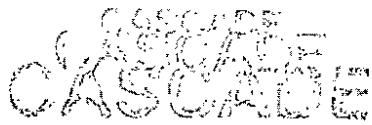
1997 Union Pacific Railroad Crossings

Steve Martchenke 817-878-4596 ← Manager, Public Projects
Union Pacific R.R. Co.
101 S. Watson Rd
Arlington, TX 76010

1-817-878-4596

(817-640-8710 Fax)



Contact for RR Xings:

11-6-97

Preston Sargent
Dir of Engr. Omaha

402-271-3433

from Dennis Schultz, HDR

TOWN OF
ADDISON

PUBLIC WORKS

To: Chris Terry

Company: Town Hall

FAX #:

Date: 10-15-97

Re: Union Pacific RR

# of pages (including cover): 3

From: James C. Pierce, Jr., P.E., DEE
Assistant City Engineer
Phone: 972/450-2879
FAX: 972/450-2837

16801 Westgrove
P.O. Box 144

Addison, TX 75001

☐ Original in mail ☐ Per your request ☐ FYI ☐ Call me

Comments:

I had originally sent this to Mary for her editing / suggestions and in following up, found she is on vacation.

Would you give it a look?

Thanks

Jim

UP –
Need a Formal Letter
Requesting – X ings
Do not have an alt Plan – Arapaho – (2 tracks)
can be moved?
only has 1 track now
– can we close any other
crossings –

UPRR
Steve Martchenke
101 S. Watson Rd
Arlington 76010

Formally

Thoroughfare Plan

DART

E-W
Quorum
Addison
Midway
Surveyor
Marsh

N-S
Belt Line
Inwood

Future – Spectrum Extended

TOWN OF
ADDISON

PUBLIC WORKS

To: Steve Martchenke

Company: UP Railroad Co.

FAX #: 817-640-8710

Date: 9-25-97

Re: UP RR Crossings

# of pages (including cover): 4

From: James C. Pierce, Jr., P.E., DEE
Assistant City Engineer
Phone: 972/450-2879
FAX: 972/450-2837

16801 Westgrove
P.O. Box 144

Addison, TX 75001

☒ Original in mail ☒ Per your request ☐ FYI ☐ Call me

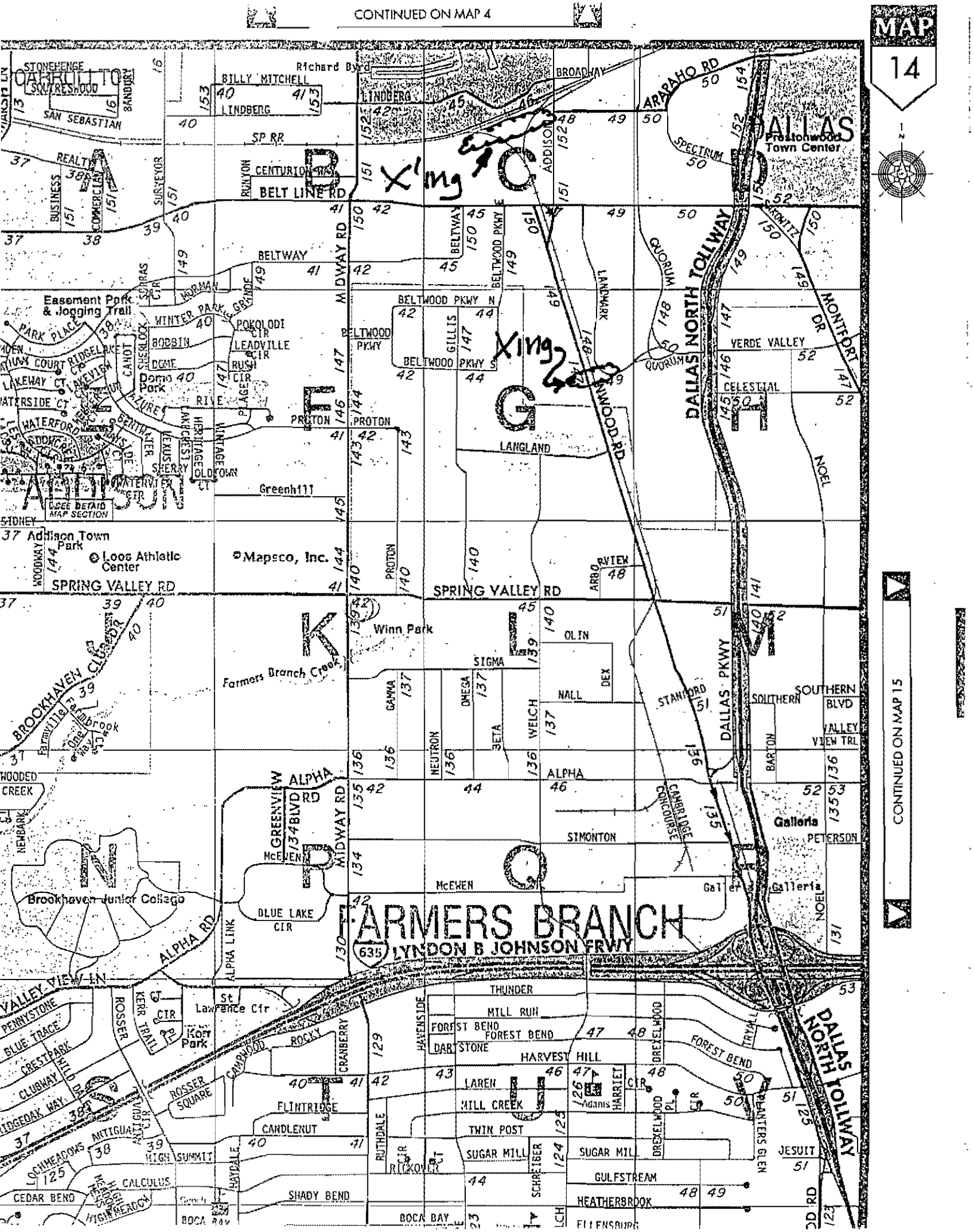
Comments:

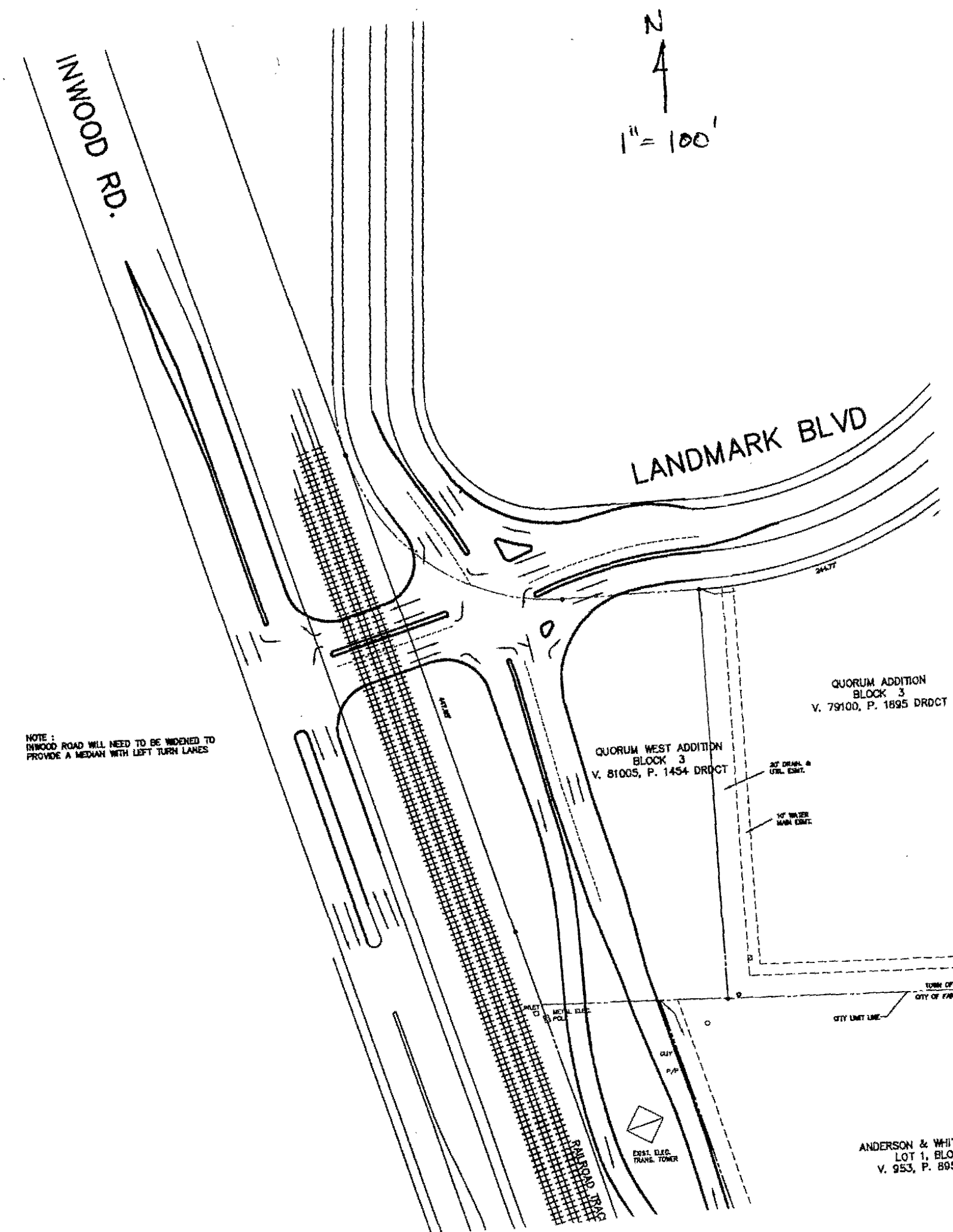
Attached is Mapsco sheet showing the 2 railroad crossings needed. Also attached are larger scale drawings of each. These would be 2 separate projects.

Please advise as to how best to proceed.

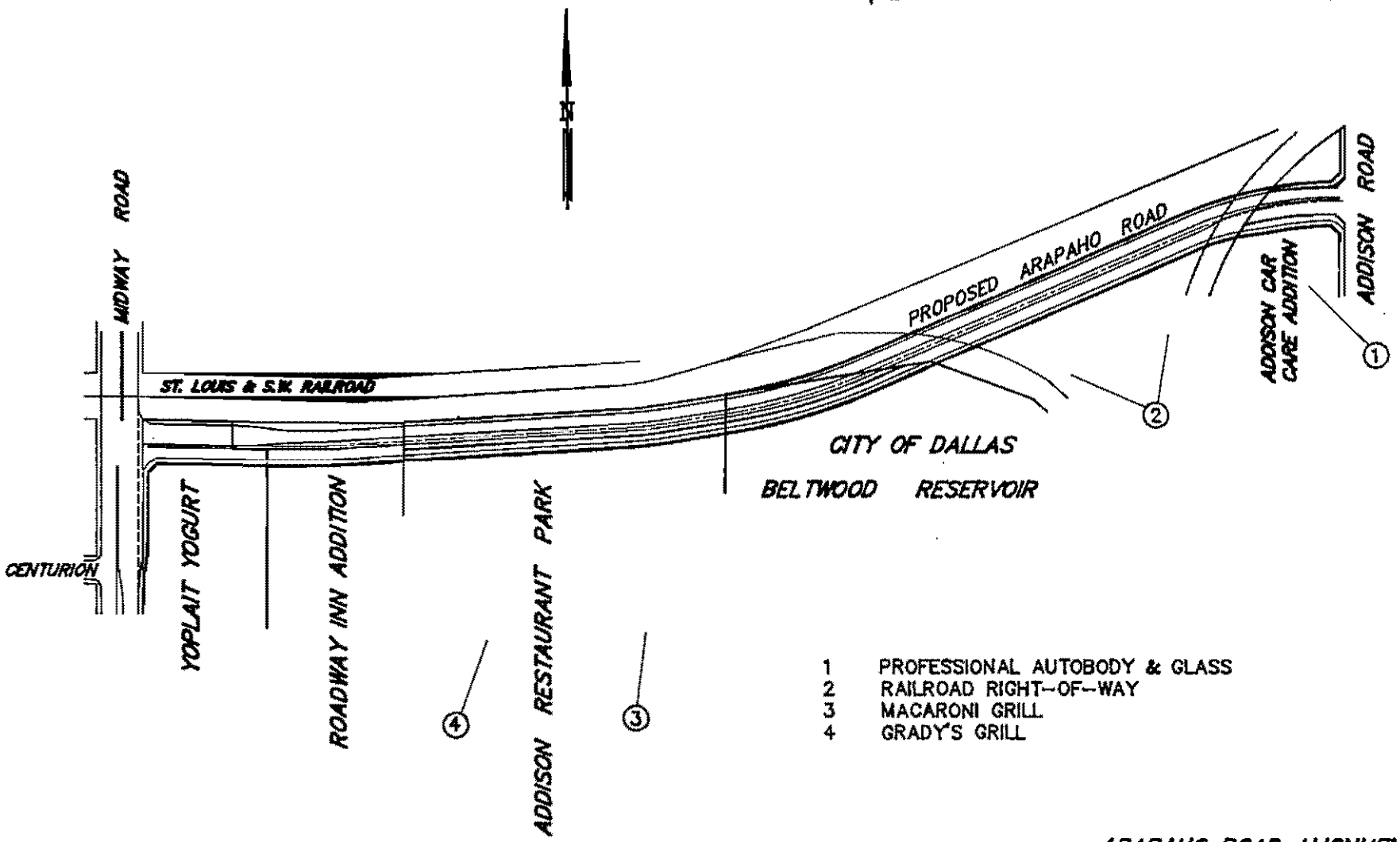
Thanks,

Jim


CONTINUED ON MAP 4
MAP 14
CONTINUED ON MAP 15
CARROLLTON
FARMERS BRANCH
DALLAS
Richard Byrd
BILLY MITCHELL
LINDBERG
SP RR
BROADWAY
ARAPAHO RD
SPECTRUM
Preston Hollow Town Center
BELT LINE RD
CENTURION WAY
MIDWAY RD
BELTWAY
BELTWOOD PKWY
BELTWOOD PKWY N
BELTWOOD PKWY S
QUORUM
DALLAS NORTH TOLLWAY
MONTFORT DR
LANDMARK
GILLIS
VERDE VALLEY
CELESTIAL
NOEL
PROTON
LANGLAND
Greenhill
SPRING VALLEY RD
ARBORVIEW
Addison Town Park
Loos Athletic Center
©Mapsco, Inc.
SEE DETAIL MAP SECTION
Easement Park & Jogging Trail
Dome Park
Winn Park
Farmers Branch Creek
BROOKHAVEN CLUB DR
Farmville
Brookhaven Junior College
GREENVIEW
ALPHA RD
ALPHA LINK
BLUE LAKE CIR
McEWEN
SIMONTON
OLIN
SIGMA
NALL
DEX
WELCH
GAMMA
ONEGA
BETA
NEUTRON
STANFORD
SOUTHERN BLVD
VALLEY VIEW TRL
BARTON
PETERSON
Galleria
CAMBRIDGE CONCOURSE
LYNDON B JOHNSON FRWY
635
VALLEY VIEW LN
St Lawrence Cir
Kerr Park
ROSSER
KERR TRAIL
CRANBERRY
HAVENSIDE
THUNDER
MILL RUN
FOREST BEND
DARTSTONE
HARVEST HILL
LAREN
MILL CREEK
FLINTRIDGE
CANDLENUT
TWIN POST
SUGAR MILL
GULFSTREAM
HEATHERBROOK
ELLENSBURG
DRexelwood
HARRIET
Adams
PLANTERS GLEN
JESUIT
ROSSER SQUARE
CAMPWOOD
ROCKY
RUTHDALE
RICKOVER
SCHREIBER
HAVENDALE
TRYAL
FOREST BEND
CLUBWAY
CREST PARK
BLUE TRACE
PENNYSTONE
WOODED CREEK
NEWBARK
LOCHMEADOWS
ANTIGUA
HIGH SUMMIT
CALCULUS
CEDAR BEND
HIGH MEADOW
SHADY BEND
BOCA BAY
BOCA RAN
SEE DETAIL MAP SECTION


N
1" = 100'
INWOOD RD.
LANDMARK BLVD
QUORUM ADDITION
BLOCK 3
V. 79100, P. 1895 DRDCT
QUORUM WEST ADDITION
BLOCK 3
V. 81005, P. 1454 DRDCT
20' DRAIN. & UTIL. ESMT.
10' WATER MAIN ESMT.
CITY LIMIT LINE
RAILROAD TRACKS
EXIST. ELEC. TRANS. TOWER
GUY
P/P
NOTE :
INWOOD ROAD WILL NEED TO BE WIDENED TO PROVIDE A MEDIAN WITH LEFT TURN LANES.

"WYE CROSSING"



1 PROFESSIONAL AUTOBODY & GLASS
2 RAILROAD RIGHT-OF-WAY
3 MACARONI GRILL
4 GRADY'S GRILL

ARAPAHO ROAD ALIGNMENT

BARTON-ASCHMAN ASSOCIATES, INC.

5646 BELT LINE RD. #109 • DALLAS, TEXAS 75240 • (214) 991-1900

PARSONS TRANSPORTATION GROUP

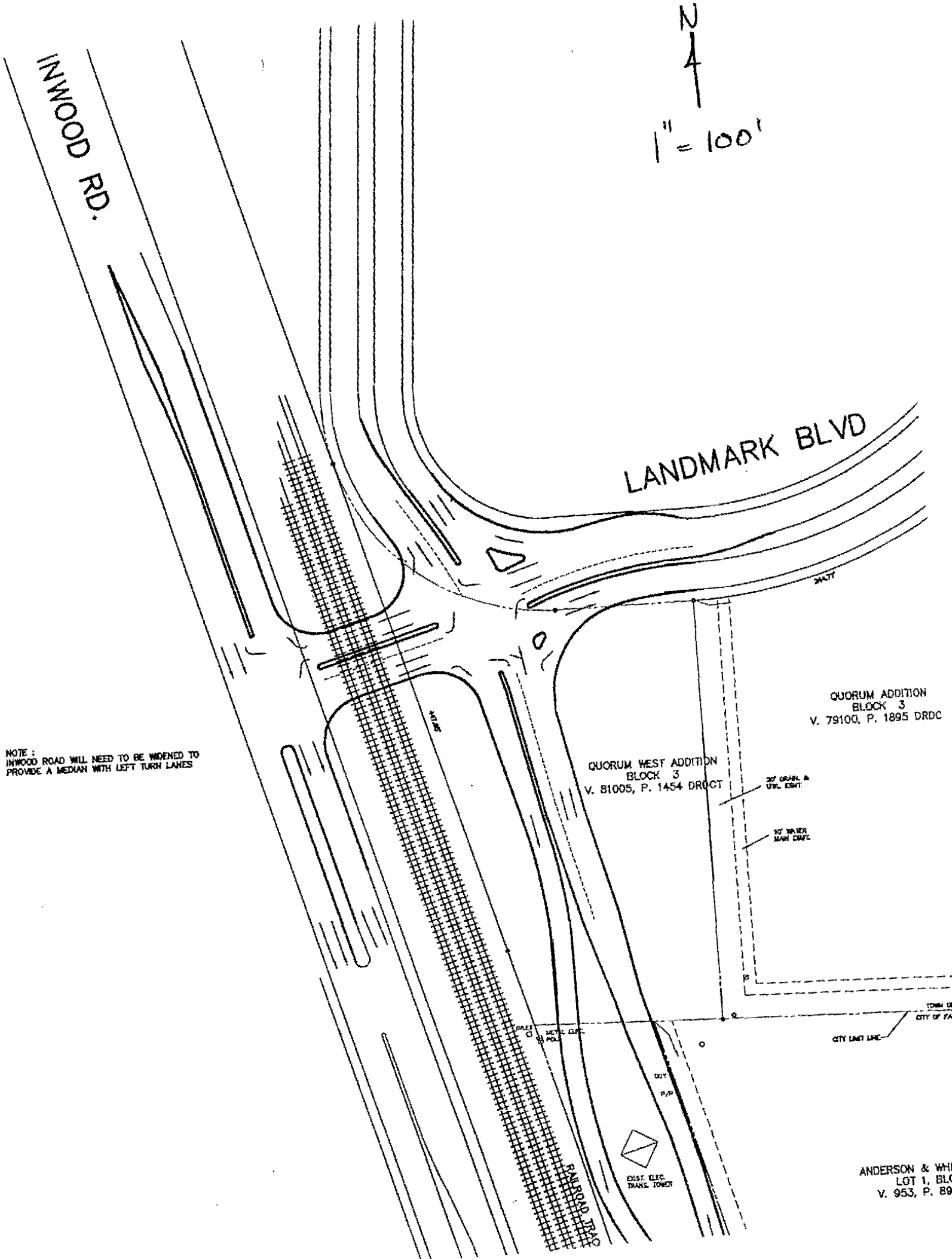
********** -COMM.JOURNAL- ********** DATE 09-25-1997 ****** TIME 04:13PM ** P.1

MODE = TRANSMISSION START=09-25 04:06PM END=09-25 04:12PM

NO.	COM	SPEED NO	STATION NAME/ TELEPHONE NO.	PAGES
001	OK	☎	98176408710	004

-Addison Svc Ctr -Upstairs-

**********(FAX-200 V2.17)* - 972 450 2834- **********


INWOOD RD.
N
1" = 100'
LANDMARK BLVD
QUORUM ADDITION
BLOCK 3
V. 79100, P. 1895 DRDC
QUORUM WEST ADDITION
BLOCK 3
V. 81005, P. 1454 DRDCT
20' DRAIN. & UTIL. ESMT.
16" WATER MAIN ESMT.
CITY LIMIT LINE
RAILROAD TRACK
EXIST. ELEC. TRANS. TOWER
NOTE :
INWOOD ROAD WILL NEED TO BE WIDENED TO PROVIDE A MEDIAN WITH LEFT TURN LANES

Dennis Miller

Arapaho Rd

Carmen Moran sent
info for
year ±

Terms / negotiate purchase

Have Dennis Miller
Seed whole 4 track
area — PURCHASE
3 - 4 acres

Fax
817-640-8710

Steven Martchenke
UP
101 S. Watson Rd.
Arl. Tx 76010

Sketch & Mapsco Page

Mapsco
Drawing of New Mbs

2 Sep projects

attach - Bus Card —

UNION PACIFIC RAILROAD COMPANY
CONTRACTS & REAL ESTATE DEPARTMENT

R. D. Uhrich
Assistant Vice President
J. A. Anthony
Director-Contracts
D. D. Brown
Director-Real Estate
M. W. Casey
General Director - Special Properties

J. L. Hawkins
Director-Operations Support
M. E. Heenan
Director-Administration & Budgets
D. H. Lightwine
Director Real Estate
T. K. Love
Director-Real Estate

1416 Dodge Street WP001
Omaha, Nebraska 68179
(402) 997-3600
Fax (402) 997-3601

FACSIMILE TRANSMITTAL

DELIVER TO: JIM PIERCE

Phone: _____

FROM: DENNIS MILLER

Phone: _____

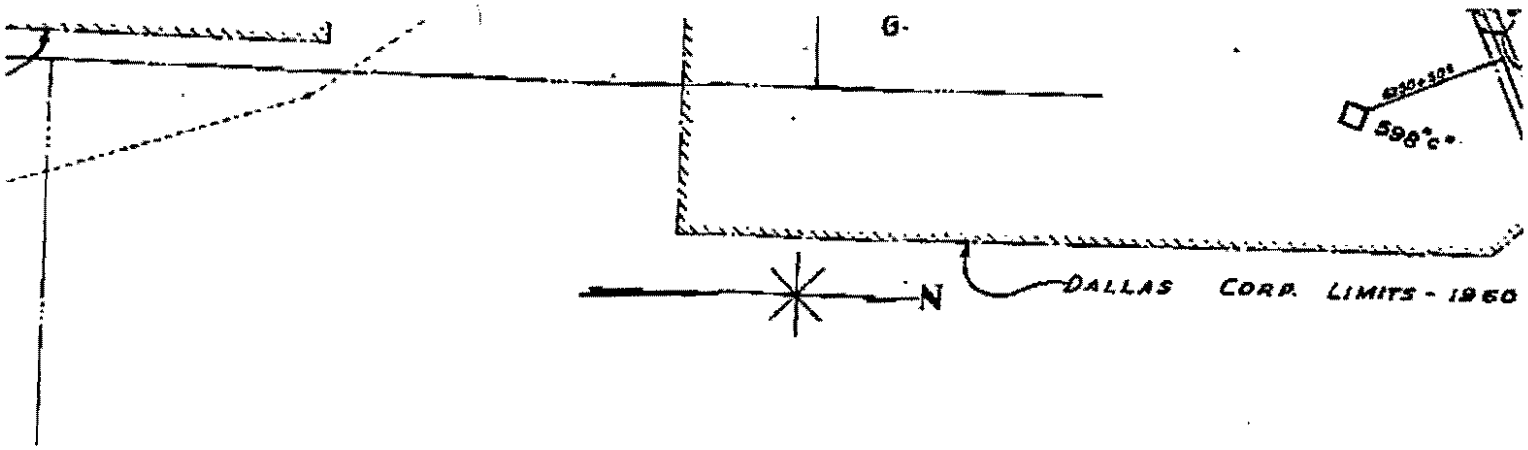
Number of pages 2 + cover

FILE: 1611-66

REMARKS: Attached shown wye track area at Abilene, TX

If you do not receive all the pages, please call me back as soon as possible. (402) 997 3552

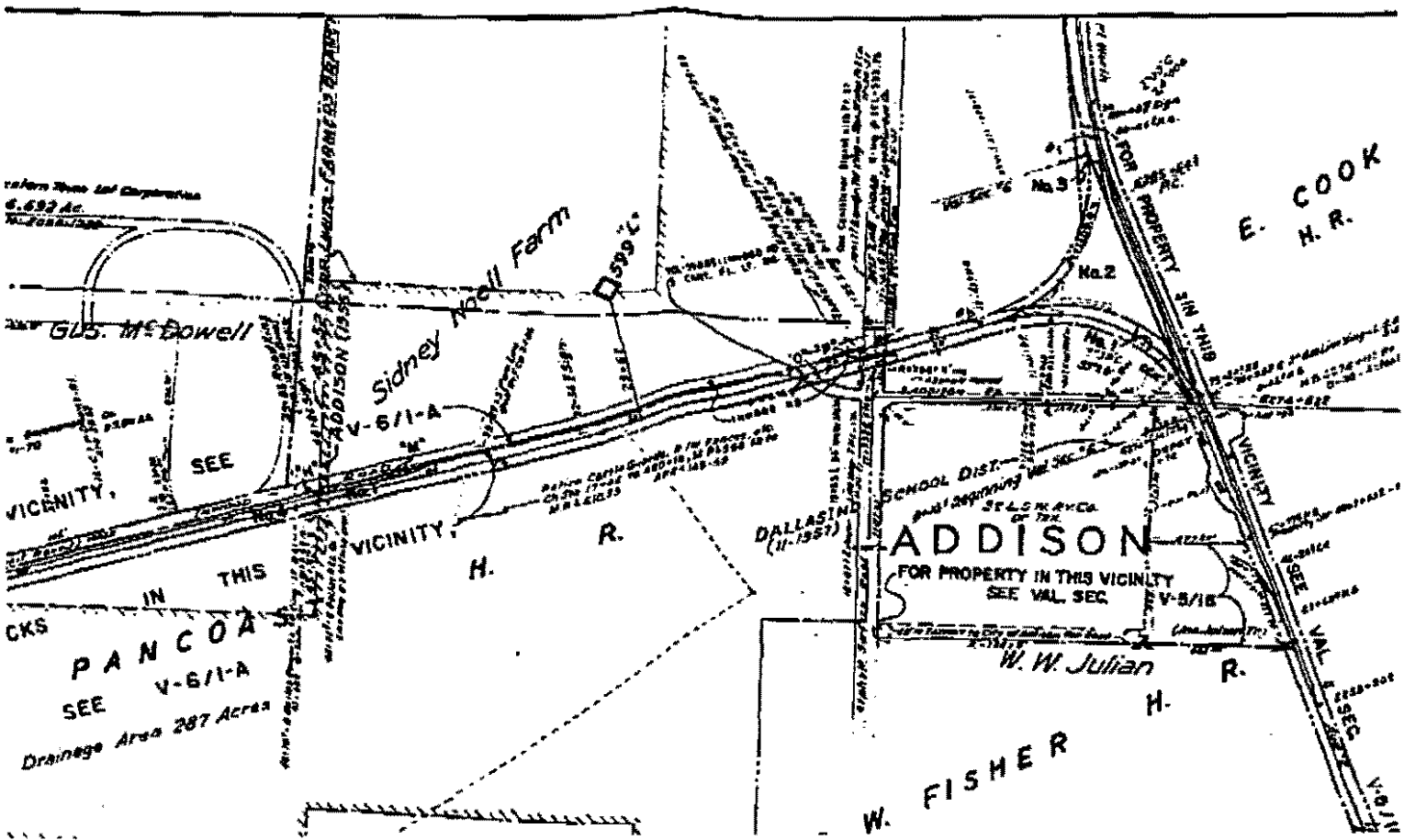
contracts & real estate



REMARKS
101 (Ltr. "M").
(ltr. "Q"), 0.53 ac. by deed SSW 490 (ltr. "S").
42 ("K"), 5.712 ac. by deed SSW 482 (ltr. "R").
d of by deed f/p 80 (ltr. "G"), 3.08 ac., by Contr. No. T-11431 (ltr. "N").
31).
disposed of by Contr. No. T-11431.
a 20' strip of land.
a Par. 7 (ltr. "B"), 1.27 ac. in Par. 8 (ltr. "C").
il rights reserved.
l rights reserved.
s of by deed 502.
lay Road)
l strip of land (Inwood Road).
ment.
s. in Par. 5 (ltr. "K"), 0.429 ac. in Par. 7 (ltr. "L"), mineral rights reserved, 500 ft. below.
nserved
ad).
ip. Road).

RIGHT OF WAY AND TRACK MAP
ST. LOUIS SOUTHWESTERN RAILWAY COMPANY OF TEXAS
DALLAS BRANCH
STATION 0+05.7 TO STATION 212+32
DALLAS COUNTY, TEXAS
400 0 400 800
SCALE IN FEET
VALUATION DEPARTMENT, SAN FRANCISCO, CALIFORNIA

V - 6
1
"L" BRANCH


Sidney Noell Farm
GUS. McDowell
SEE
VICINITY,
V-6/1-A
"K"
VICINITY,
H.
R.
IN
THIS
CKS
PANCOA
SEE
V-6/1-A
Drainage Area 287 Acres
DALLAS IN
(II-1957)
SCHOOL DIST.
ADDISON
FOR PROPERTY IN THIS VICINITY
SEE VAL. SEC.
V-5/15
W. W. Julian
H.
R.
W. FISHER
E. COOK
H. R.
No. 3
No. 2
FOR PROPERTY IN THIS
VICINITY
SEE VAL. SEC.

Arapaho / South Quorum

Cheryl Kinkel — 1416 Dodge St.
WP 1001
Omaha Neb 68179
402-997-3620
Omaha Neb
Fax → 402-997-3601

Union Pacific
Some time
crossing report
Arapaho S. Quorum File

Not a Main line
Gallon Spur —

Cross in the Y

402-997-3552 Dennis Miller
Field Manager Real estate Fax
1800 Farnam St. O. Neb 68102 402-997-3601

Permission to do the crossing
What do we need to do on that.
Copy Huston report around somewhere

UP/Omaha → 402-271-5000 main #

9-22-97

Cheryl - / UP / Omaha

Mgrs of Industry & Public Projects -

→ only Drafts the agreements ←

Call:

Steve Marchenke — Mgr Public Projects
817-878-4596

— City & UP will make an agreement —

(Operating Department Handling Crossings)

J. B. Cline
972-239-3771

8-23-02

GUIDELINES FOR ASSURING SMOOTH RELATIONSHIPS BETWEEN LOCAL GOVERNMENTS AND UPRR

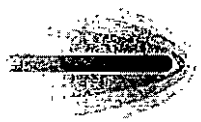
- **Start Early Coordination** – Set up a meeting with Steve Marchenke to share project selection lists, to ascertain projects with UPRR impacts. Then on impacted projects, share preliminary designs, invite UPRR to early meetings, such as stakeholder predesign charrettes, public workshops, etc.
- **Work out precisely the location of railroad project impacts,** before contacting UPRR. This speeds the coordination process greatly. Use MAPSCO location, subdivision, and RR Mile Post where ever possible
- **Use the UPRR.com website for a wealth of information, maps, etc.** This can save time in answering questions and can provide much information about UPRR, including points of contact, e-mail and telephone information, instructions, applications, specifications, DOT crossing information, permit requirements, ROW agreements, etc. **Very, very valuable.** Our in-house or consultant designers need to explore this web-site before launching road design whenever there is going to be a RR crossing. Procedures and responsibilities are clearly laid out, as are design guidelines and specifications. Avoid nasty surprises that can impact project costs if not budgeted.
- **Expect the UPRR owned ROW to contain many other utilities (telecommunications, power, pipelines, etc), that you will have to pay to relocate.** These are private easements the utilities have paid for and the project will have to bear the costs of relocation. UPRR is a good source of information on the potential conflicts that you will encounter. Budgeting accurately for these costs will avoid nasty surprises later.
- **Do not even think about changing Exhibit B of the standard agreement.** UPRR has agreements to work out in 23 states, and their lawyers are very vigilant to watch for precedents that might bind UP elsewhere. Work on win-wins in the body of the agreement.
- **Avoid adversarial actions and relationships, instead try the partnering approach.** UPRR will respond in-kind. They desire to maintain integrity in relations with all their communities. Do not presume upon them (e.g., impossible responses on coordination that you failed to start timely, making demands they cannot meet, presuming the worst).
- **Look for ways to forge win-wins, for UPRR and the local community.** Understand that USDOT has a policy since 1992 to reduce at-grade RR crossings by 25%. This puts tremendous pressure on RR's to accomplish this goal. Does your community have a number of little-used crossings? Explore ways to eliminate them and UPRR can do much to meet the needs of your current project.
- **When appropriate, have our attorneys communicate directly with UPRR attorneys.** The key is to have worked out all the coordination we can before that, using the information, contacts and principles described in these guidelines. Then, the Project Manager should stay involved to assure that going down "legal rabbit trails" is avoided whenever possible. If we follow the spirit of win-win, then both sides will have better results, even if our attorneys are involved, as they have to be.
- **When you're in doubt and have searched all the readily available information, call Steve Martchenke, Ken Rouse, or Doug Feagan.** Even though they have large territories to cover, they are never too busy to help you proactively solve a problem and forge a win-win. If you have a "folder number," this will save them much time in looking up the project file information.

Steve Martchenke	**817-878-4596**
Ken Rouse	**281-350-7609**
Doug Feagan	**402-997-3619**

UPRR - DALLAS COUNTY PUBLIC WORKS
PARTNERING WORKSHOP

February 14, 2002

UPRR - DALLAS COUNTY PUBLIC WORKS PARTNERING
Workshop Agenda



- 12:00 - 12:30 Gather/Box Lunch
- 12:30 - 1:00 Introductions of Participants
- 1:00 - 1:30 DC Public Works Presentation
- 1:30 - 2:00 UPRR Presentation
- 2:00 - 2:15 Break
- 2:15 - 2:30 Input from DC City Participants
- 2:30 - 3:30 Breakout or Whole Group Discussions
- 3:30 - 4:00 Wrap up &Group Reports

Ken Rouse UP

Dallas County Public Works

DEPARTMENT STRATEGIC VISION

- THE ESSENCE OF PARTNERING:

- Establishing and maintaining a relationship based on:
  - TRUST
  - COMMITMENT
  - SHARED VISION

5

Dallas County Public Works

Transportation Bond Program Overview

- ~$60M (County Funds) in Construction projects to still be awarded during 2001-2004 of $175 M Program; some design work still on-going.
- Large number of CMAQ intersections, entering construction, 2002-2003
- Most Thoroughfare designs finally complete or in final stages -- ROW acquisition underway
- Federal Projects (STP-MM) moving slowly, Regal Row is in construction; Denton Dr. in planning

Co. Bread & Butter

6

Dallas County Public Works

5 PHASE PROJECT DELIVERY SYSTEM

Proj Mgr assigned

- Phase 1 -- Planning and Preliminary Design
- Phase 2 -- Primary Design
- Phase 3 -- Design Completion & ROW Initiation
- Phase 4 -- ROW Completion and Utility Adjustment
- Phase 5 -- Construction

5 PHASE PROJECT DELIVERY SYSTEM

Insights Applied, Phase 1 -- Planning and Preliminary Design

+ Incorporate risk assessment in extensive project screening process.
+ Initial Master ILA nails total project responsibilities and commitment
+ Incorporate pre-design charrette as key part of project definition and preliminary design stages.

5 PHASE PROJECT DELIVERY SYSTEM

Insights Applied -- Phase 2 -- Primary Design

- PM tracks using PM software and reports to Project Review Board bi-monthly, invite all partners to PRB
- PM used enhanced constructibility review process during design
- Effective public involvement with full participation by all partners

5 PHASE PROJECT DELIVERY SYSTEM

Insights Applied -- Phase 2 -- Primary Design

- Early involvement on ROW issues by ROW staff
- Early delivery of ROW documents is key goal
- Early and continuous involvement of utilities

Dallas County Public Works

MCIP Thoroughfare Program Project List

- Total of 60 New Projects submitted
  - District 1 - 16 Projects
  - District 2 - 10 Projects
  - District 3 - 12 Projects
  - District 4 - 22 Projects
- Total of up to ~$90 M (~$180M+ project totals) will be selected by Commissioners for PY 2005thru 2008

UNION PACIFIC RAILROAD COMPANY
Real Estate Department

R. D. Uhrich
Assistant Vice President
J. A. Anthony
Director-Contracts
D. D. Brown
Director-Real Estate
M. W. Casey
General Director-Special Properties
J. P. Gade
Director-Facility Management

1800 Farnam Street
Omaha, Nebraska 68102
Fax (402) 997-3601

J. L. Hawkins
Director-Operations Support
M. E. Heenan
Director-Administration & Budgets
D. H. Lightwine
Director-Real Estate
T. K. Love
Director-Real Estate

05/31/00

Folder: 1819-92

Mr. James C. Pierce, Jr., Asst. City Manager
City of Addison
16801 Westgrove Drive
P. O. Box 9010
Addison, TX 75001-9010

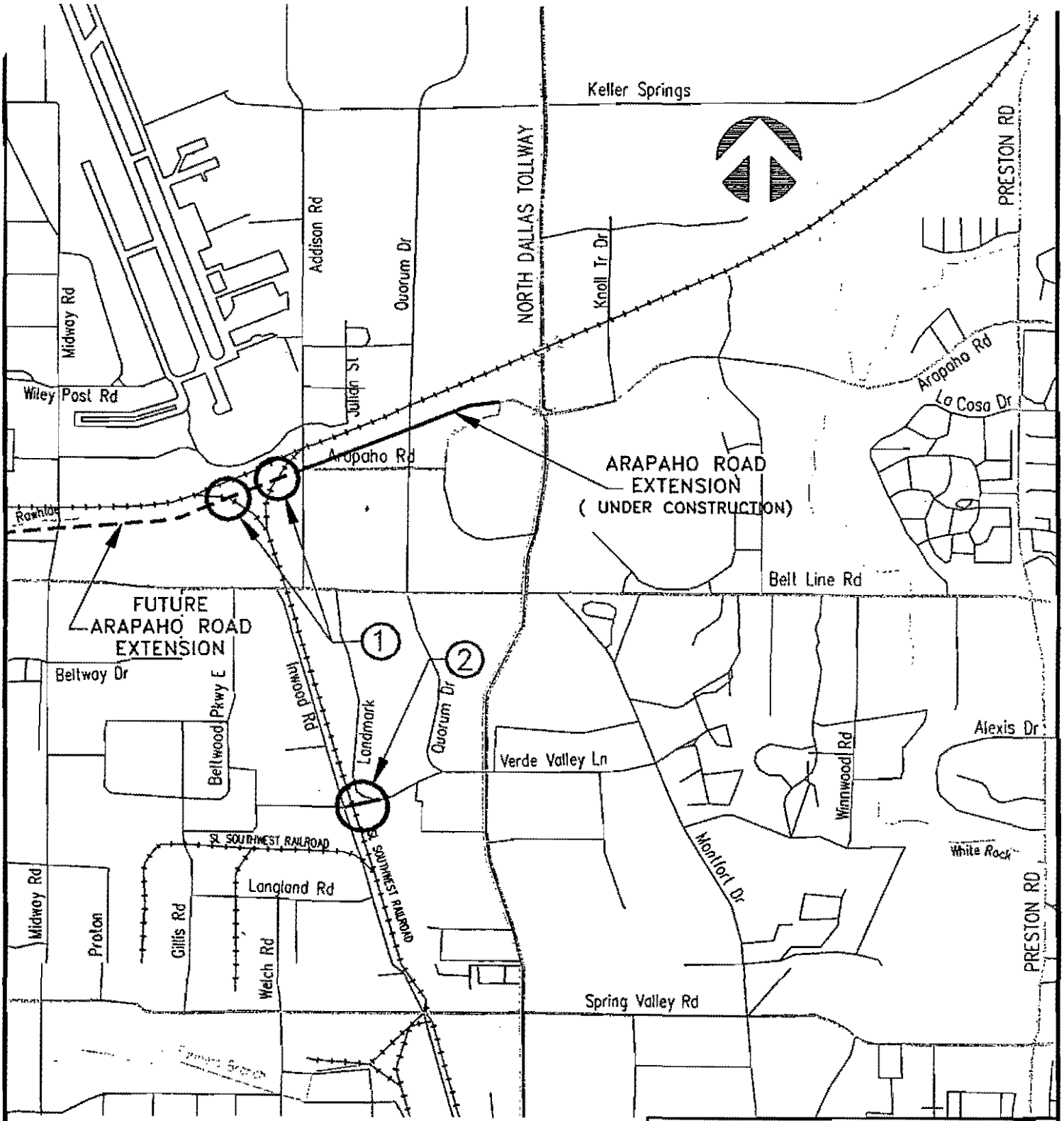
Dear Mr. Pierce:

Pursuant to your request at our meeting on May 18, 2000, attached is a print of the Railroad's line map displaying certain right of way and wye track property in Addison, TX This right of way is known as the Addison Branch. I'm sorry, but there are no available profiles for this segment of the line. All the right of way shown crosshatched on the print has already been sold.

If you have any questions, please contact me at (402) 997-3552.

Sincerely yours,

J. D. (Dennis) Miller
Manager - Real Estate



1. ARAPAHO ROAD CROSSING
2. QUORUM DRIVE CROSSING

Grantham, Burge & Waldbauer Engineers, Inc.

PROPOSED RAILROAD CROSSINGS

TOWN OF ADDISON

EXHIBIT A

O'BRIEN-KREITZBERG

1401 Pacific Avenue
Suite 300
Dallas, Texas 75202
(214) 749-2776

Telecopy Transmittal Sheet

DATE: December 21, 1994

PROJECT NAME: **DART Starter System**
Job # 900245

PLEASE DELIVER THE FOLLOWING PAGES TO:

John Baumgartner

NUMBER OF PAGES INCLUDING THIS PAGE: 11

RECEIVER FAX NUMBER: 931-6643

SENDER FAX NUMBER: (214) 749-3562

REMARKS: (Per George Human)

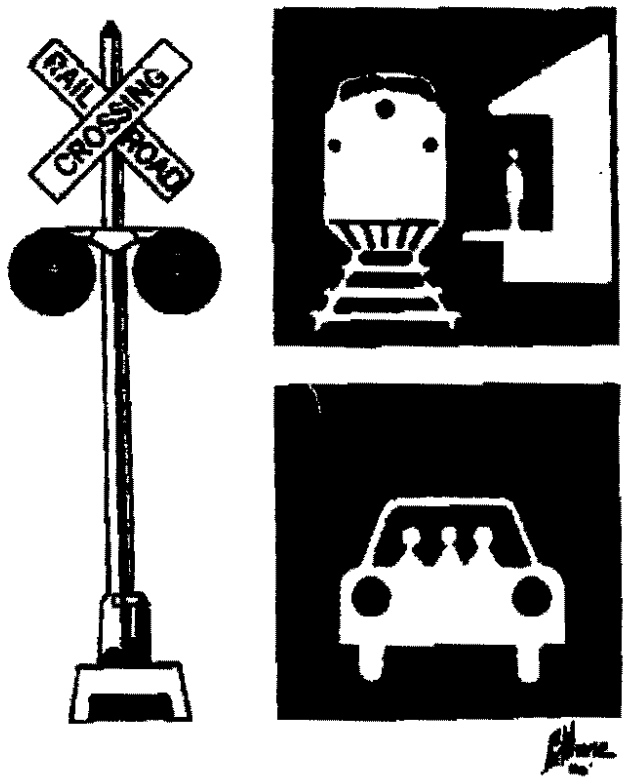
TRANSMITTED BY: Joni Leamon (749-2838)

DRAFT

Railroad Maintenance and Operations Handbook

For Local Governments and Rail Carriers

DRAFT



I have marked the most pertinent sections

North Central Texas Council of Governments

RAILROAD COORDINATION TASK FORCE

Mr. Kurt J. Anderson (M/O)
Manager, Public Projects
Union Pacific Railroad
1416 Dodge Street
Omaha, NE 68179
402/271-5891

Ms. Donna Barrett
(formerly Administrative Assistant)
City of Fort Worth
1000 Throckmorton Street
Fort Worth, TX 76102
817/870-8079)

Mr. Harold Bastin
Dir. of Traffic & Transp.
City of Garland
P.O. Box 469002
Garland, TX 75046-9002
214/205-2430

Mr. Bob Burns (M/O)
Attorney
Union Pacific Railroad
P.O. Box 1584
Austin, TX 78767
512/478-1657

Mr. Mike Calhoun, Mgr (O)
Safety and Planning
Railroad Commission of Texas
Capitol Station,P.O. Box 12967
Austin, TX 78711
512/463-7121

Mr. Larry Cervenka (O)
(formerly Traffic Engineer)
City of Farmers Branch
P.O. Box 819010
Farmers Branch, TX 75381-9010
214/247-3131)

Mr. Walter Cooper (O)
City Traffic Engineer
City of Fort Worth
1000 Throckmorton Street
Fort Worth, TX 76102
817/870-8055

Mr. Ken Daft
Cotton Belt Railroad
P.O. Box 121
Carrollton, TX 75006
214/434-7999

Mr. Jim Dickson (O)
Director of Government Affairs
Burlington Northern Railroad
373 Inverness Drive South
Englewood, CO 80112
303/220-3472

Mr. Jim Driscoll
Traffic Administrator
City of Irving
P.O. Box 152288
Irving, TX 75015
214/721-2646

Mr. John Eck
Government Relations
Southern Pacific Transp. Co.
1005 Congress Avenue, #800B
Austin, TX 78701
512/478-5881

Mr. Robert Farnsworth (O)
State Rail Planner
Railroad Commission of Texas
Capitol Station, P.O.Box 12967
Austin, TX 78711
512/463-7121

Mr. S. Elton Hamill (M)
Supervising Design Engineer
TxDOT, District 2
P.O. Box 6868
Fort Worth, TX 76115
817/292-6510

Mr. Robert Heetas (O)
Repr., Operation Lifesaver
Union Pacific Railroad
2826 Olympia
Arlington, TX 76013
817/265-0457

Mr. Jon Hoeft
General Counsel
Dallas Area Rapid Transit
601 Pacific Avenue
Dallas, TX 75202
214/658-6207

Mr. Deannie Hobbs (O)
Asst. Terminal Superintendent
Southern Pacific Railroad
7600 South Central Expressway
Dallas, TX 75216
214/372-7434

Mr. Don Huffman (O)
Manager of Operating Practices
Union Pacific Railroad
P.O. Box 9857
Fort Worth, TX 76107
817/878-4661

Mr. Frank Jones (M/O)
Former Regional Director
Federal Railroad Admin.
819 Taylor, Room 11A23
Fort Worth, TX 76012
817/334-3601

Mr. Dennis A. Kearns (O)
Legislative Counsel
Atchison, Topeka, Santa Fe RR
1005 Congress Street, #600A
Austin, TX 78701
512/473-2823

Mr. Richard Larkins
Asst. Dir, of Public Works
City of Grand Prairie
P.O. Box 530011
Grand Prairie, TX 75053-0011
214/660-8131

Mr. Ralph Martinez
Traffic Engineer
City of Irving
P.O. Box 152288
Irving, TX 75015
214/721-2605

Mr. Mark Mathis
Traffic Engineer
City of Grand Prairie
P.O. Box 530011
Grand Prairie, TX 75053-0011
214/660-8000

Mr. Don Milender
Consultant
Union Pacific Railroad
505 N. Industrial Blvd.
Dallas, TX 75207
214/760-2020

Mr. Don Penny, P.E. (M)
Dir. of Traffic & Transp.
City of Carrollton
P.O. Box 110535
Carrollton, TX 75011-0535
214/466-3050

Mr. Jim Renshaw (O)
Senior Traffic Engineer
City of Arlington
P.O. Box 231
Arlington, TX 76010
817/459-6371

Mr. Ron Royse (O)
Transportation Manager
Amtrak
1501 Jones
Fort Worth, TX 76102
817/332-2931

Mr. Michael Schneider
General Solicitor
Union Pacific Railroad
801 Travis, #1600
Houston, TX 77002
713/220-3202

(M) Maintenance Work Group
(O) Operations Work Group

T_WQ = crossing rate times the ADT/Truck Quotient

The crossing rate example would result in 38 X .93 = 35.3

The crossing rate is then compared with the grade chart shown in Figure II-7. The example crossing, which ranks well below the failure rating, would warrant total replacement. Depending on available funding, the responsible railroad maintenance engineer along with the TxDOT railroad coordinator must decide whether to repair or replace. Figure II-8 is an adapted version of the surface ranking form used by FDOT. It should be noted that category points, assigned weights and ADT/Truck Quotients are arbitrary, but they can be used to establish a prioritized list of crossings which need repair or replacement.

Jurisdictions of Responsible Agencies

Track Maintenance

Within the State of Texas, cities, counties, TxDOT, and railroad operators assume both separate and joint maintenance responsibilities. Items such as the track and signals are always maintained by the rail operator. However, state civil statutes, site characteristics, and potential FHWA funding for crossing upgrades are further considerations in determining jointly funded improvements.

In Texas, the concept of railroad crossing maintenance occurs as one of the "enumerated powers" of home rule cities, according to Vernon's Annotated Texas Civil Statutes, Article 1175, Section 16. It requires that railroads be responsible for street improvements "between the rails and tracks of any such railway companies and for two feet on each side thereof." If the definition of "track," according to the FHWA publication entitled Railroad-Highway Grade Crossing Handbook, includes: "an assembly of rails, ties, and fastenings over which cars, locomotives, and trains are moved," then the railroad company's maintenance responsibility extends two feet

beyond the ends of ties as shown in Figures II-9 and II-10. However, for practical purposes, the Railroad Maintenance Task Group concurs with the FHWA suggestion in the Railroad-Highway Grade Crossing Handbook, "the public agency having responsibility for the maintenance of roadway approaches generally terminates its maintenance responsibility for the roadway at the crossing surface." The Work Group makes the recommendation that local governments maintain pavement up to the crossing material located at the end of the ties. However, according to FHWA, the railroad operator shall maintain any vehicular, pedestrian, or bicycle crossings between the ends of the ties. All of these crossings should be physically separated for optimal traffic safety reasons.

Therefore, the railroad is responsible for the maintenance of the rails, ties, fastenings, ballast, initial upper ballast drainage pipe installation, crossbuck sign assembly, railroad signals, control boxes, and grade crossing surface materials which extend to the ends of the ties. Any surface besides timbers will need the cost differential reimbursed to the railroads.

Railroad Signal Maintenance and Traffic Signal Preemption

Signal maintenance at the crossing is the responsibility of the railroad carrier. However, TxDOT reimburses the railroad a unit price for signal maintenance by the type of signal on state and federal highway systems, but not on city streets, county roads, or private crossings.

If a state or local public agency anticipates future signal preemption of traffic signals to clear the intersection at a grade crossing before a train approaches, the Railroad Maintenance Work Group recommends that the city should notify the railroad of the intent to use a circuit in the railroad signal control box. Automatic time crossing devices should be calibrated to the fastest train using

not sent : Pages 16 & 17 were charts not relevant

FIGURE II-9

TYPICAL CROSS SECTION THRU TIMBER CROSSING

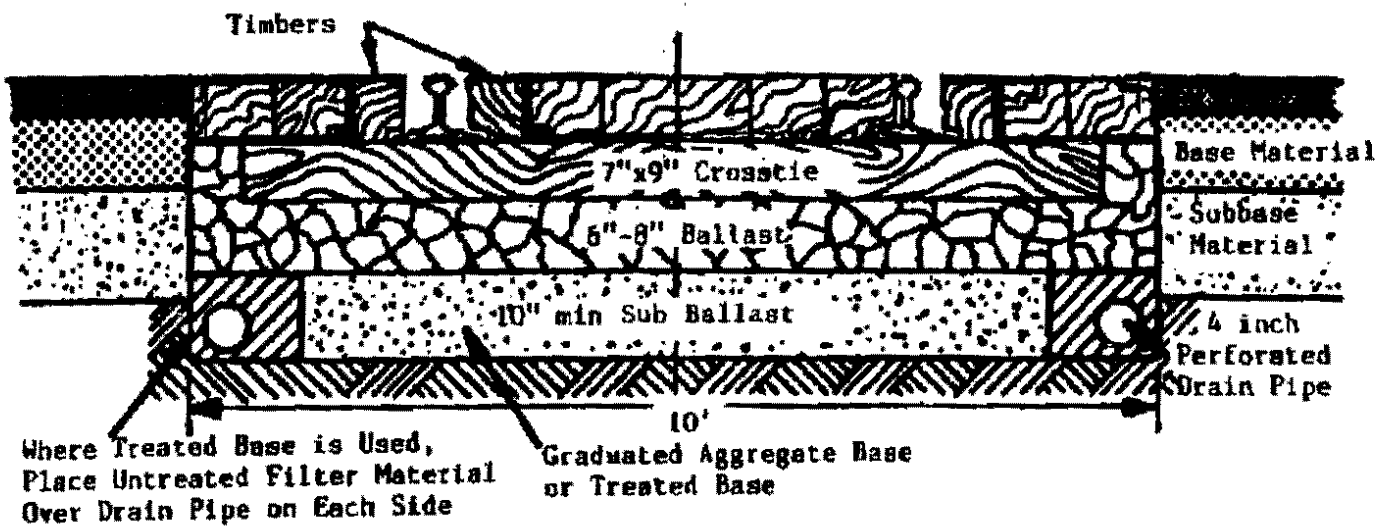
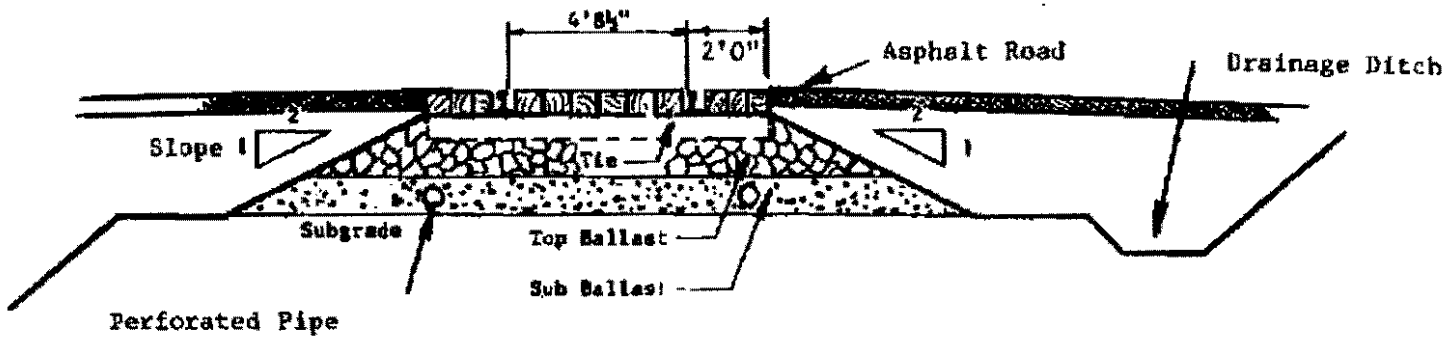


FIGURE II-10

ELEMENTS OF RAILROAD TRACK CROSS SECTION



Sources: FHWA, Railroad-Highway Grade Crossing Handbook, 2nd Edition, (Springfield, Virginia, September 1986).
Vernon's Annotated Texas Civil Statutes, Article 1175, Section 16.

the track. When train speed increases are planned, timing devices should be recalibrated to allow motorists adequate time to clear the crossing prior to the implementation of the new speeds.

At the time of installation, the critical cycle time to clear the intersection of vehicles should be supplied. However, if the critical cycle time exceeds 30 seconds, then a constant warning time device in the railroad control box is necessary and would be eligible for Section 130 funding. As an example of cost, an upgrade to a control box in 1988 cost TxDOT $2,000, but the conversion of older signal controls on a direct current system could cost well over $100,000, especially in rural areas.

Pavement Alignment

Large grade changes in rail elevations would be a situation where the city may not be totally responsible for street approach grade changes. A schedule of cost sharing between the rail carrier and the local government or state agency responsible for the roadway is recommended by the Work Group.

The vertical slope of pavement approaching the crossing is recommended at a range of between 1 and 2 percent for 30 feet beyond the ends of ties, according to the American Railroad Engineering Association (AREA). Pavement sloping away from the track will also deter the necessity for installation of french drains by the local or state agency to deflect storm water away from the ballast to a storm water system or railroad ditch. Access to the railroad ditch would be through previous agreement with the railroad. The low vertical pavement slope would also assist faster acceleration of vehicles from a stop position across the tracks. It would prevent trucks or trailers with low undercarriages from becoming trapped on a severely humped pavement.

Horizontal alignment of the approach lanes is recommended to be as direct to the tracks as possible to assist motorists in viewing any approaching trains without contending with a potential "blind spot" situation. The width of the crossing surface should be sufficient to include all highway travel lanes and adjacent shoulders plus two feet, with the continuation of all traffic lanes across the tracks. Crossings that are inadequate in width should be called to the attention of the railroad company.

Drainage

Proper preparation of the track structure and good drainage of the subgrade are essential to good performance from any type of crossing surface. Excessive moisture in the soil can cause track settlement, accompanied by penetration of mud into the ballast section. Surface and subsurface drainage should be intercepted and discharged away from the crossing. Ideally, the roadway-railroad crossing should occur at a rise in topography to ensure drainage away from the ballast to prevent fouling of the ballast with "fines" from the subgrade. Accumulated "fines" would cause the ballast and track to "pump" from railroad loads, cause track instability, and increase the likelihood of a train derailment. However, if the pavement slopes toward the crossing the railroad will install a french drain, and the drain will remain its responsibility as being within the confines of the track.

Drainage is a maintenance consideration involving varying jurisdictions. Drainage structures and ballast are initially installed by railroads on their right-of-way. Bar ditches (or drainage ditches and culverts) are a joint responsibility which should have negotiated maintenance and improvements shared by parties benefiting from the infrastructure or whoever modifies the runoff pattern necessitating improvements. Approach pavement costs can be reduced within the local

government right-of-way if the local government completes the subgrade preparation with four-inch perforated pipe and filter cloth, according to TxDOT. Use of a suitable filter fabric over the entire subgrade area under the crossing and for a sufficient distance beyond can be a significant aid in separation, filtration, water transport, and tensile reinforcement. It is recommended by the Work Group that any future drainage problems be the continued legal responsibility of the rail carrier for repairs.

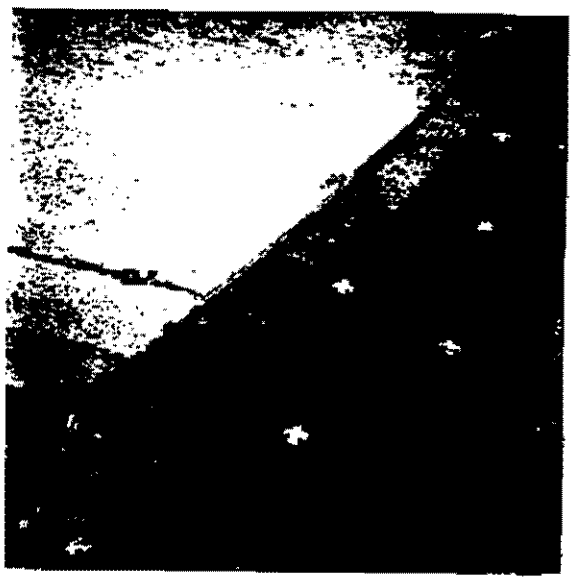
Advance Signs and Pavement Markings

Standards for advance signs and pavement markings are found in the Texas Manual on Uniform Traffic Control Devices (MUTCD). The local agency, as previously recommended by the Work Group, should be the agency responsible for pavement extending to the crossing material at the edge of the ties, traffic controls on the approach, pavement markings, and all signs except the crossbuck and/or signal assembly. Figure II-11 depicts the typical railroad advance warning signs as specified by the Texas MUTCD. Figure II-12 shows the railroad crossing (crossbuck) sign, flashing light signal, and automatic gate typically used at grade crossings.

The crossbuck assembly consists of the crossbuck, a multitrack sign if appropriate, and the "exempt" sign if required. The exempt sign informs drivers of vehicles for hire, school buses carrying children, or vehicles carrying hazardous materials that a stop is not required except when railroad equipment is approaching or occupying the crossing.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) legislation has added revisions to the MUTCD to allow the use of Stop and Yield signs at railroad crossings. When adequate sight distance cannot be maintained at a passive grade crossing, stop signs are an

10/21/94 10:30 AM.
Spring Valley at Eastbound
RR. Crossing.



cc: Jim Duff

EH&A Project No. 15764

RAILROAD CROSSING STUDY

FOR

THREE PROPOSED RAILROAD CROSSINGS

FOR THE

TOWN OF ADDISON

Prepared by:

Espey, Huston & Associates, Inc.
13800 Montfort Drive
Suite 230
Dallas, Texas 75240

June, 1994

TABLE OF CONTENTS

LIST OF TABLES

LIST OF EXHIBITS

Espey, Huston & Associates, Inc. (EH&A) was initially retained by the Town of Addison to study the need for three proposed railroad crossings in the Town of Addison. These three crossings, which are identified in Exhibit A, have been previously submitted for your consideration by Addison. The correspondence which contained your response to this initial submittal was dated January 6, 1994. (File No. 948 215/323.2).

Following the previous submittal to Southern Pacific, the Town of Addison decided to pursue only two of the three crossings. One of the two crossings has two alternative locations, as shown on Exhibit B. This report focuses on these two crossings.

Phase 1 - Traffic Conditions

The first phase of EH&A's study involved an evaluation of traffic conditions in the general area of the proposed railroad crossings. This phase included the following steps:

- Examine land use in the general area.
- Review existing historical and projected traffic volumes within the transportation network.
- Evaluate whether the proposed railroad crossings would help to alleviate traffic congestion.
- Determine if viable alternatives exist to the proposed crossings.

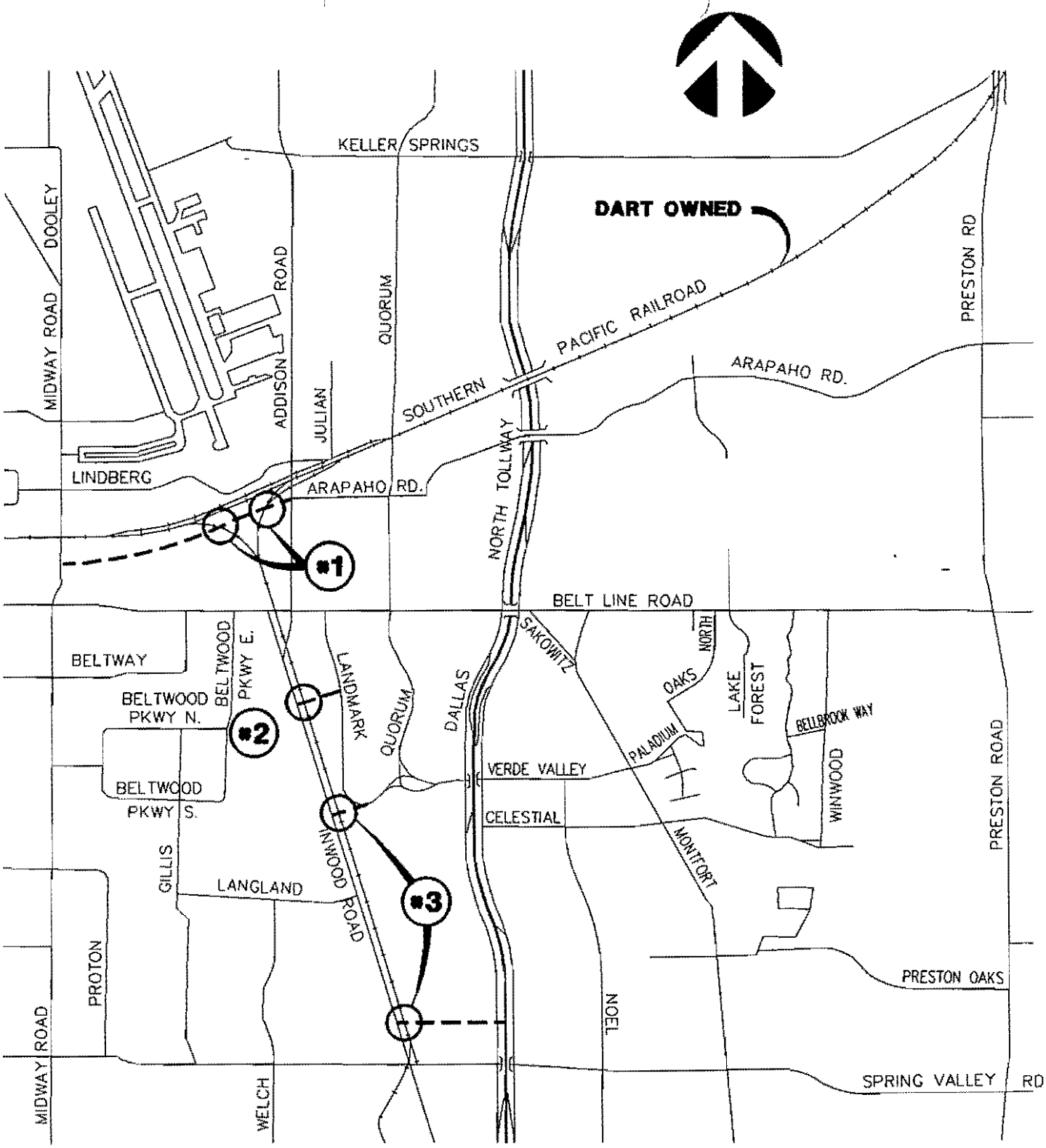
1. General Description of the Area.

The Town of Addison is a north Dallas community that if four and a half square miles in size. The Town has a residential population of 9400. The Town's population swells during the daytime hours to 100,000 people who travel to the town to work or eat at one of the 126 restaurants. There are approximately 1000 single-family homes, 19 apartment complexes and 9 hotels.

Numerous retail areas are located in and adjacent to Addison. The are approximately 1.6 million square feet of retail space. Major retail centers, including the Galleria, Valley View and Prestonwood Malls, lie adjacent to Addison's city limits in Dallas, Texas.

The Addison Airport is the third busiest general aviation airport in the nation. It is home to approximately 750 aircraft.

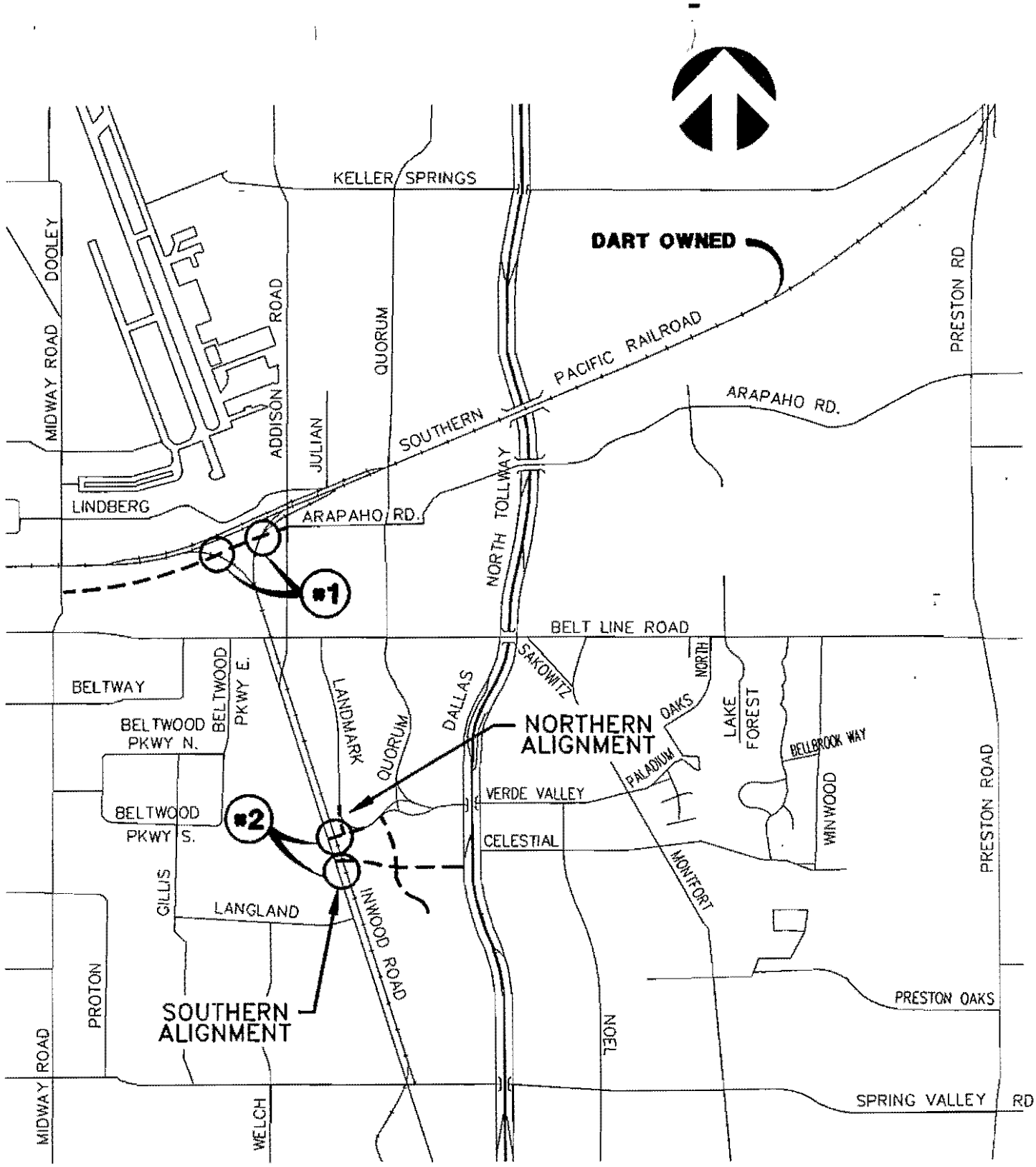
One of the commercial areas that will benefit by the railroad crossings is the South Quorum area, bounded by Belt Line Road, the North Dallas Tollway, and the Southern Pacific Railroad Spur. This area contains 1.8 million square feet of office space. One-third of this land is vacant and open to future development.



Espey, Huston & Associates, Inc.
ENGINEERING & ENVIRONMENTAL CONSULTANTS

PREVIOUS PROPOSED RAILROAD CROSSINGS TOWN OF ADDISON

EXHIBIT A



Espey, Huston & Associates, Inc.
ENGINEERING & ENVIRONMENTAL CONSULTANTS

RECOMMENDED RAILROAD CROSSINGS TOWN OF ADDISON

EXHIBIT B

2. Description of the Transportation Network.

The Dallas North Tollway is a major north-south highway that passes through Addison. It serves as a link between the north Dallas urban and suburban communities and downtown Dallas. Interstate Highway 635 (I.H. 635) is an east-west highway that is located just south of Addison.

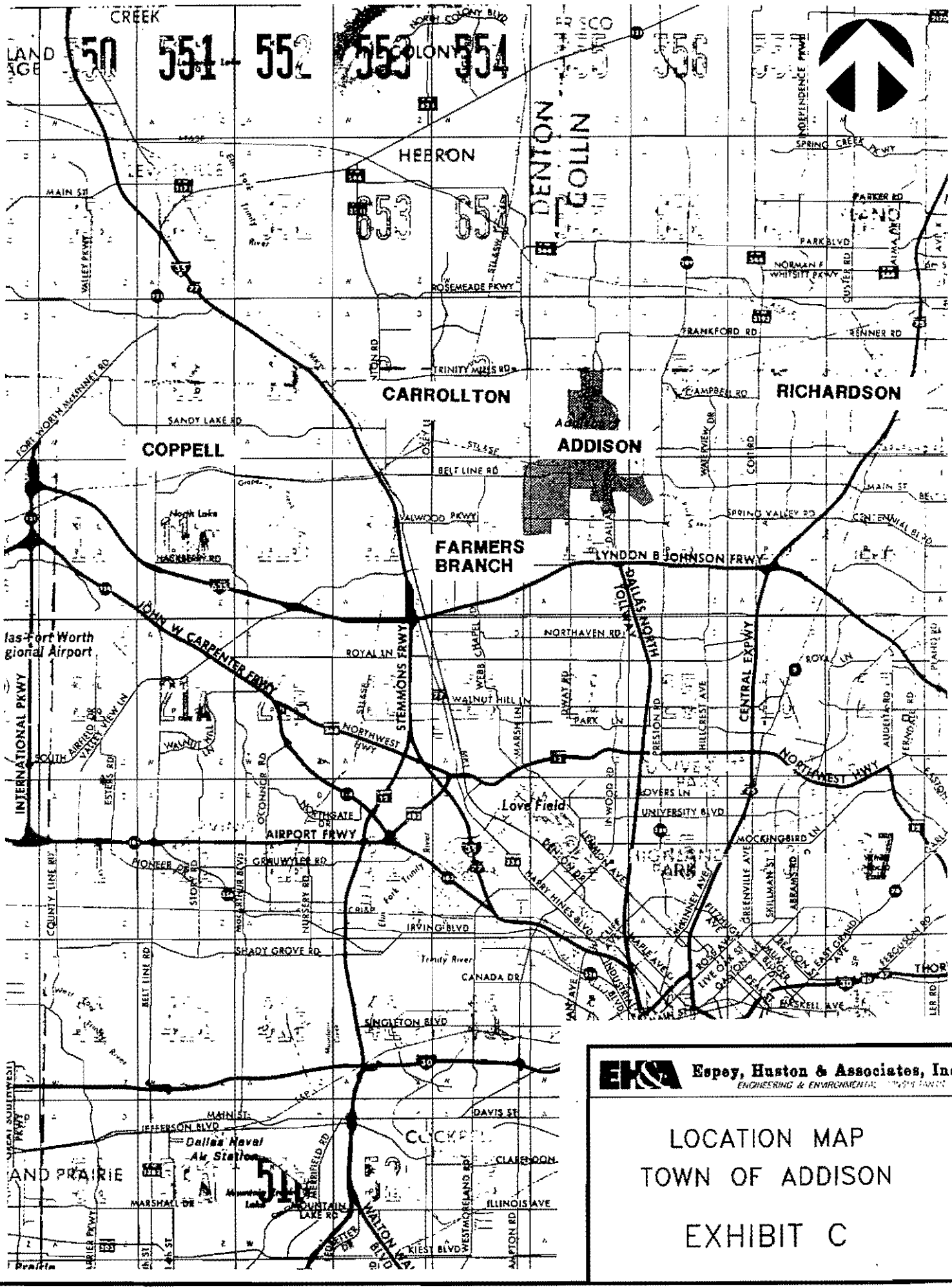
Preston Road (U.S. 289) is a six-lane divided urban thoroughfare that runs north and south on the east side of Addison. Midway Road and Marsh Lane are north-south urban thoroughfares that pass through Addison on the west side of town. Inwood Road/Addison Road is a four-lane undivided north-south thoroughfare that passes through the center of Addison.

The major thoroughfares that pass through Addison from east to west are Belt Line Road and Spring Valley Road, although only the portion of Spring Valley Road between Midway Road and Marsh Lane is located within Addison's city limits. In addition, Arapaho Road is a major thoroughfare that enters Addison from the east and currently ends just west of the Dallas North Tollway.

All the aforementioned east-west thoroughfares are six-lane divided arterials. Belt Line Road is a continuous loop around Dallas County. These major highways and thoroughfares are shown on Exhibit D.

3. Capacity of the Transportation Network.

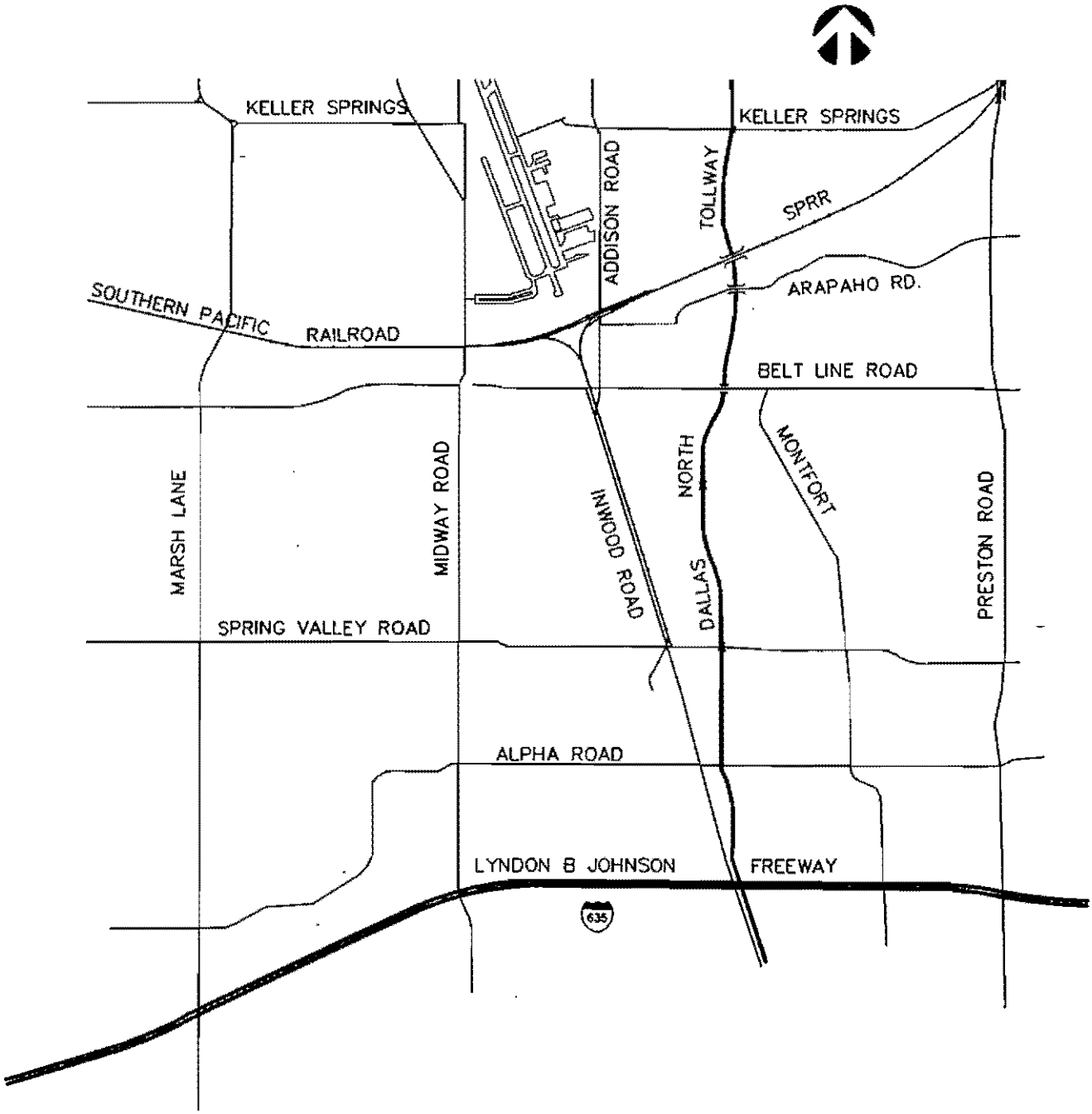
Traffic congestion on Belt Line Road within the city limits prompted the Town of Addison to commission a traffic study. This study included a tabulation of the recorded traffic volumes for different segments of Belt Line Road from 1982 to 1993. This tabulation, which is provided in Table 1, indicates the steady increase in traffic volumes during this period.



EH&A Espey, Huston & Associates, Inc.
ENGINEERING & ENVIRONMENTAL CONSULTANTS

LOCATION MAP
TOWN OF ADDISON

EXHIBIT C



Espey, Huston & Associates, Inc.
ENGINEERING & ENVIRONMENTAL CONSULTANTS

MAJOR THOROUGHFARES
TOWN OF ADDISON

EXHIBIT D

TABLE 1

TRAFFIC STUDY TABULATION

Street	Location	EB	WB	Total VPD	1982	1986	1989	1993	Difference 1993-1989	% Increase From 1989
ARAPAHO ROAD	Addison Rd. to Spectrum	9120	8977	16097	7000	10115	6205	16097	9892	159%
	Spectrum to Dallas Pkwy.	5484	8247	11731	8300	11640	10379	11731	1352	13%
BELT LINE ROAD	West of Marsh Ln.	21370	21477	42847	23000	41115	39539	42847	3308	8%
	Marsh Ln. to Surveyor	20650	20404	41854	29600	41411	36171	41054	4883	13%
	Surveyor to Midway Rd.	20444	19568	40030	25200	38435	36395	40010	3614	10%
	Midway Rd. to Beltway	24795	29404	54199	33300	48249	41928	54199	12271	29%
	Beltway to Addison Rd.	26202	26041	52243	38200	54442	44772	52243	7471	17%
	Addison Rd. to Quorum Rd.	24908	24118	49028	NA	42387	42340	49028	6688	16%
	Quorum Rd. to Dallas Pkwy.	22788	22161	44949	NA	38084	40788	44949	4161	10%
	Dallas Pkwy. to Montfort	20643	21403	42046	36000	34882	37332	42046	4714	13%
	Montfort to White Rock Creek	21728	20466	42192	37500	32612	43037	42192	-845	-2%

In addition, the study included a comparison of traffic volumes and Level of Service (LOS) under different scenarios. This analysis is summarized in Table 2.

TABLE 2

COMPARISON OF TRAFFIC VOLUMES AND LEVEL OF SERVICE

Scenario	Daily Volume just West of Addison Road	Link LOS	Volume / Capacity	Daily Volume just East of Marsh Lane	Link LOS	Volume / Capacity
Existing Count	54,199	F	1.25	41,054	E	.95
Yr 2010 No-Build	61,000	F	1.40	41,000	E	.94
Yr 2010 w/Arapaho to Midway Rd.	50,000	F	1.15	41,000	F	.94
Yr 2010 w/Arapaho to Marsh Ln.	49,000	F	1.13	33,000	D	.76

The capacity of Belt Line Road was established using data obtained from the North Central Texas Council of Governments (NCTCOG), which is a regional planning agency. A daily capacity of 43,500 vehicles per day was used for the Volume/Capacity calculations. The No-Build Scenario assumes Arapaho Road is not extended across the railroad. Year 2010 scenarios are provided assuming Arapaho Road is extended to Midway Road and Marsh Lane, respectively.

LOS is a quantitative measure of identifying how effectively traffic is managed along a roadway link and is defined by categories A through F. The Highway Capacity Manual (Special Report 209) provides the following general statements regarding arterial LOS:

> "*Level-of-service A* describes primarily free flow-operations at average travel speeds usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
>
> *Level-of-service B* represents reasonably unimpeded operations at average travel speeds usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

Level-of-service C represents stable operation. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.

Level-of-service D borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.

Level-of-service E is characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

Level-of-service F characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition."

Table 1 confirms that the extension of Arapaho Road reduces the projected increase in traffic volumes on Belt Line Road through the year 2010. In the vicinity of Addison Road, the Arapaho project will divert 11,000 to 12,000 vehicles per day from Belt Line Road resulting in a net improvement in LOS from the existing condition. Near Marsh Lane, the impact of the Arapaho Road extension depends on whether the extension is completed to Marsh Lane. With a Marsh Lane connection, the model predicts a 20% net diversion of traffic from Belt Line Road of about 8,000 vehicles per day with a resulting improvement in the LOS. Consequently, the Arapaho Road extension, with the associated railroad crossings, is considered vital to the improvement of Addison's transportation network.

In addition to the Arapaho Road railroad crossings at Location 1, two additional crossings were considered between Belt Line Road and Spring Valley Road. Addison had previously identified two possible locations for the third crossing. (See Exhibit A.) Two primary factors provide the impetus for these additional railroad crossings:

i) Westbound traffic crossing under the Dallas North Tollway on Valley Verde cannot connect with a north-south arterial south of Belt Line Road.

ii) The Quorum Drive/Landmark Boulevard business park contains high-rise commercial and hotel development. The remaining undeveloped land in this business park is slated for similar high-density development. Traffic from these developments cannot connect with a north-south arterial south of Belt Line Road.

In order to access the Inwood Road/Addison Road arterial at the nearest point, traffic from Verde Valley and the Quorum Drive/Landmark Boulevard business park must first travel west on Belt Line Road. A railroad crossing between Belt Line Road and Spring Valley Road will provide additional relief to the congested Belt Line Road Corridor.

4. Alternatives to the Railroad Crossings.

Belt Line Road, from the Dallas North Tollway to Marsh Lane, has been largely developed on both sides up to a 100-foot wide road right-of-way (R.O.W.). Nine-foot-wide parkways are typical behind the curb on both sides of the roadway. The existing commercial, retail and restaurant developments that abut most of this portion of Belt Line road make a roadway widening project impractical. Consequently, upgrading the existing railroad crossing at Belt Line Road is not feasible.

A similar condition exists with the existing developments along Spring Valley Road between the Dallas North Tollway and Marsh Lane. In addition, the railroad crossing at Spring Valley Road is located within the city limits of Farmers Branch. As a result, the Town of Addison does not have the jurisdiction required to upgrade this crossing. Given the degree of traffic congestion in the general area, an additional railroad crossing between Belt Line Road and Spring Valley Road would appear to be highly desirable.

Grade-separated crossings at Arapaho Road and the Quorum Road extension were also considered. At Quorum Road, there is not sufficient room to construct the ramps required for a grade-separated crossing. At Arapaho Road, a grade-separated crossing would have to span the wye portion of an industrial lead and Addison Road. The resultant bridge would be prohibitively expensive. In addition, it is unlikely that neighboring businesses would favor such a major grade-separated structure. Therefore, grade-separated crossings do not appear to be viable alternatives to the proposed at-grade crossings.

Phase 2 - Construction Impacts

The second phase of EH&A's study involved a review of the construction impacts associated with the proposed railroad crossings. This phrase included the following considerations:

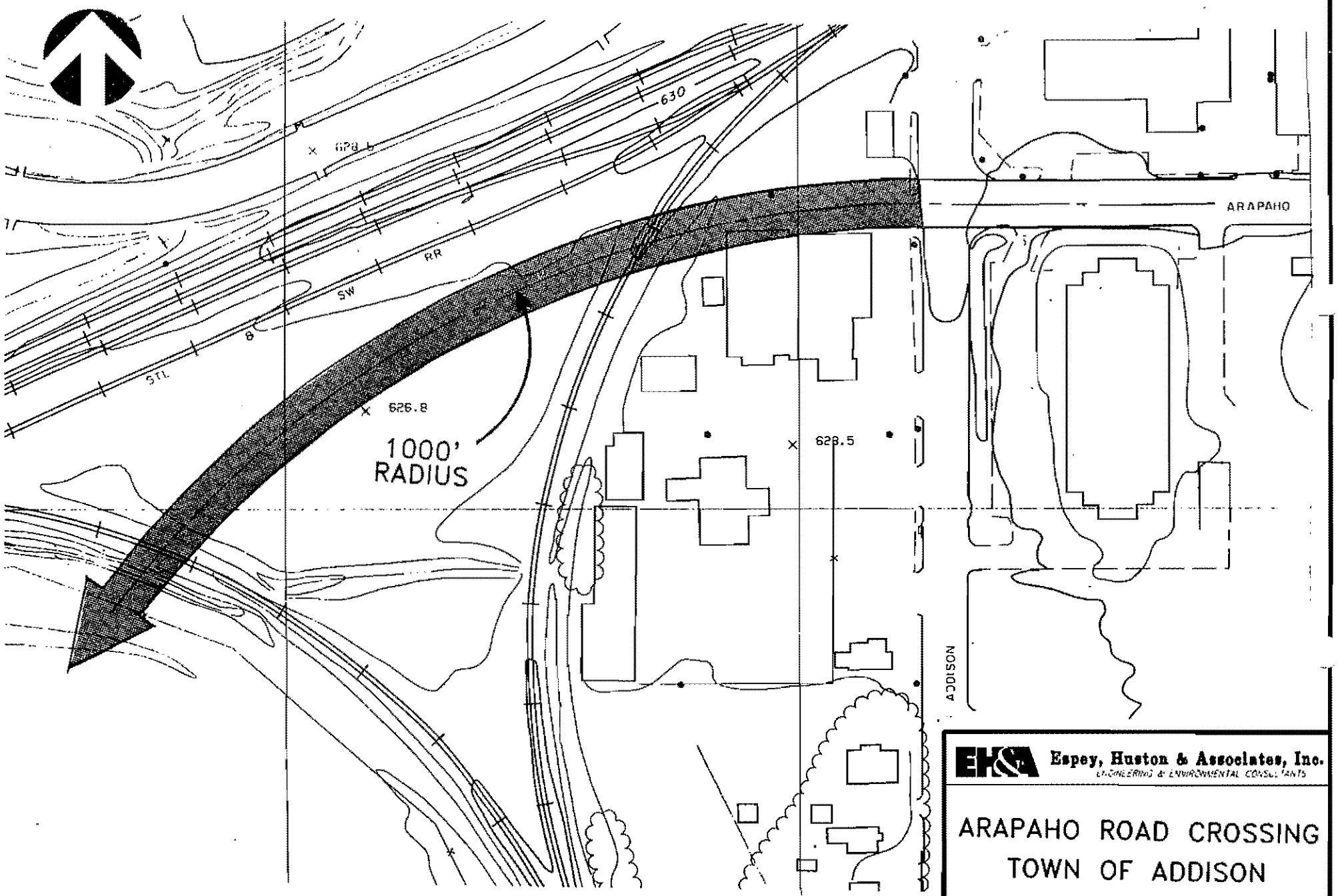
- Geometric considerations of the railroad crossings.
- Impact of the crossings on Railroad operations.

1. Geometric Considerations

The extension of Arapaho Road (see Location 1 - Exhibit B) across the wye portion of an industrial lead track will require two at-grade railroad crossings. The two at-grade crossings would occur at approximate elevations of 628 and 630 mean sea level (msl). The intersection of Addison Road and Arapaho Road is at an approximate elevation of 630 msl. Consequently, the road extension across the wye would be relatively flat. Furthermore, if Arapaho Road were extended at a 1000-foot radius west from the Addison Road intersection, the northern curb line would maintain an approximate minimum horizontal clearance of 50 feet from the southern most railroad track (see Exhibit E).

An extension of Quorum Drive/Landmark Boulevard across the railroad has two alternative alignments, (see Location 2 - Exhibit B). The southernmost alignment appears to be the more favorable as it does not involve reconstruction of a portion of Quorum Drive/Landmark Boulevard. In addition, the southern alignment provides an additional connection to the Dallas North Tollway service road. The northern railroad crossing would occur at an approximate elevation of 633. The Inwood Road intersection would occur at an approximate elevation of 630. A straight grade of 5.5%$\pm$ would result between the track and Inwood Road (see Exhibit F). The southern alignment railroad crossing would occur at an approximate elevation of 632. The Inwood Road intersection would occur at an approximate elevation of 627.5. A straight grade of 7.50% would result between the track and Inwood Road (see Exhibit G).

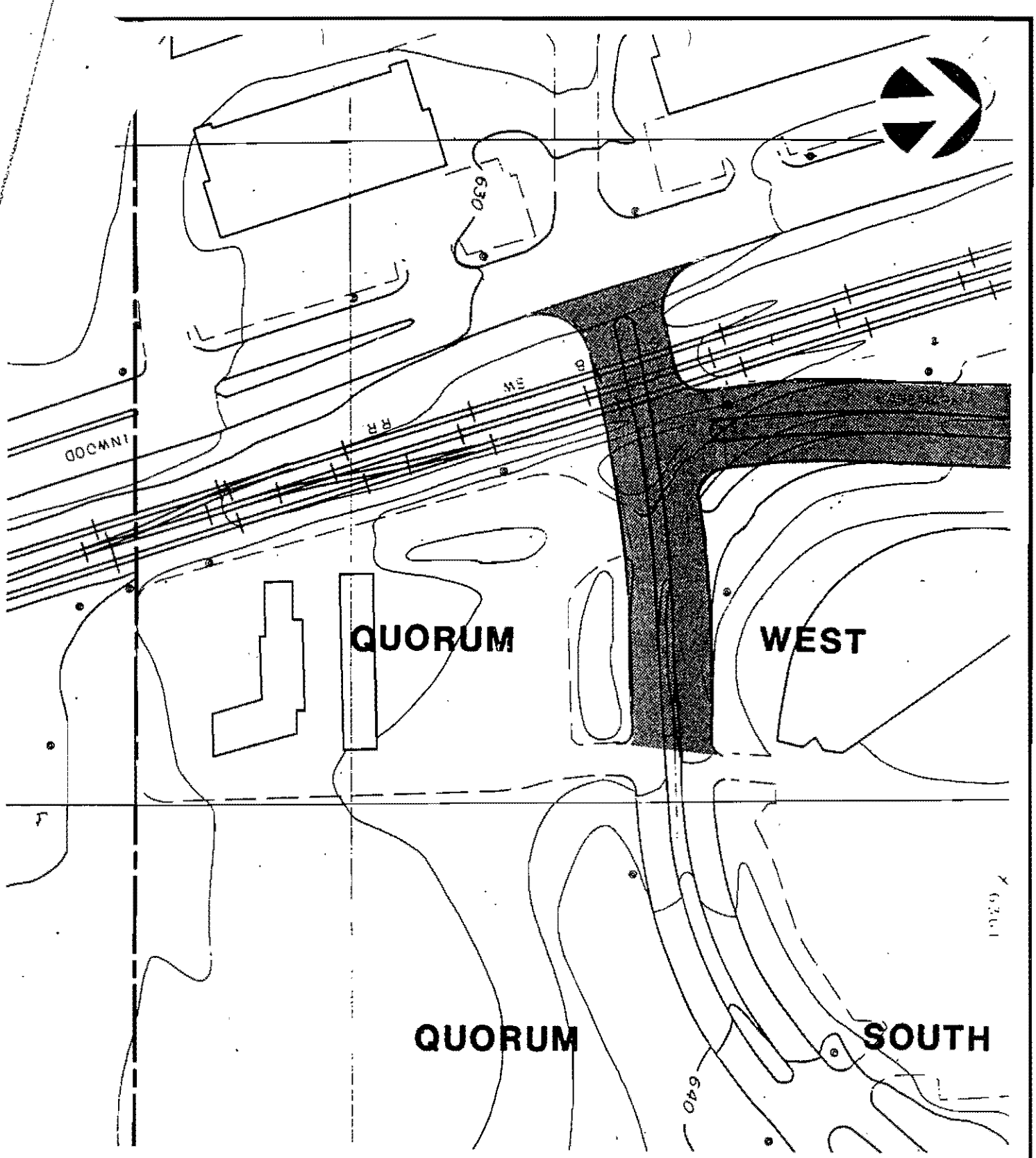
Although the horizontal and vertical geometrics would need to be evaluated in more detail during the design phase, there appears to be no geometric constraints which would prohibit the aforementioned railroad crossings.



Espey, Huston & Associates, Inc.
ENGINEERING & ENVIRONMENTAL CONSULTANTS

ARAPAHO ROAD CROSSING
TOWN OF ADDISON

EXHIBIT E



Espey, Huston & Associates, Inc.
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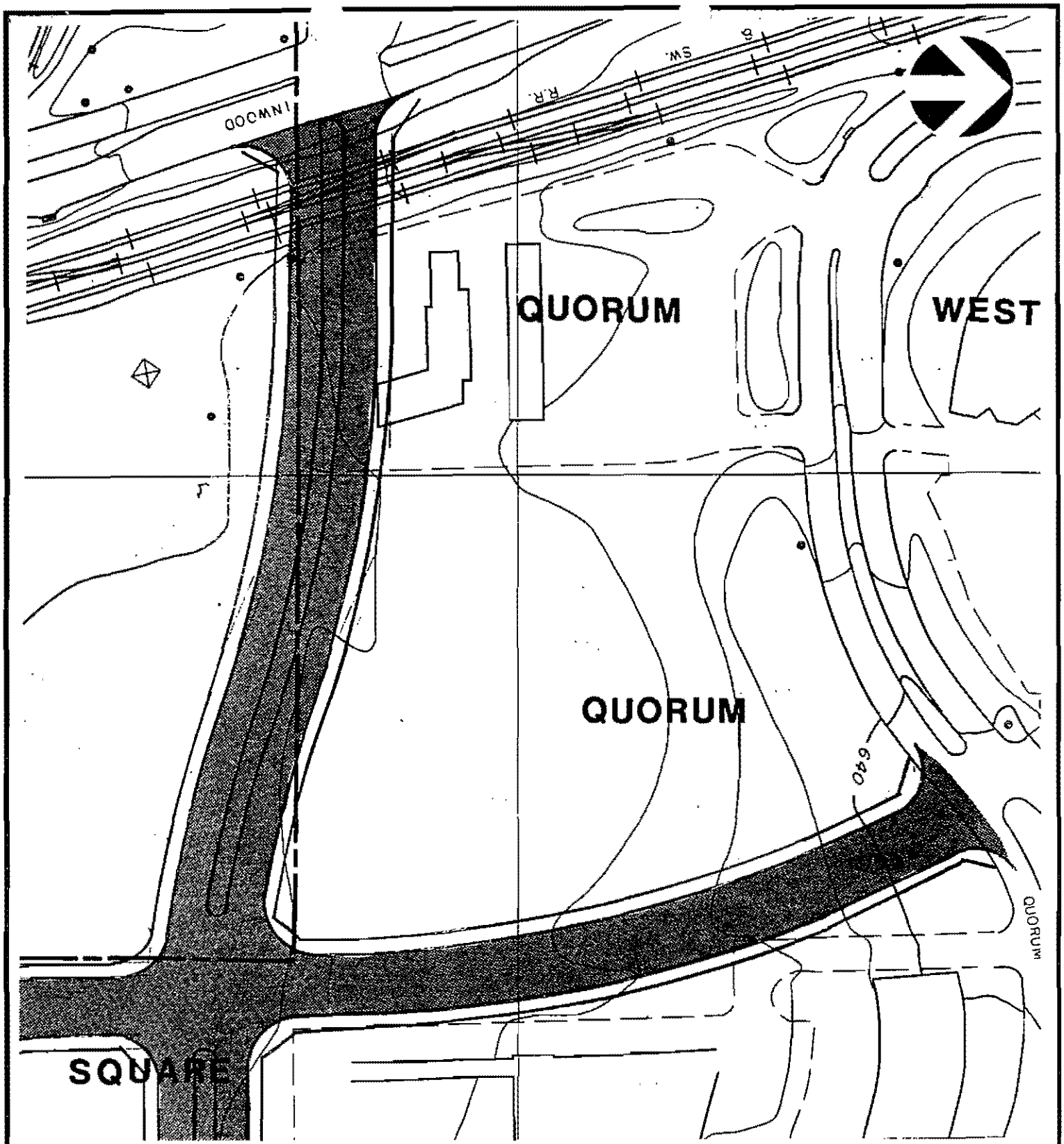
QUORUM DRIVE CROSSING NORTHERN ALIGNMENT

TOWN OF ADDISON

EXHIBIT F



Espey, Huston & Associates, Inc.
ENGINEERING & ENVIRONMENTAL CONSULTANTS

QUORUM DRIVE CROSSING
SOUTHERN ALIGNMENT
TOWN OF ADDISON

EXHIBIT G

2. Railroad Impacts

The following are three impacts we have identified on the railroad which would result from the proposed crossings.

- One of the two tracks at the Arapaho Road crossing would not be crossed at right angles, resulting in a less than ideal line of sight condition. A fully signalized crossing would be proposed to mitigate this condition.

- The impact on switching movements at the wye would need to be considered. Addison recently completed an upgrade of the Addison Road railroad crossing which relocated a switch out of the road crossing and realigned one of the wye tracks.

- Three tracks would be crossed at the Quorum Drive/Landmark Boulevard location. Coordination with railroad operations would be required to determine the impact of this multiple tracks crossing.

Summary

We recognize that the proposed railroad crossings are not beneficial to the railroad; however, the Town of Addison has a pressing need to upgrade its road network in this area. Addison has expressed its strong desire to work with Southern Pacific to mitigate any concerns regarding the impact of the proposed crossings on the railroad. EH&A would be pleased to assist in this process.

TOWN OF ADDISON STREET DEPARTMENT
(214) 450-2841 FAX (214) 931-6643
Post Office Box 144, Addison, Texas 75001
16801 Westgrove

M E M O R A N D U M

To: John Baumgartner

From: Robin Jones RJ

Date: March 2, 1994

Subject: Railroad Crossing Repairs

John, as you know I've been trying for some time to have the Railroad or DART repair the crossings at Marsh Lane and Surveyor Blvd. Both of these are timber crossings with timbers in various degrees of decay. This decay has the same effect on motor vehicles crossing the tracks that pot holes on regular streets have. Additionally, on Marsh Lane one of the tracks has broken and the rail actually bounces up and down as cars cross the track. To the best of my knowledge this hasn't damaged any cars, but it contributes to the continuing deterioration of this crossing.

I first spoke to a Railroad representative about these crossings and was told that DART owns these tracks and it was therefore DART's problem. The Railroad representative said that they don't have the funds to make anything but minor repairs. Apparently, that amounts to scattering a little asphalt over the crossing from time to time. DART tells me they're willing to do minor maintenance (using Railroad employees) but that the crossings are ours to repair when repairs become extensive (beyond scattering a little asphalt).

My discussions with DART have been with Jan Seidner who is their Right of Way Management Representative. I first wrote her back in December of 1992 about this problem. I have spoken to her several times over the past year and found her courteous, but not very helpful in getting these crossings repaired. I get the impression they're trying to wait me out, or possibly out live me.

In the past, the Railroads position regarding all crossings has been that they are the Railroads crossings to maintain or rebuild as necessary. If the Town desired an upgraded crossing (rubber, concrete mats, or anything better than a standard timber crossing) the Town was responsible for purchasing the mats and delivering them to the Railroad for installation. Additionally, the Town would assist the Railroad with traffic control during installation.

We can hire a contractor to rebuild both of these crossings at a cost of $50,000 to $60,000 for Marsh and $15,000 to $20,000 for Surveyor. This would include a rubber or concrete mat and is probably twice the cost of any repair the Railroad would make. The only problem with this approach is that we might be accepting responsibility for all future railroad maintenance and reconstruction not to mention possible liability at each crossing if the crossings become the responsibility of the Town by our actions.

Therefore, why don't we have our attorney look into this and see what our responsibilities are regarding all railroad crossings in Addison.

That is my recommendation, I await your direction.

Thank you.

JOHN

To - Please File Streets 93

DEC - 7 1992

TOWN OF ADDISON
STREET DEPARTMENT
(214) 450-2841 FAX (214) 931-6643
Post Office Box 144, Addison, Texas 75001
16801 Westgrove

December 4, 1992

Ms. Jan Seidner
R/W Management Representative
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163

Re: Marsh Lane and Surveyor Boulevard Railroad Crossings

Dear Ms. Seidner:

I had spoken with Mr. Charles DeWeese back in January regarding the condition of the Railroad crossings on both Marsh Lane and Surveyor Boulevard. Mr. DeWeese sent a letter to Mr. A. M. Henson (copy enclosed) with the Southern Pacific Transportation Company requesting that my concerns and others be addressed.

I had been told that Mr. DeWeese is no longer with DART, and that you would be able to help me with repairs to these crossings.

As of this date, no repairs have been made to either crossing except for repairs made by Addison Street Department employees. Specifically, as the crossing timbers have continued to rot away, Addison employees have attempted to fill the voids with asphalt. This being only a temporary solution I am requesting that you apply whatever pressure is necessary to the Railroad to have all the rotten timbers at both of these crossings replaced.

I appreciate your assistance in this matter. If you have any questions, I can be reached at 450-2849.

Sincerely,

Robin D. Jones
Director, Street Department

Dallas Area Rapid Transit
601 Pacific Avenue
Dallas, Texas 75202
214/748-3278

February 11, 1992

Mr. A. M. Henson
General Manager
Southern Pacific Transportation Company
913 Franklin Street
Houston, Texas 77002

Dear Art,

It appears that the maintenance responsibilities that SP took with the trackage rights agreements on the 1988 DART purchase of the SP line in the Dallas area and on the 1990 DART purchase of the Cotton Belt are not being met in several areas. Last summer, DART spent over $12,000 on outside contractors for vegetation control of lines SP was operating to avoid citation by various cities. We also used over 200 hours of DART labor on rented tractors mowing from Plano south. A bill for the contracted work has been sent to Carl Bradley. We are preparing a bill for the work done with DART labor and rented equipment and will forward it to Carl soon.

I did not anticipate DART having to do this kind of work on lines you were maintaining, consequently our efforts were hampered by the time constraints associated with public procurement regulations. We are in the process of putting a large contract in place to maintain the lines where we are assuming exclusive occupancy. This contract will also allow us to maintain problem areas where your maintenance does not meet local standards. We will, of course, bill SP for all maintenance work done on property where SP has responsibility. Carl and Martin Swatek have indicated that they would pay these bills, and I assume that will continue.

Bigger problems are shown by

A City of Dallas Non-Traffic Citation recently issued for Cotton Belt right-of-way in the area shown on the enclosed map west of Dickerson Road;

Complaints from the City of Addison Director of Streets (Robin Jones at 214-450-2849) about lack of grade crossing maintenance at Marsh Lane and Surveyor Road, and blocking of the grade crossing at Addison Road during the rush hours in spite of your timetable

curfew; and

Complaints from the City of Colleyville (Dave Draz at 817-498-7180) about grade crossing repairs promised but not completed on John McCain, Pleasant Run and Bransford roads.

I understand the priority that maintenance of these lines must have in the overall scheme of things for SP, but these issues are causing safety, health and image problems for DART and the cities along the lines (and SP) that I cannot allow to continue. We need to decide jointly how the SP obligations are going to be met, and then proceed on a sensible course. If you are going to be in the Dallas area soon, I'd welcome the opportunity to meet and resolve these (and related) issues. Let me know soon what your plans are.

Sincerely,

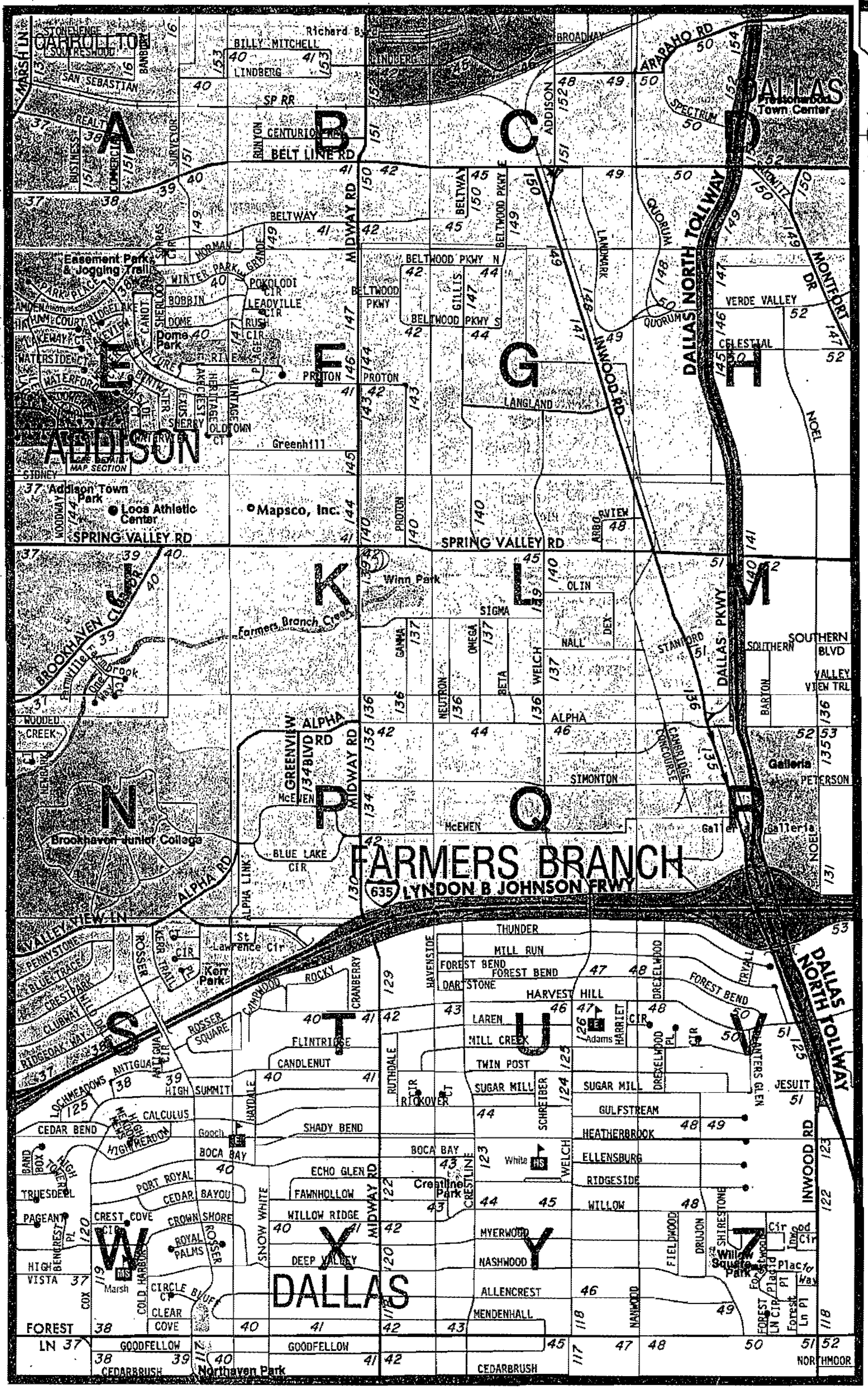
Charles C. DeWeese
Director, Facility Maintenance

Enclosure

CONTINUED ON MAP 4

MAP 14

CONTINUED ON MAP 13



CONTINUED ON MAP 15

SCALE IN MILES

0 1/8 1/4 3/8 1/2

CONTINUED ON MAP 24

SCALE IN FEET

0 1000 2000 3000

DETAIL MAP SECTION STARTS ON INDEX PAGE 170

CONTINUED ON MAP 4

CONTINUED ON MAP 13

CONTINUED ON MAP 15

CONTINUED ON MAP 24

CARROLLTON
ADDISON
FARMERS BRANCH
DALLAS

STONEHENGE
SOUTHERNWOOD
BANBURY
SAN SEBASTIAN
MARSH LN
Richard Byrd
BILLY MITCHELL
LINDBERG
SP RR
REALTY
BUSINESS
COMMERCIAL
SURVEYOR
RUNYON
CENTURION WAY
BELT LINE RD
BROADWAY
ARAPAHO RD
ADDISON
SPECTRUM
DALLAS
Preston Hollow Town Center
DALLAS NORTH TOLLWAY
QUORUM
LANDMARK
MONTFORT DR
NOEL
VERDE VALLEY
CELESTIAL
BELTWAY
MIDWAY RD
BELTWOOD PKWY
BELTWOOD PKWY N
BELTWOOD PKWY S
GILLIS
Easement Park & Jogging Trail
PARK PLACE
CAMDEN
CHATHAM COURT
RIDGELAKE
LAKEVIEW
CANOT
SHERLOCK
NORMAN
GRANDE
WINTER PARK
POKOLODI CIR
LEADVILLE CIR
RUSH CIR
BOBBIN
DOME
Dome Park
AZURE
RIVE
PLACE
LAKEWAY CT
WATERSIDE CT
WATERFORD
BENTWATER
JEXSUIT
SHERRY
HERITAGE
OLDTOWN CT
WHITAKER
LAKECREST
PROTON
LANGLAND
Greenhill
SIDNEY
Addison Town Park
Loos Athletic Center
©Mapsco, Inc.
SPRING VALLEY RD
ARBOR VIEW
WOODWAY
Winn Park
Farmers Branch Creek
BROOKHAVEN CLUB DR
Farmbrook
Farmbrook One Way
WOODED CREEK
NEWBARK
SIGMA
OLIN
GAMMA
OMEGA
DEX
NALL
STANFORD
SOUTHERN BLVD
VALLEY VIEW TRL
BARTON
NEUTRON
BETA
WELCH
ALPHA
CAMBRIDGE CORPORATE CIRCLE
SIMONTON
Galleria
PETERSON
GREENVIEW BLVD
ALPHA RD
McEWEN
BLUE LAKE CIR
Brookhaven Junior College
ALPHA LINK
VALLEY VIEW LN
PENNYSTONE
BLUE TRACE
CRESTPARK
CLUBWAY
WELLDON
RIDGEOAK WAY
ROSSER
KERR TRAIL
Kerr Park
St Lawrence Cir
CAMBRIDGE
ROCKY
CRANBERRY
ROSSER SQUARE
ANTIGUA
OCHMEADOWS
HIGH SUMMIT
CALCULUS
CEDAR BEND
HIGH MEADOW
HIGH TOWER
BAND BOX
TRUESDELL
PAGEANT
HIGH VISTA
BENGREST PL
COX
CREST COVE CIR
CROWN SHORE
ROYAL PALMS
COLD HARBOR
Marsh
CIRCLE BLUFF
CLEAR COVE
FOREST LN
GOODFELLOW
CEDARBRUSH
Northaven Park
HAVENSIDE
THUNDER
MILL RUN
FOREST BEND
DARTSTONE
HARVEST HILL
LAREN
MILL CREEK
FLINTRIDGE
CANDLENUT
TWIN POST
SUGAR MILL
RUTHDALE
RICKOVER
SCHREIBER
DREXELWOOD
HARRIET
Adams
TRYALL
WATERS GLEN
JESUIT
GULFSTREAM
HEATHERBROOK
ELLENSBURG
RIDGESIDE
WILLOW
INWOOD RD
NORTHMOOR
HAYDALE
SHADY BEND
BOCA BAY
ECHO GLEN
PORT ROYAL
CEDAR BAYOU
FAWNHOLLOW
WILLON RIDGE
Crestline Park
CRESTLINE
SNOW WHITE
MYERWOOD
NASHWOOD
ALLENCREST
MENDENHALL
FIELDWOOD
ORUJON
SHIRESTONE
Willow Square Park
Forest Place Cir
Forest Place Pl
Forest Ln Cir
Forest Ln Pl
NANWOOD
Gooch
White
LYNDON B JOHNSON FRWY
635

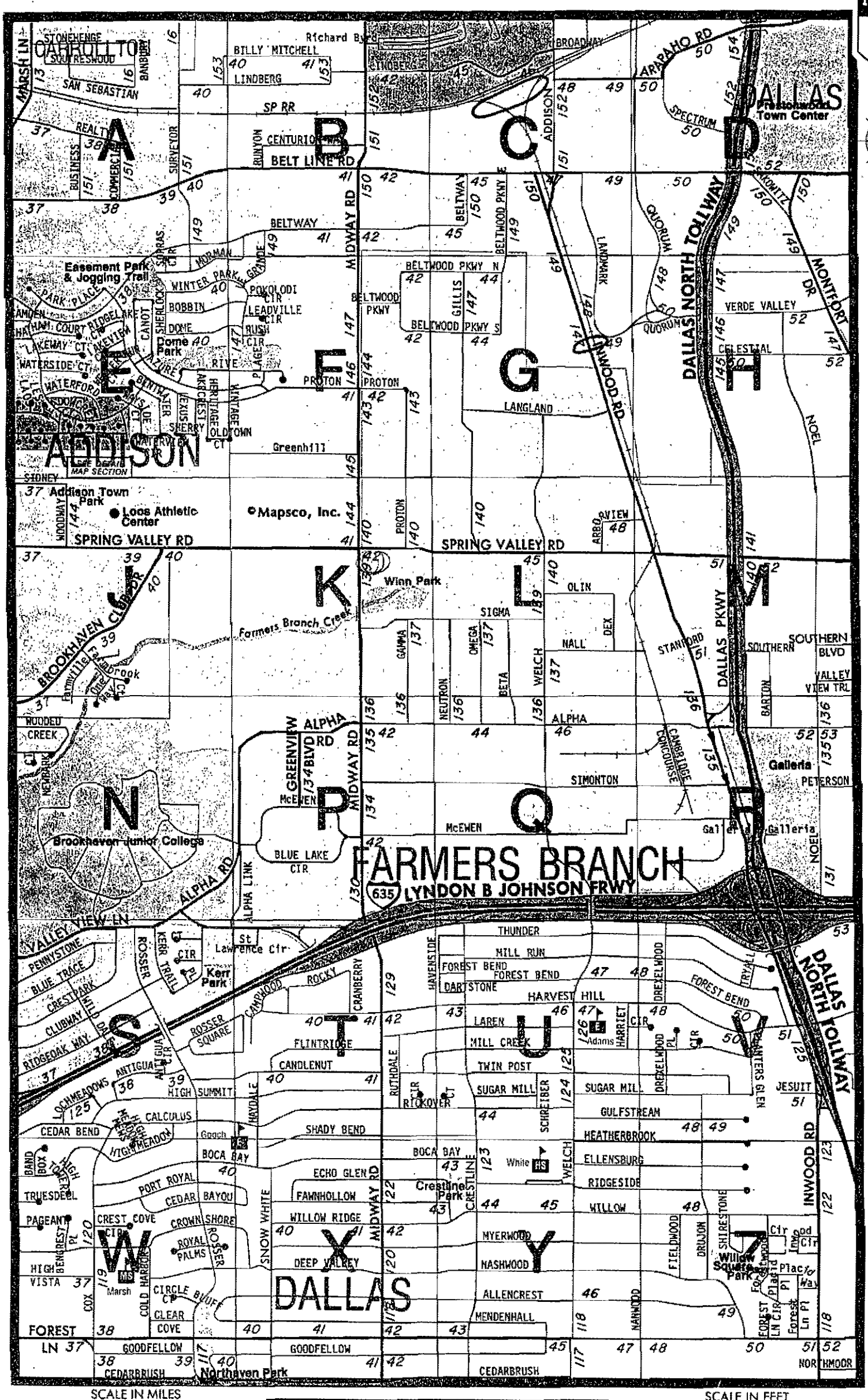
SCALE IN MILES
0 1/8 1/4 3/8 1/2

SCALE IN FEET
0 1000 2000 3000

BOOK PAGE 1023

DETAIL MAP SECTION STARTS ON INDEX PAGE 170

CONTINUED ON MAP 4



CONTINUED ON MAP 13

CONTINUED ON MAP 15

SCALE IN MILES
0 1/8 1/4 3/8 1/2

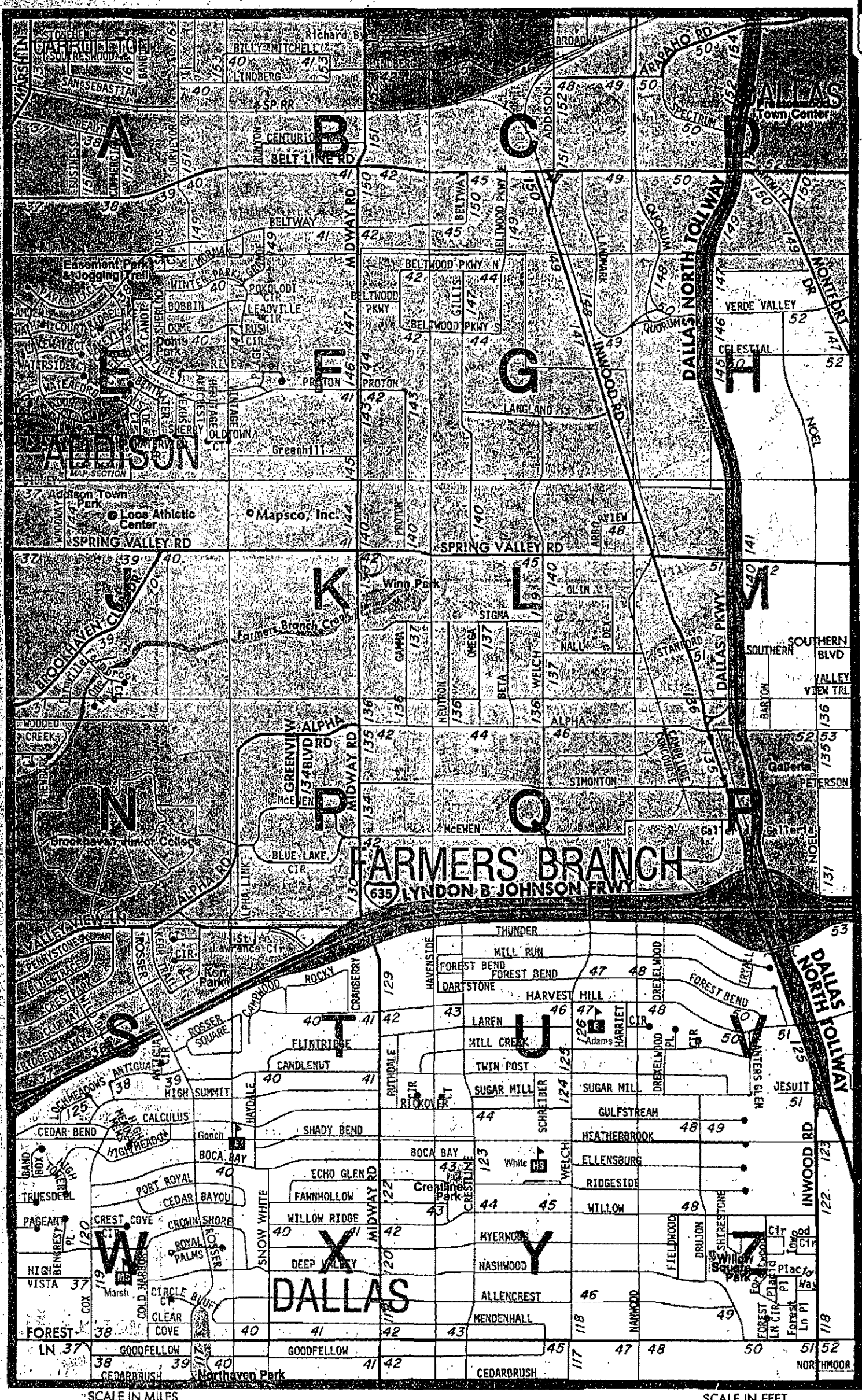
SCALE IN FEET
0 1000 2000 3000

CONTINUED ON MAP 24

DETAIL MAP SECTION STARTS ON INDEX PAGE 170

CONTINUED ON MAP 4

MAP 14



CONTINUED ON MAP 13

CONTINUED ON MAP 15

SCALE IN MILES
0 1/8 1/4 3/8 1/2

SCALE IN FEET
0 1000 2000 3000

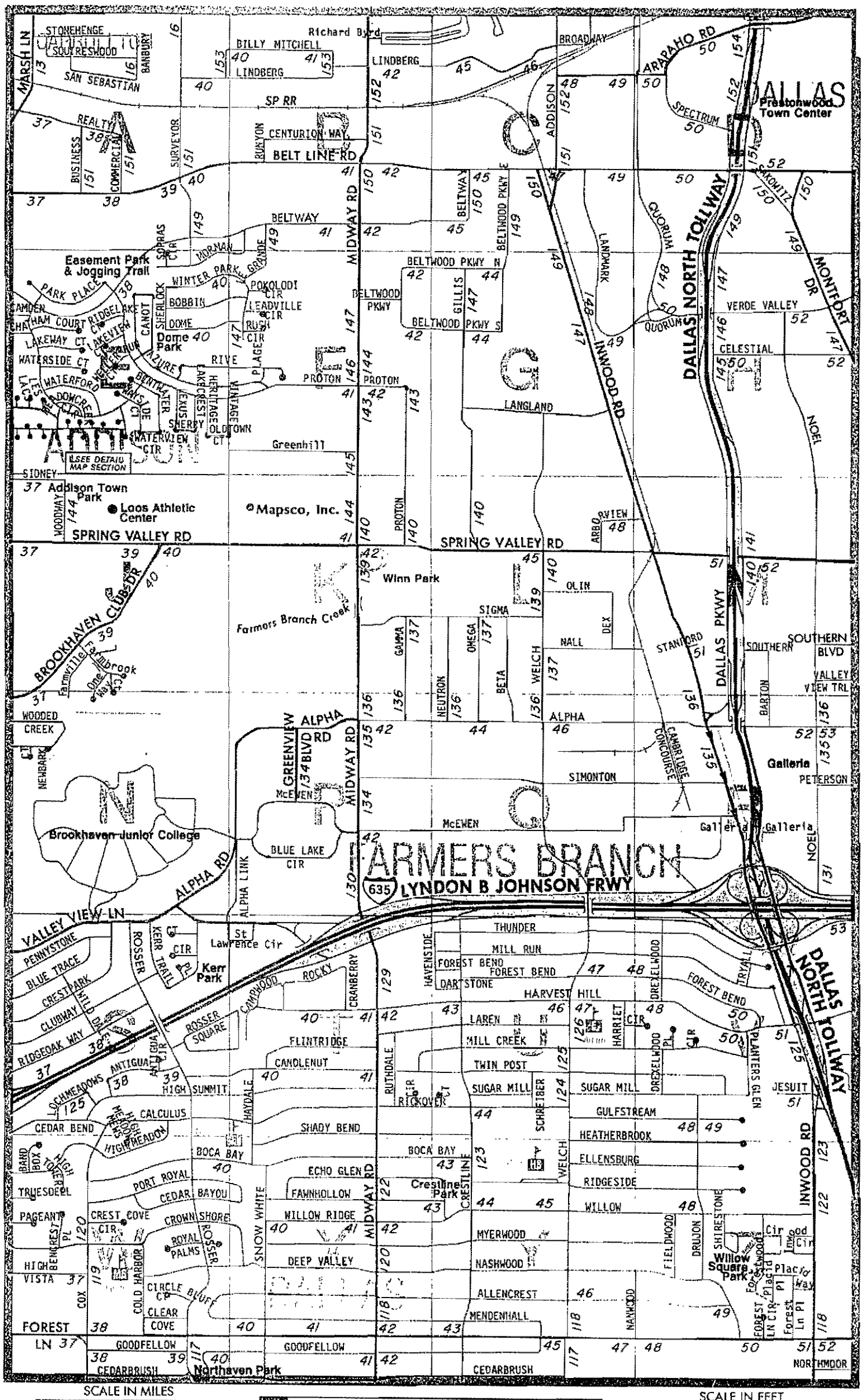
CONTINUED ON MAP 24

BOOK PAGE 1023

DETAIL MAP SECTION STARTS ON INDEX PAGE 170

CONTINUED ON MAP 4

MAP 14

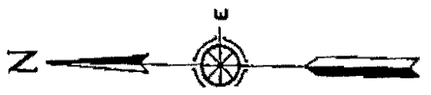


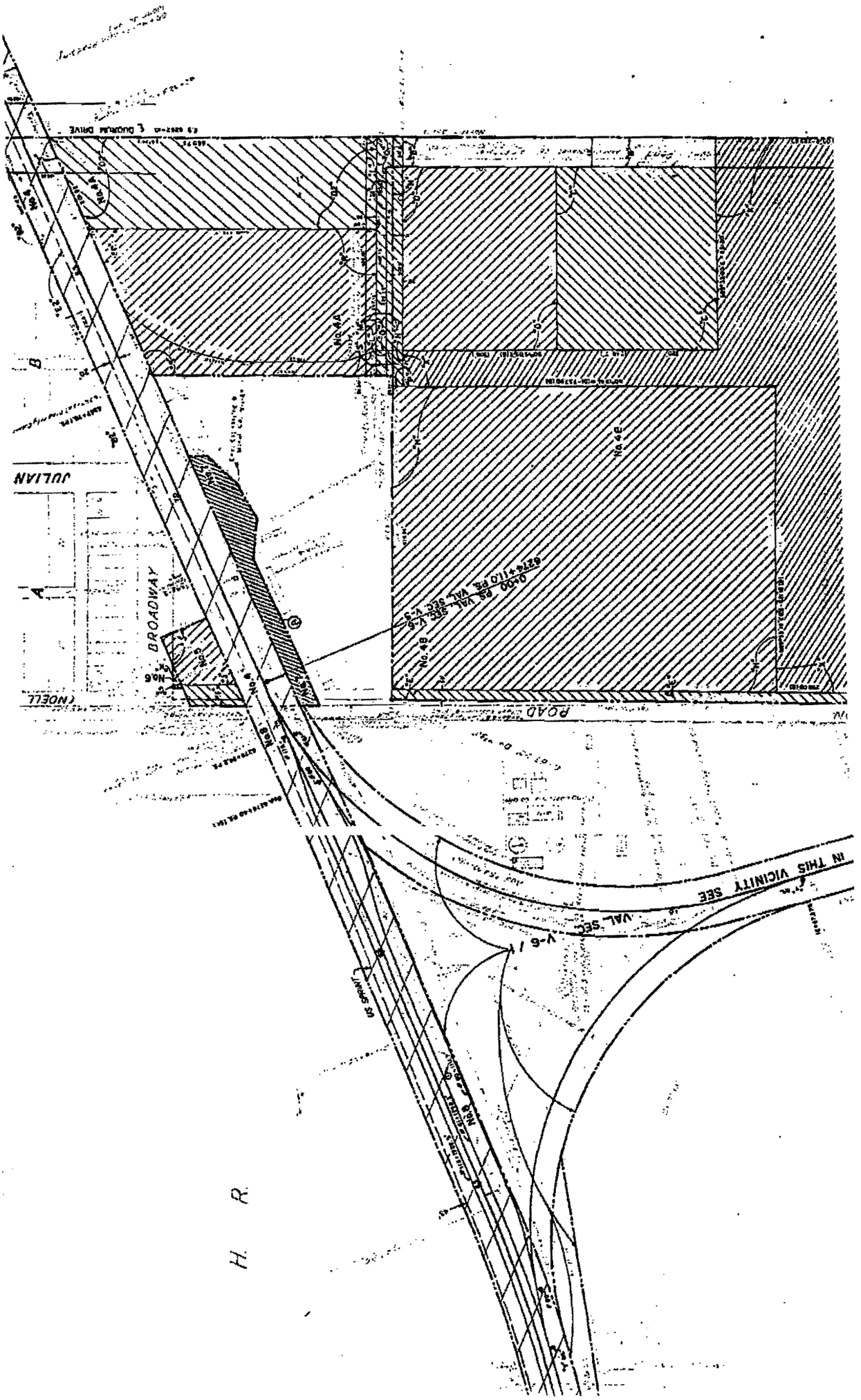
CONTINUED ON MAP 13

CONTINUED ON MAP 15

CONTINUED ON MAP 24

FOR SCHEDULE OF PROPERTY





NOTES

Note 1. 3.25 ac. acquire; disposals as follows: 1.91 ac. disposed of by deed f/w 60 (Itr."B"), 0.639ac. disposed of by deed 1991 (Itr."D"), 0.312 ac. disposed of by deed 302 (Itr."E") and 0.429 ac. crossed of by deed SSW 42 (Itr."L").

Note 2. Pursuant to the Agreement 114.347 acs. of the S.S.W. of Texas was condemned by the Texas Turnpike Authority (County Court No. 45076-B), 114.347 acs. disposed of shown hatched as follows: 3.08 acs. in Por. 8 (Itr."N"), 0.5 acs. in Por. 9, 4.21 acs. in Por. 10, 2.16 acs. in Por. 11, 7.59 acs. in Por. 12 and 95.507 acs. on Map 2 of 3.

I.C.C. Docket No. 23290 Date 7-27-66
Retired by A.F.E. No. X 49-65
9.337 Miles of Main Line, 0.626 Miles of Yard Track, Roadbed, Tracks, Structures, and all other Facilities from M. P. 600.67 E.S. 118+17.9 to M. P. 610.0 E.S. 611+13.9

Retired by A.F.E. No. W.O. 690458
0.10 Miles of Main Line, 0 Miles of Yard Track, Roadbed, Tracks, Structures, and all other Facilities from M. P. 600.57 E.S. 112+63.0 to M. P. 600.67 E.S. 118+17.9

Retired by A.F.E. No. W.O. 740381
0.29 Miles of Main Line, 0 Miles of Yard Track, Roadbed, Tracks, Structures, and all other Facilities from M. P. 600.28 E.S. 97+50 to M. P. 600.57 E.S. 112+63

SCHEDULE OF PROPERTY

NUMBER	LTR.	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD	CUSTODY NUMBER: Dist Eng Ltr No.	CUSTODY NUMBER: Rec Drwg No.	AREA: ACRES	A.F.E.	REMARKS
1		S. S. Noell, et ux	St Louis S.W. Ry Co. of Texas	Warr. Deed	Jan. 15, 1902	D.R. 279, 7115, Jan. 15, 1902	56		9.573		
2		" " "	" " " "	" "	Feb. 24, 1902	D.R. 279, 9449, Feb. 11, 1902	56		0.22		
3		" " "	" " " "	" "	Jan. 24, 1910	470, 8329, Feb. 11, 1910	56		0.66		
4		A. G. McDowell, et ux	" " " "	" "	Jan. 15, 1902	D.R. 279, 9362, Jan. 15, 1902	56		4.18		
5		G. W. Wells, et ux	" " " "	" "	Jan. 15, 1902	D.R. 279, 9389, Jan. 15, 1902	57		1.4659		
6		C. B. Chick, et ux	" " " "	" "	Jan. 14, 1902	D.R. 279, 7411, Jan. 14, 1902	58				8.88 acs. acquired, 3.168 acs. disposed of by deed SSW 42 (Itr."L"), 5.712 acs. by deed SSW 482 (Itr."R")
7		T. H. Verbeck, et ux	" " " "	" "	Jan. 14, 1902	D.R. 279, 9367, Jan. 14, 1902	59				See Note 1
8		Henry Kelley, et ux	" " " "	" "	Jan. 15, 1902	D.R. 276, 7636, Jan. 25, 1902	60				4.30 acs. acquired disposals as follows: 1.27 acs. disposed of by deed f/w 60 (Itr."C"), 3.08 acs. by Conv. No. T-11431 (Itr."N").
9		W. J. Daniel, et ux	" " " "	" "	Jan. 11, 1902	D.R. 279, 9376, Jan. 14, 1902	61				5.5 acs. acquired, all disposed of by Contract No. T-11431.
10		W. L. Noell, et ux	" " " "	" "	Jan. 13, 1902	D.R. 279, 9379, Jan. 14, 1902	62				4.21 " " " " " "
11		C. S. Brown	" " " "	" "	Jan. 14, 1902	D.R. 279, 9402, Jan. 16, 1902	63				2.16 " " " " " "
12		M. Bonzell, et ux	" " " "	" "	Jan. 11, 1902	D.R. 279, 9435, Jan. 29, 1902	64				4.21 " " 0.068 ac. shown on Map S 3.59 ac. disposed of by Contr. No. T-11431.
un. 6 & 7	A	St. Louis S.W. Ry Co. of Texas, et al	City of Farmers Branch	Dedication	Apr. 15, 1965	D.R. 7402, Jun 17, 1965	167				Grnd's 8 & 7 widenes 1.783 ac. for street widening, being a 20' strip of land.
un. 7 & 8	B-C	St. Louis S.W. Ry Co. of Texas	State of Texas	Deed	Dec. 10, 1965		f/w 60				3.168 acs. disposed of shown hatched as follows: 1.91 acs. in Par. 7 (Itr."B"), 1.27 acs. in Par. 8 (Itr."C").
un. 7	D	St. Louis S.W. Ry Co. of Texas	County of Dallas	Warr. Deed	July 20, 1959		199				0.639 ac. disposed of shown hatched (Itr."D"). Mineral rights reserved.
un. 7	E	St. Louis S.W. Ry Co. of Texas	Donald J. Tobin	" "	Sept. 3, 1969		302				0.312 ac. disposed of shown hatched (Itr."E"). Mineral rights reserved.
un. 7	F	St. Louis S.W. Ry Co.	Outlislin	" "	Sept. 3, 1969		f/w 302				" " " " " " " already disposed of by deed 302.
un. 5 & 6	F	St. Louis S.W. Ry Co. of Texas, et al	County of Dallas	Easement	June 5, 1970	D.R. 70140, P. 752, July 21, 1952	208				Grants use of 0.179 ac. for storm sewer easement.
un. 5 & 6	G	" " " "	" "	"	June 22, 1971	D.R. 71033, P. 1013, July 3, 1971	212				" " " 0.260 ac. for street easement (Spring Valley Road).
un. 4 & 5	H	St. Louis S.W. Ry. Co. of Texas	City of Farmers Branch	Dedication	Sept. 22, 1973		311				" " " 1.262 acs. for street widening, being a 20' strip of land. (Inwood Road).
un. 5 & 6 & 7	J	St. Louis S.W. Ry Co. of Texas, et al	" " " "	Easement	Sept. 13, 1974	D.R. 74107, P. 1131, Oct. 9, 1974	365				" " " 0.304 ac. for three separate street easement.
un. 6 & 7	K-L	St. Louis S.W. Ry Co. of Texas	Birrer, Corp.	Warr. Deed	June 3, 1976	D.R. 76245, P.2256, Dec. 20, 1976		SSW 42		2-90922	3.597 acs. disposed of shown hatched as follows: 3.168 acs. in Par. 6 (Itr."K"), 0.429 ac. in Par. 7 (Itr."L"). Mineral rights reserved, 500 ft. below.
un. 11	M	St. Louis S.W. Ry Co. of Texas	Dal-Mac Development Co. Inc.	Warr. Deed	Apr. 27, 1978	D.R. 78136, P. 2316, July 18, 1978		SSW 101		2-90995	0.237 ac. disposed of shown hatched. Mineral rights reserved.
un. 8-12	N	St. Louis S.W. Ry Co. of Texas	Texas Turnpike Authority	Agreement	Dec. 14, 1965		Conv. No. T-11431			X 49-65	See Note 2
un. 1	O	S.S.W. Ry Co. of Texas & S.S.W. Ry. Co.	City of Addison	Easement	May 27, 1980			SSW 212			Grants use of 0.316 ac. for street purposes (Inwood Road).
un. 1	P	S.S.W. Ry Co. of Texas & S.S.W. Ry Co.	City of Addison	Easement	Mar. 24, 1981			SSW 276			Grants use of 0.025 ac. for street purposes (Belt Line Road).
un. 1		S.S.W. Ry Co. of Texas & S.S.W. Ry Co.	City of Dallas	Easement	Apr. 29, 1983			SSW 384			Grants right for 84" Water Main crossing at E.S. 19+65

RIGHT OF WAY AND TRACK MAP
ST. LOUIS SOUTHWESTERN RAILWAY COMPANY OF TEXAS
DALLAS BRANCH
STATION 0+057 TO STATION 212+32
DALLAS COUNTY, TEXAS
SCALE IN FEET
VALUATION DEPARTMENT, SAN FRANCISCO, CALIFORNIA

V-6
1