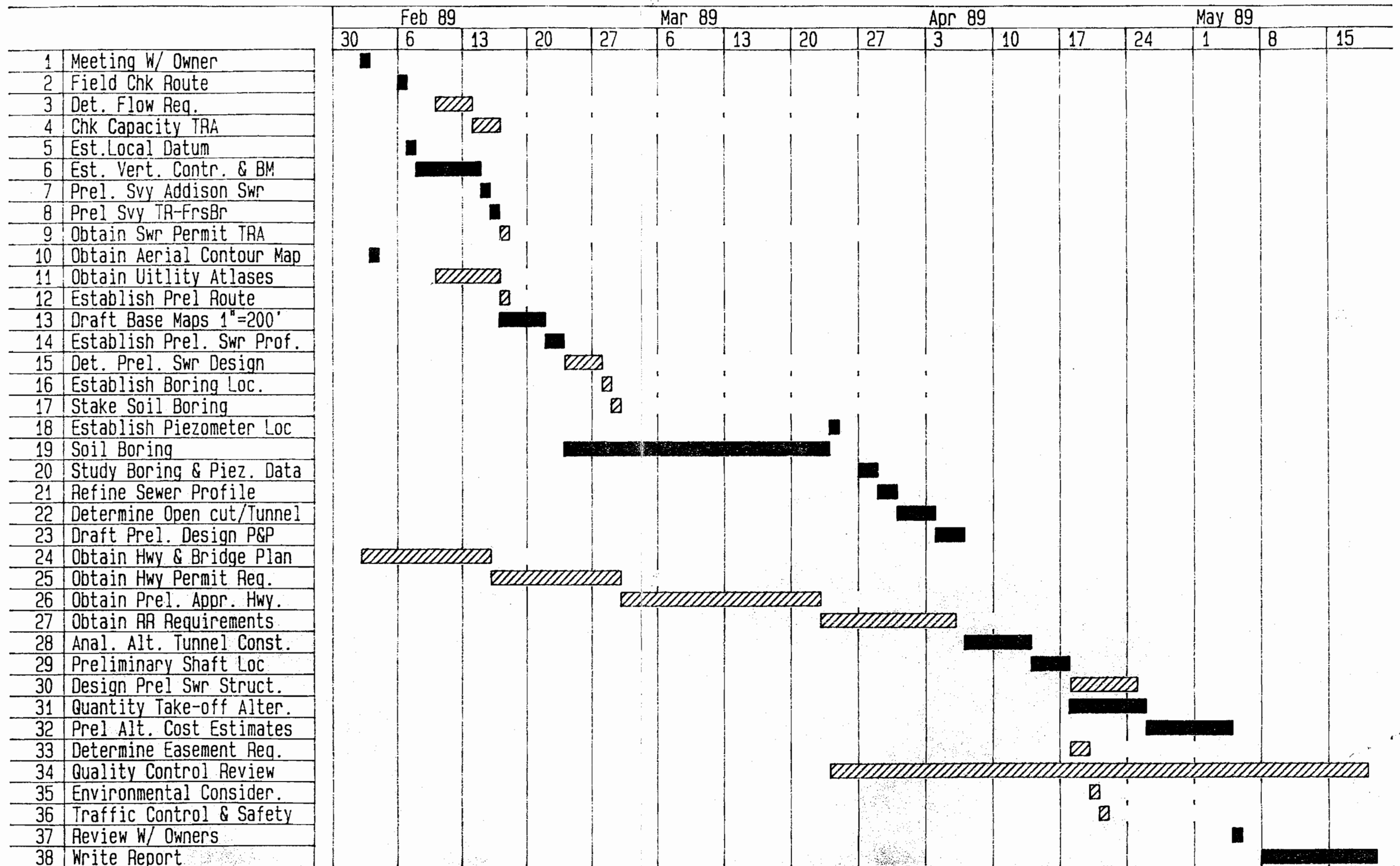
8. Format of Report:

- a. Scale of Drawings $\frac{1}{2}$ size $\frac{1}{400}$ " PLANS: 1"=40'
- b. Details to be included on drawings

9. Easement & Permit Requirements:

- a. State Highway Department Permit
- b. Railroad Permits
- c. Easements in Farmers Branch
- d. Easements in City of Dallas

10. Establish Date and Agenda of Next Progress & Review Meeting



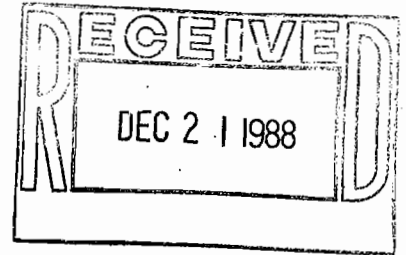
Noncritical Critical
 Slack Milestone
 Project: FBRANCH Date: Feb 1, 1989 4:59 PM

Farmers Branch/Town of Addison
 Sewer Interceptor
 Engineering Report Schedule

GINN, INC.

CONSULTING ENGINEERS

December 16, 1988



Mr. Jerome V. Murawski, Jr., P.E.
City Engineer
City of Farmers Branch
P.O. Box 81901
Farmers Branch, Texas 75380-9010

Re: Farmers Branch/Addison Tunnel

Dear Jerry:

In an effort to expedite correspondence between Consoer, Townsend & Associates, Inc., the City of Farmers Branch and the Town of Addison, we would ask all correspondence between CT&A and Farmers Branch be copied and sent to our office. This procedure will save several days of delivery in correspondence and will allow for faster responses. We will be responsible for distribution to all committee members in Addison.

Thank you for your cooperation.

Sincerely,

A handwritten signature in cursive script that reads "R. C. Hill".

R. C. Hill, P.E.

RCH/rch

cc: H. Wayne Ginn
~~Ron Whitehead~~
Wilbur Van Riper
88373



ESPEY,
HUSTON &
ASSOCIATES, INC.

Engineering & Environmental Consultants

3.

OCT 20 1988
October 18, 1988

The Addison/Farmers Branch Sewer Development Committee
c/o City of Farmers Branch
P. O. Box 819010
Farmers Branch, Texas 75381-9010

Attn: Mr. Jerry Murawski, Chairman

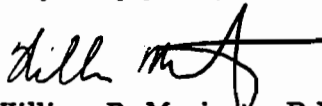
Gentlemen:

As one of the firms who recently competed to provide design services for the Addison/Farmers Branch Tunnel, we must express our disappointment at not being selected for the project. Our team, which consisted of Espey, Huston & Associates, Inc., Jacobs Associates, Law/Geoconsult and Terra-Mar, put forth a solid effort. We were flattered to learn that, based on the Selection Committee's scoring, we were tied for first place with the eventual winners, Consoer, Townsend & Associates. However, we would like to compliment the Selection Committee on their very thorough and objective process. This is a project which has great financial and community implications. We applaud both cities for their business-like approach to this very important matter.

I would also like to offer some insight into the firm you selected. I can speak from a position of some knowledge with regard to the capabilities and experience on Consoer, Townsend & Associates, having worked there for 12 years. The firm is a strong one, with almost 70 years of background in the area of heavy municipal engineering all over the United States. Their people are experts in their fields, exhibiting a cooperative, helpful manner. You will be pleased with their services.

On behalf of our firm, we appreciate the opportunity to compete for this major engineering effort. Best wishes.

Very truly yours,



William B. Moriarty, P.E.
Division Manager

WBM:bls

cc: Ron Whitehead, City Manager, Addison



JUL 20 1988

7/20/88
Randy H.
Please review
and let's talk
R-

July 18, 1988

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 144
Addison, Texas 75001

Dear Mr. Whitehead:

SUBJECT: CITY OF FARMERS BRANCH THOROUGHFARE PLAN

Attached for your information is a copy of Ordinance No. 1779 adopted by the Farmers Branch City Council on July 12, 1988, which adopts a City Wide Master Thoroughfare Plan.

We look forward to working with your city in the near future to coordinate thoroughfare planning as much as possible. We do appreciate the cooperation you've given the City of Farmers Branch on past projects.

Thank you for your participation.

Sincerely,

THE CITY OF FARMERS BRANCH, TEXAS

Larry Cervenka
Traffic Engineer

LC:rr
Attachments



ORDINANCE NO. 1779

AN ORDINANCE OF THE CITY OF FARMERS BRANCH, TEXAS, ADOPTING A CITY WIDE MASTER THOROUGHFARE PLAN FOR FARMERS BRANCH, TEXAS, PROVIDING GENERAL GUIDELINES, CONDITIONS AND POLICIES REGARDING THE ALIGNMENT OF STREETS; AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS:

SECTION 1. That the City of Farmers Branch, Texas hereby adopts a City Wide Master Thoroughfare Plan as provided herein and as set forth on Exhibit A attached hereto and made a part hereof for all purposes.

Said plan being labeled EXHIBIT "A" - City Wide Master Thoroughfare Plan, which is expressly incorporated into this ordinance.

SECTION 2. That the standard minimum street rights-of-way are established as follows:

- a. Four (4) lane undivided to be a sixty (60) foot minimum right-of-way.
- b. Four (4) lane divided to be an eighty (80) foot minimum right-of-way.
- c. Six (6) lane divided to be a hundred (100) foot minimum right-of-way.
- d. Eight (8) lane divided to be one hundred and thirty (130) foot minimum right of way.

Provided that in developed areas, a lesser right-of-way may be approved when practical, in order to minimize impacts on existing adjacent developments. Further provided, that upon redevelopment standard right-of-way's will be secured.

SECTION 3. That in regard to the adoption of a city wide thoroughfare plan by the Farmers Branch City Council the City of Farmers Branch also hereby adopts general guidelines concerning the implementation of the thoroughfare plan including.

The Thoroughfare Plan shall be the general policy of the City of Farmers Branch and shall be used for obtaining right-of way based on redevelopment through plating, site plan review, or re-zoning where possible.

The scheduling of right-of-way acquisition and roadway construction shall be dependent upon current traffic demand or projected demands. Construction of those roadways which are designed primarily to accommodate future development will be scheduled to the greatest extent possible to coordinate with such developments. The City shall consider alternative transportation systems management and engineering improvements as interim or alternative measures to improvements requiring additional rights-of-way.

The City will make every effort to minimize the negative impact of right-of-way acquisition or roadway construction and to coordinate future identification of right-of-way alignment and construction schedules with adjoining property owners.

The adoption of this Thoroughfare Plan is not intended to create additional restrictions or to be used to prohibit the occupancy or renovation of existing structures. Such restrictions will require further action by the City Council.

Alignments indicated on the city wide master thoroughfare plan are diagramatic only and may be shifted as redevelopment occurs.

In the event future decisions by the State Department of Highways and Public Transportation concerning improvements to LBJ are inconsistent with north-south roadway routes provided herein, the City shall review and modify, as appropriate, this Thoroughfare Plan.

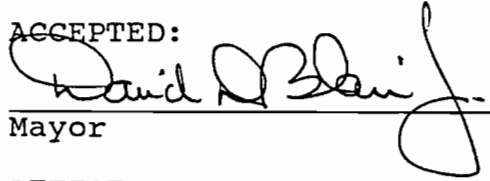
SECTION 4. The City Wide Master Thoroughfare Plan herein adopted shall be considered a guide for future development and planning throughout the City as provided and as limited by the provisions herein.

SECTION 5. The fact that the City of Farmers Branch does not have an adequate city wide master thoroughfare plan for the City of Farmers Branch creates an urgency and an emergency in the preservation of the public health, safety and welfare, requires that this ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law and charter in such cases provides.

SECTION 6: This ordinance shall expire five (5) years from date of its adoption.

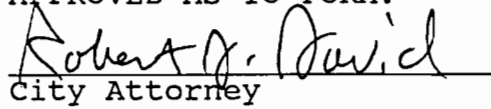
DULY PASSED AND APPROVED BY THE CITY COUNCIL of the City of Farmers Branch, Texas, on the 12th day of July, 1988.

ACCEPTED:



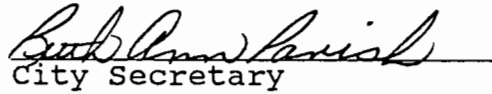
Mayor

APPROVED AS TO FORM:



City Attorney

ATTEST:



City Secretary