

To File

Date August 15, 1985

From Paul Van Cott

PVC

File

Subject DALLAS NORTH TOLLWAY
Contract DNT-49U
Finalization

On this date a walking tour was made on DNT-49U. The following people were present for the tour:

<u>Name</u>	<u>Representing</u>
Jerry Sanders	Kasler Corporation
John Nelson	HNTB
Paul Van Cott	HNTB

The purpose of the walking tour was to inspect the unacceptable work listed by the City of Addison on Exhibit "A". Randy Flemming of Ginn Inc. inspected the work performed by Cullum Construction and found it to be acceptable. Mr. Fleming felt that Cullum's work was damaged by Kasler Corporation as Kasler progressed on Contracts DNT-113 and DNT-114.

The following list shows the results of the walking tour with Kasler and HNTB:

- . Items 1-7: These items are located on DNT-115, Kasler is not responsible for this damage.
- . Item 8: Kasler agreed to uncover this valve stack.
- . Item 9: Kasler agreed to uncover this valve stack.
- . Item 10: The valve stack is exposed and there appears to be no problem with this item.
- . Item 11: This is a repeat of Item 9.
- . Item 12: Kasler will uncover the valve stack.
- . Item 13: Kasler will uncover the valve stack.
- . Item 14: Kasler will uncover the valve stack.
- . Item 15 & 16: Kasler claims no responsibility, Kasler claims that this is Cullum's problem.
- . Item 17 & 18: Kasler claims no responsibility, Kasler claims that the Kelly Nelson Construction Company is responsible for the damage.
- . Item 19: The valve stack was located and there appears to be no problem with it.
- . Item 20: The valve stack is covered with asphalt. Kasler claims no responsibility. Kasler claims that this is Cullum's problem.
- . Item 21: The manhole was located and appeared to be alright.
- . Item 22: This item was overlooked during the tour. If it needs relocation, Kasler will claim it to be Cullum's responsibility.
- . Item 23: Kasler claims no responsibility for this item. Kasler claims that Lone Star Gas is responsible for this item.
- . Item 24: Kasler claims no responsibility for this item. Kasler claims that Fischel (a SWBT subcontractor) is responsible for this item.
- . Item 25: Kasler claims no responsibility for this problem. Kasler claims that SWBT is responsible for this item.
- . Item 26: Kasler is trying to get Addison to locate the water service so that they can extend the line.
- . Item 27: The clean out is marked with grade stakes, but is covered with dirt.

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The items that Kasler claims responsibility for will be repaired or located by Kasler as soon as possible.

Mr. Sanders of Kasler Corporation indicated that he had diary reports and pictures to back up the items Kasler claimed no responsibility for. Mr. Sanders will only provide this information if requested by his superiors.

A copy of Exhibit "A" showing the results of the tour were given to Mr. Clay of Cullum Construction. Mr. Clay made no reaction to the results of the tour. He will give the results to his superiors.

A copy of Exhibit "A" was given to the Dahlstrom Corporation. A tour covering the first seven items on the punch list will be made on August 16, 1985.

Mr. Fleming is advised to refer to the minutes of a meeting held at the HNTB offices on April 22, 1985. One topic of discussion was the damage to work after it was complete. A course of action was agreed upon by Mr. Fleming, HNTB, Texas Turnpike Authority, Town of Addison, and Cullum Construction. The course of action is as follows:

1. A punch list will be provided by Addison (Exhibit "A").
2. "Cullum may fix the damaged facilities or if there is reason to believe another Contractor did the damage and if that Contractor can be identified, HNTB will intercede to arrange to have that Contractor repair the damages".

PVC/pn

cc: Mr. James W. Griffin
Kasler Corporation
Dahlstrom Construction Company
Cullum Construction Company
Ginn Inc.
City of Addison

PROBLEMS ON DALLAS NORTH TOLLWAY

1. Manhole (approx. STA 720+00) covered, can not locate.
2. Manhole (approx. STA 695+70) driveway between Bent Tree Towers - is covered.
3. Two main line valves (STA 690+15) covered
4. Manhole (STA 687+90) ring knocked off
5. Manhole (STA 685+05) ring knocked off
6. Manhole (STA 670+05) ring knocked off
7. Main line valve (STA 655+00) can not locate
8. Main line valve (STA 570+02) covered
9. Main line valve (STA 578+00) covered
10. Fire hydrant valve (STA 575+03) covered
11. Main line valve (STA 578+00) covered
12. Fire hydrant valve (STA 578+00) covered
13. Main line valve (STA 584+00) covered
14. Fire hydrant valve (STA 584+00) covered
15. Fire hydrant (STA 590+00) needs raised
16. Fire hydrant valve (STA 590+00) covered
17. Main line valve (STA 591+00) covered
18. Manhole (STA 592+45) no ring
19. Main line valve (STA 596+02) covered
20. Fire hydrant valve (STA 605+40) covered
21. Manhole (STA 596+00) covered
22. Fire hydrant (approx. STA 615+00) possibly needs relocating
23. Fire hydrant valve (STA 630+50) covered
24. Sewer clean out (STA 615+70) covered
25. Main line valves (3) (STA 630+40) covered

26. 2" cu. service to proposed Toll Plaza @ First Texas Savings.

27. 4" sewer service & c.o. at same location as above.

SALLINGER, NICHOLS, JACKSON,
KIRK & DILLARD

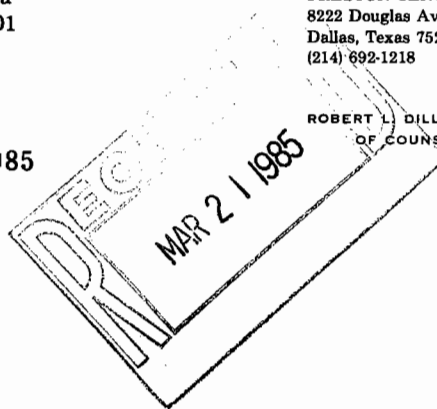
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ROBERT L. DILLARD III
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PRESTON CENTER OFFICE
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Dallas, Texas 75225
(214) 692-1218

ROBERT L. DILLARD, JR.
OF COUNSEL

March 19, 1985



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

Dear Ron:

Some time ago the Town of Addison adopted an ordinance or ordinances setting building lines for properties along the proposed Dallas Toll Road extension.

In connection with some recent condemnation cases involving acquisition of property for the Toll Road extension, the appraisers were using such ordinance or ordinances as a basis for substantially depreciating the property within the setback area. We are reviewing these ordinances insofar as it affects the property in Dallas, Farmers Branch and Addison and would appreciate it if you could send to me a copy of any ordinances which the Town of Addison has adopted which attempted to provide some building setback requirements in anticipation of the acquisition of right-of-way for the Toll Road extension.

There are a number of attorneys looking into this matter and it appears that the position may be taken that if the City has adopted a setback requirement that would substantially devalue the property that it could constitute a taking of the property which would require compensation from the City. On the other hand, if the City was merely preserving the right-of-way with the purpose of preventing buildings from being built on it and not attempting to restrict the property in such a way as to effect its market value, then the situation would be somewhat different.

It would be appreciated if you could send me copies of your ordinances and give me an opportunity to review the matter for clients which I represent that own property in the Town of Addison which is subject to condemnation by the Texas Turnpike Authority.

Thanking you very much for your assistance in this matter, I am

Very truly yours,

SALLINGER, NICHOLS, JACKSON,
KIRK & DILLARD

By

H. Louis Nichols

HLN:pk

cc: Mr. Robert McCallum

DALLAS NORTH PARKWAY AREA Office Activity Centers in Dallas

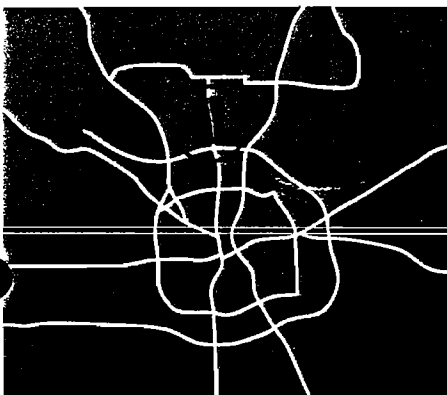
The Dallas North Parkway area encompasses approximately 4,755 acres and is bounded by Frankford Road north of the Dallas/Denton/Collin County line on the north, Preston Road on the east, LBJ Freeway (I-635) on the south and Marsh Lane on the west. Within the area are the entire Town of Addison, the eastern portions of the cities of Carrollton and Farmers Branch, and northern Dallas.

This Research Brief is the first in a series in which Rice Center will describe various of office activity centers located in the Dallas/Fort Worth metropolitan area. Future Briefs similar to this document will present information on other geographic areas which have or are projected to have significant office development.

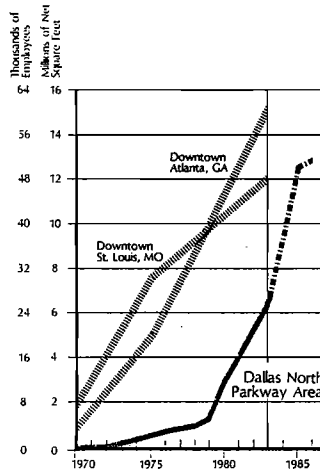
Rice Center already has completed a series of 16 Research Briefs and two updated Briefs on office activity centers and location issues in the Houston metropolitan area. In addition, the first in a series of Research Briefs on San Antonio will be available in the near future.

Rice Center and its technical advisors from the Dallas development, leasing, investment and banking communities have identified six factors useful for describing office development areas. These factors will be discussed fully in this Brief for the Dallas North Parkway area; a summary of them can be found on the final page.

• **DEVELOPMENT:** A brief history of and plans for the area's office development,



The Dallas North Parkway area encompasses 4,755 acres.



Office space in the Dallas North Parkway area compared to downtown St. Louis and downtown Atlanta.

including a profile of area business and employment growth.

- **PUBLIC SERVICES:** The current and likely future availability of relevant public services.
- **ENVIRONMENTAL FACTORS:** A description of drainage, surface faulting and other factors which may affect development.
- **ACCESS:** Present transportation conditions and forecasts to 1990, describing access to housing, white collar workers and other major activity centers in the region.
- **OTHER BUSINESSES & AMENITIES:** Existing and proposed development of retail, hotel, restaurant, warehouse and industrial space.
- **OFFICE AREA IMAGE:** A description of the existing and potential visual character of the area.

OFFICE DEVELOPMENT IN THE DALLAS NORTH PARKWAY AREA

Currently, 109 office buildings with a total of 7.4 million net square feet have been completed in the Dallas North Parkway area. This office development is characterized by mid- and high-rise buildings with an average of approximately 68,000 net square feet each.

Brief Development History of the Dallas North Parkway Area

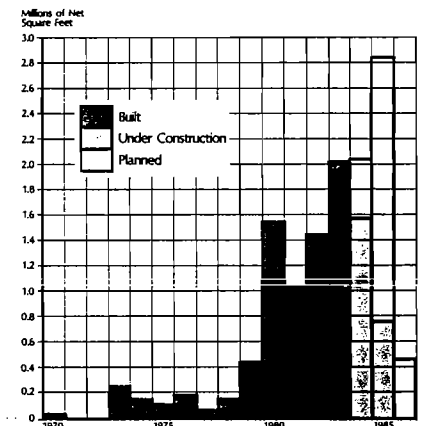
Office development in the Dallas North Parkway area began in 1970, and during the 1970-1974 period, nine office buildings were completed totaling 435,416 net square feet.

From 1975 to 1979, a significant increase in office construction—an annual average of nearly 200,000 net square feet—occurred. During this period, 32 buildings were completed, adding nearly 1 million net square feet of office space to the area. The majority of this square footage was developed on a speculative basis.

In the early 1980s, the development character of the area began to change. In 1980 alone, 30 office buildings were completed totaling 1.5 million net square feet. Several of these buildings were mid- and high-rise structures containing more than 100,000 net square feet each.

This period represented the beginning of substantial office growth in the area. At the end of 1979, the Dallas North Parkway area contained nearly 1.4 million net square feet of office space. From 1980 to 1983, an additional 6 million net square feet of office space were constructed, more than quadrupling the amount of office development in the area.

Important factors in this office space growth have been burgeoning restaurant



Approximately 5.3 million net square feet of office space are under construction or planned for the area by 1986.

and retail activity in the area and rapidly growing nearby residential developments.

Unlike typical suburban areas in which retail and restaurant growth follows density of population, in the Dallas North Parkway area these type developments—particularly restaurant—tended to precede much of the population growth and other development activity. The reason stems from a 1976 referendum to legalize the sale of liquor, which placed the Town of Addison (which comprises the majority of the Dallas North Parkway area) in the position of being “wet” while the adjoining precinct of the city of Dallas was still “dry.” An Addison ordinance restricting the issuance of mixed drink permits only to establishments in which the primary purpose was food service (as opposed to liquor service) encouraged restaurant development. Developers attracted to the abundance of restaurants and the large contiguous parcels of undeveloped land soon followed with retail and office development.

The growth of office space in the area is expected to continue through the 1980s. There already are 15 additional projects under construction, which will add 2.3 million net square feet of office space when they are completed by 1985.

Developers’ plans call for 15 more buildings with 3 million net square feet of office space to be built between 1984 and 1986.

Thus, by year-end 1986, the Dallas North Parkway area could contain nearly 13 million net square feet of office space in 139 buildings.

Dallas North Parkway Area Employment

When fully occupied, buildings completed as of December 1983 could accommodate about 35,000 office employees. This figure is based on a standard industry ratio of 215 net square feet per office worker.

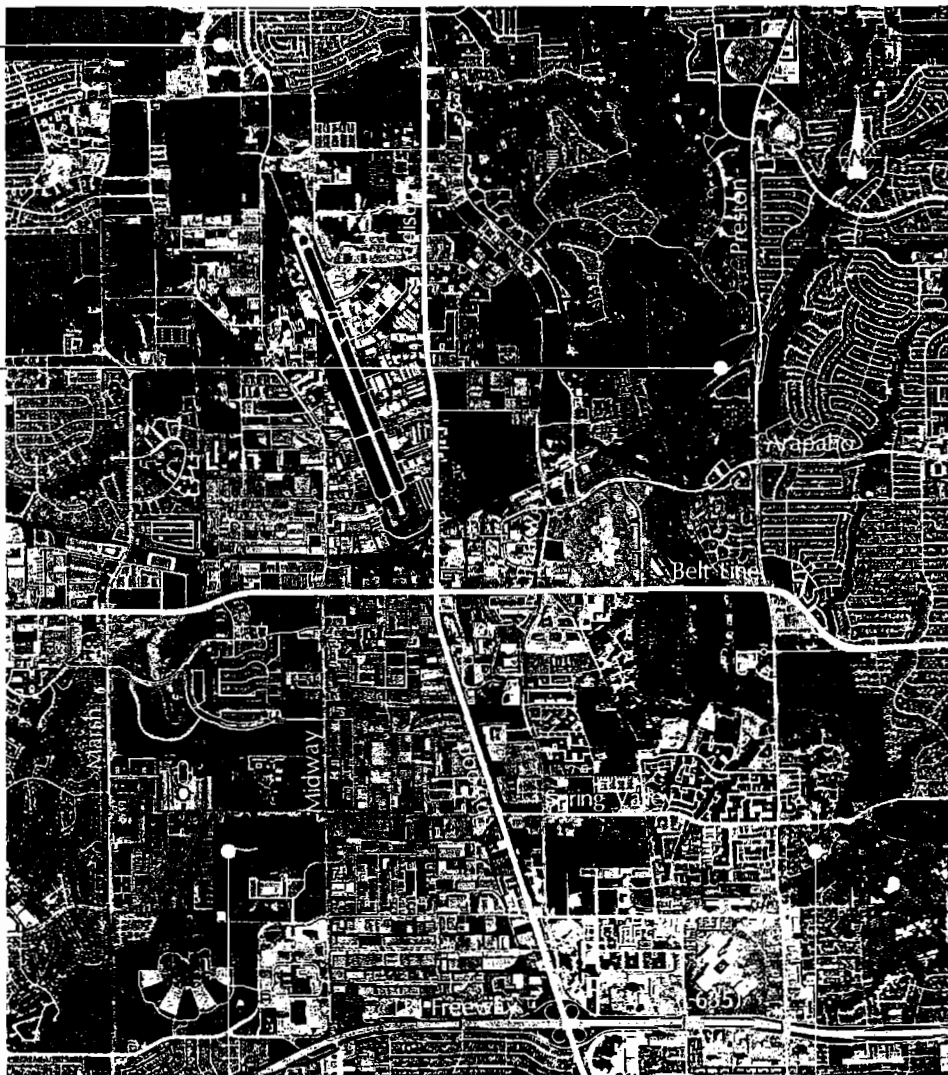
By 1986, as the estimated 13 million net square feet of office space become fully occupied, office employment in the

DEVELOPER/OWNER	NAME OF BUILDING • Address	COMPLETION DATE	NO. FLOORS/ NET SQ. FT.	SUMMARY
EXISTING				
46 Developers/Owners	• 79 Buildings	1970-1981		• 79 Buildings • 3,926,387 Net Square Feet
The Hearn Company	• 17440 Dallas Parkway	1982	2 Fl./51,279 S.F.	
University High Equity Real Estate Company	Atrium at Bent Tree	1982	6 Fl./112,000 S.F.	
Folsom Investments	• 16775 Addison Road Bent Tree Tower II	1982	8 Fl./170,332 S.F.	
Realty Development/Lamar Savings	• 16475 Dallas Parkway Equitable Bank Building	1982	4 Fl./39,000 S.F.	
T.F. Stone/Liberty Building Associates	• 17218 Preston Liberty Plaza I	1982	5 Fl./97,000 S.F.	
Midway Development	• 5055 Keller Springs Preston Trail Atrium	1982	2 Fl./111,000 S.F.	
Dondi Commercial Properties, Inc.	• 17330 Preston Road Prestonwood Pond	1982	2 Fl./65,000 S.F.	
First Dallas Investors	• 14850 Montfort Summerside	1982	2 Fl./20,870 S.F.	
Prudential Insurance Company	• 17430 Campbell Road Atrium at Northridge	1982	9 Fl./320,000 S.F.	
Gerald D. Hines Interests	• 14651 Dallas Parkway One Galleria Tower	1982	25 Fl./467,512 S.F.	
Cambridge Companies Development Corporation	• 13355 Noel Road Bent Tree Plaza II	1983	2 Fl./34,886 S.F.	
Cambridge Companies Development Corporation	• 16610 Dallas Parkway Bent Tree Plaza III	1983	2 Fl./28,000 S.F.	
Investment Development Company	• 16660 Dallas Parkway Gravmark	1983	4 Fl./70,000 S.F.	
Pacific Realty	• 16801 Addison Pacific Centre Phase I	1983	9 Fl./97,750 S.F.	
Vance C. Miller Interests	• 14180 Dallas Parkway Prestonwood on the Creek Office Park (2 Buildings)	1983	3 Fl. ea./129,000	
Cadillac Fairview/Rostland Texas	• 5485-95 Belt Line Signature Place Phase I	1983	8 Fl./184,000 S.F.	
Jordan Development	• 14755 Preston Road 5339 Spring Valley (3 Buildings)	1983	2 Fl. ea./14,542	
Centre Development/Centre Building Joint Venture #4	Centre IV	1983	11 Fl./198,860 S.F.	
MEPC American Properties	• 4100 Alpha RepublicBank Tower (Colonnade)	1983	12 Fl./287,000 S.F.	
Criswell Development Company	• 15301 Dallas Parkway Spectrum Center I (2 Buildings)	1983	12 Fl. ea./575,000	
Keystone Financial & Kinder Brothers	• 5080 Spectrum Drive 17110 Dallas Parkway	1983	2 Fl./60,000 S.F.	
Centre Development/Centre Building Joint Venture #4	Centre IV	1983	4 Fl./68,000 S.F.	
McClean & Webster	• 13465 Midway Palmer Center	1983	5 Fl./120,000 S.F.	
Luedtke, Aldridge, Pendleton Douglas Greene & Associates	• 5025 Arapaho Road 14840 Landmark	1983	3 Fl./28,500 S.F.	
Carl Summers	• Landmark in Quorum West Texas American Tower	1983	4 Fl./68,000 S.F.	
	• 15110 Dallas Parkway	1983	6 Fl./91,000 S.F.	
UNDER CONSTRUCTION				
Young Companies	The Madison at Dallas Parkway	1984	12 Fl./280,000 S.F.	• 15 Buildings • 2,343,066 Net Square Feet
Hurd Development/Galt Corporation/Wen-Clay International Joint Venture	• 15851 Dallas Parkway Spring Valley Center	1984	7 Fl./120,000 S.F.	
Dondi Commercial Properties, Inc.	• 5220 Dallas Parkway Plaza on the Parkway (3 Buildings)	1984	2 @ 2, 1 @ 12/214,000	
Centre Development/Centre Building Joint Venture #5	Centre V	1984	14 Fl./335,000 S.F.	
Luedtke, Aldridge, Pendleton Bill L. Walters Company/Prospect Company (Travelers Insurance Co.)	• 4050 Alpha 5000 Quorum	1984	7 Fl./160,800 S.F.	
Rusty Coffee Company	Stanford Corporate Centre One	1984	14 Fl./300,000 S.F.	
David Caruth	• Dallas Parkway @ Alpha Quorum West	1984	2 Fl./25,266 S.F.	
Heady Investments	Preston Trails	1984	2 Fl./32,000 S.F.	
Raleigh Blakely & Associates	• Northwest corner of Preston Road near Frankford The Winfield	1984	5 Fl./85,000 S.F.	
Gerald D. Hines Interests	• Dallas Parkway & Addison Road in Bent Tree Two Galleria Tower	1985	4 Fl./30,000 S.F.	
Hurd Development	• 14881 Quorum	1985	24 Fl./445,000 S.F.	
Wen-Clay	The Landmark	1985	9 Fl./154,000 S.F.	
	• Landmark Drive	1985	8 Fl./162,000 S.F.	
PLANNED				
Arbor at Bent Tree, Ltd.	Arbor at Bent Tree	1984	5 Fl./84,800 S.F.	• 15 Buildings • 3,083,068 Net Square Feet
T.F. Stone/Liberty Building Associates	• Sojourn & Dallas Parkway Liberty Plaza II	1984	6 Fl./118,600 S.F.	
Pacific Realty	• 5055 Keller Springs Pacific Centre Phase II	1984	9 Fl./97,750 S.F.	
Vance C. Miller Interests	• 14160 Dallas Parkway Parkway Bank Tower	1984	14 Fl./248,000 S.F.	
Folsom Investments	• 15850 Dallas Parkway Bent Tree Tower III	1985	11 Fl./296,000 S.F.	
Criswell Development Company	Spectrum Center II & III (2 Buildings)	1985	1 @ 11, 1 @ 12 /500,000 S.F.	
Cadillac Fairview/Rostland Texas	• Spectrum Drive Signature Place Phase II	1985	11 Fl./253,000 S.F.	
Dondi Commercial Properties, Inc.	• Preston Road Plaza on the Parkway Phase II	1985	12 Fl./187,000 S.F.	
Parval, Inc. (Hunt Properties Joint Venture)	• Dallas Parkway Providence Towers (2 Buildings)	1985	12 Fl. ea./421,000	
Young Companies	• Northeast corner Dallas Parkway and Spring Valley McCallum Boulevard and Preston Road (2 Buildings)	1985	1 @ 14, 1 @ 3/324,500 S.F.	
The Murphree Company	Quorum Phase II	1985	5 Fl./85,000 S.F.	
Centre Development/Centre Building Joint Venture #6	Centre VI	1986	22 Fl./450,000 S.F.	

By the end of 1986, there will be approximately 13 million net square feet of office space in 139 buildings in the Dallas North Parkway area. (Source: Rice Center, RealSearch, Inc. and Cushman and Wakefield of Texas, Inc.)

Alpha Business Center (1970) 38,286 S.F.
 Addison State Bank Building (1974) 36,814 S.F.
 Graymark (1983) 70,000 S.F.

Wylain Corporation Building (1977) 36,000 S.F.
 Fairways I (1978) 30,000 S.F.
 The Lakes at Bent Tree (1979) 34,500 S.F.
 Evergreen Office Building (1979) 43,000 S.F.
 Bent Tree Gardens (1979), 21,000 S.F.
 The Atrium (1979) 29,000 S.F.
 Bent Tree Plaza (1979) 17,000 S.F.
 Bent Tree Tower I (1980) 165,343 S.F.
 Park Tree North (1980) 45,000 S.F.
 Prestonwood Tower (1980) 212,000 S.F.
 16990 Dallas Parkway (1980) 27,200 S.F.
 Fairways II (1980) 30,000 S.F.
 Gateway Centre (1980) 42,279 S.F.
 Megan Building (1980) 25,600 S.F.
 Park Place (1980) 42,000 S.F.
 Parkway North (1980) 64,000 S.F.
 Treepoint (1980) 42,160 S.F.
 Triangle Pacific Building (1980) 64,000 S.F.
 5339 Alpha (1980) 55,349 S.F.
 Bent Tree North (1980) 20,000 S.F.
 Town Trails Office Park (1980) 47,000 S.F.
 Prestonwood Plaza (1981) 96,950 S.F.
 17090 Dallas Parkway (1981) 18,358 S.F.
 Alpha Tower (1981) 164,000 S.F.
 17440 Dallas Parkway (1982) 51,279 S.F.
 Atrium at Bent Tree (1982) 112,000 S.F.
 Bent Tree Tower II (1982) 170,332 S.F.
 Equitable Bank Building (1982) 39,000 S.F.
 Liberty Plaza I (1982) 97,000 S.F.
 Preston Trail Atrium (1982) 111,000 S.F.
 Summerside (1982) 20,870 S.F.
 Bent Tree Plaza II (1983) 34,886 S.F.
 Bent Tree Plaza III (1983) 28,000 S.F.
 Prestonwood on the Creek Office Park (1983) 129,000 S.F.
 RepublicBank Tower (Colonnade) (1983) 287,000 S.F.
 Spectrum Center I (1983) 575,000 S.F.
 17110 Dallas Parkway (1983) 60,000 S.F.
 Palmer Center (1983) 120,000 S.F.
 Texas American Tower (1983) 91,000 S.F.
 The Madison at Dallas Parkway (1984, under construction) 280,000 S.F.
 Plaza on the Parkway (1984, under construction) 214,000 S.F.
 Quorum West (1984, under construction) 25,266 S.F.
 Preston Trails (1984, under construction) 32,000 S.F.
 Heady Investments, Northwest Corner of Preston Road near Frankford (1984, under construction) 85,000 S.F.
 The Winfield (1984, under construction) 30,000 S.F.
 Arbor at Bent Tree (1984 planned) 84,800 S.F.
 Liberty Plaza II (1984, planned) 118,600 S.F.
 Parkway Bank Tower (1984, planned) 248,000 S.F.
 Bent Tree Tower III (1985, planned) 313,418 S.F.
 Spectrum Center II & III (1985, planned) 500,000 S.F.
 Plaza on the Parkway Phase II (1985, planned) 187,000 S.F.
 Young Companies, McCallum Blvd. and Preston Road (1985, planned) 324,000 S.F.



The location of particular office developments in the Dallas North Parkway area is illustrated by sector divisions.

Dallas North Parkway area could reach about 60,000.

PUBLIC SERVICES

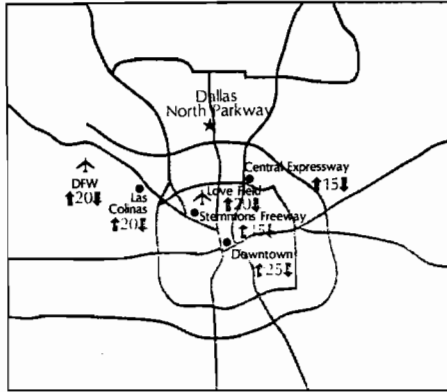
Public services in the Dallas North Parkway area are provided by the four municipalities of Addison, Carrollton, Dallas and Farmers Branch.

Each city provides most municipal services within its own limits, including police and fire protection. The sources of water supply and wastewater treatment vary, however. The city of Dallas supplies water to all of the Dallas North Parkway area. Dallas treats wastewater within its own boundaries; Dallas and the Trinity River Authority handle wastewater treatment for the rest of the area. Water and wastewater capacity is meeting current

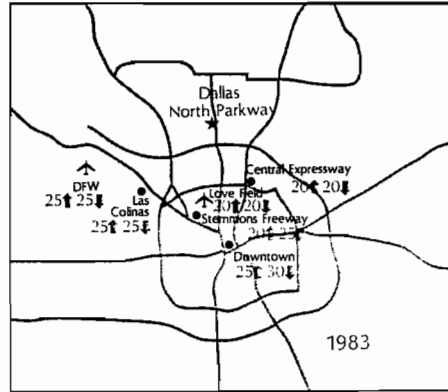
Metropolitan Midway (1974) 38,000 S.F.
 Dallas Petroleum Center (1975) 116,000 S.F.
 Midway Plaza (1977) 20,806 S.F.
 Centre I, 4141 Bluelake Circle (1978) 43,506 S.F.
 Centre I, 4100 McEwen (1978) 43,493 S.F.
 Five in the Park (1978) 29,000 S.F.
 Centre I, 4101 McEwen (1979) 111,933 S.F.
 Centre II, 4020 McEwen (1979) 43,777 S.F.
 Centre II, 4040 McEwen (1979) 45,335 S.F.
 FJN Building (1979) 34,000 S.F.
 Centre II, 4099 McEwen (1980) 110,650 S.F.
 Centre III, 4000 McEwen South (1980) 21,000 S.F.
 Metropolitan Atrium (1980) 42,000 S.F.
 Office in the Park (1980) 104,000 S.F.
 Centre III, 4000 McEwen North (1980) 21,000 S.F.
 Centre III, 4001 McEwen (1981) 87,966 S.F.
 Metropolitan National Bank (1981) 135,787 S.F.
 Centre IV, 13465 Midway (1983) 68,000 S.F.
 Centre IV, 4100 Alpha (1983) 198,860 S.F.
 Centre V, 4050 Alpha (1984, under construction) 335,000 S.F.
 Centre VI (1986, planned) 450,000 S.F.

demand and is projected to be sufficient to accommodate the 13 million net square feet of office space projected for the area by the mid-1980s.

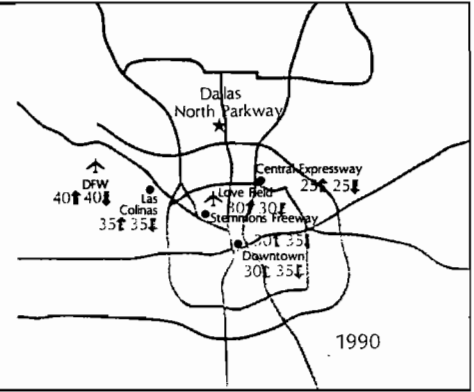
Carillon Plaza (1973) 253,483 S.F.
 Valley View Bank Building (1974) 68,833 S.F.
 Valley View Gardens (1976) 17,200 S.F.
 North Dallas Bank Tower (1976) 172,697 S.F.
 Parkway Plaza North I (1979) 36,000 S.F.
 First City Bank Building (1980) 101,000 S.F.
 Montfort Office Park (1980) 69,000 S.F.
 Parkway Plaza North II (1980) 82,651 S.F.
 Control Data Corporation (1980) 114,000 S.F.
 5050 Quorum (Texas Commerce Bank) (1981) 131,637 S.F.
 Commerce Parkway Bank (1981) 172,694 S.F.
 First Texas Tower (1981) 212,000 S.F.
 Prestonwood Pond (1982) 65,000 S.F.
 Atrium at Northridge (1982) 320,000 S.F.
 One Galleria Tower (1982) 467,512 S.F.
 Pacific Centre Phase I (1983) 97,750 S.F.
 Signature Place Phase I (1983) 184,000 S.F.
 5339 Spring Valley (1983) 14,542 S.F.
 14840 Landmark (1983) 28,500 S.F.
 Landmark in Quorum West (1983) 68,000 S.F.
 Spring Valley Center (1984, under construction) 120,000 S.F.
 5000 Quorum (1984, under construction) 160,800 S.F.
 Stanford Corporate Centre One (1984, under construction) 300,000 S.F.
 Two Galleria Tower (1985, under construction) 445,000 S.F.
 14881 Quorum (1985, under construction) 154,000 S.F.
 The Landmark (1985, under construction) 162,000 S.F.
 Quorum Phase II (1985, planned) 85,000 S.F.
 Pacific Centre Phase II (1984, planned) 97,750 S.F.
 Signature Place Phase II (1985, planned) 253,000 S.F.
 Providence Towers (1985, planned) 421,000 S.F.



Numbers and arrows indicate off-peak travel times to and from the Dallas North Parkway area to other office activity centers and airports.



Pairs of numbers and arrows indicate PM peak travel times to and from the area. ↑: from Dallas North Parkway area to activity center or airport; ↓: from activity center or airport to Dallas North Parkway area.



ENVIRONMENTAL FACTORS

Drainage

White Rock Creek and its tributaries handle rain water drainage in most of the Dallas North Parkway area. The creek flows southward through the area, between the Dallas Parkway and Preston Road, turning eastward near Celestial Road. Its flood plain averages 800-1200 feet, and many flood plain properties in this area are dedicated to open space use such as golf courses.

Zoning

All four cities in the Dallas North Parkway area employ zoning to regulate development. Addison, which includes some of the largest development projects, has zoned 80 percent of its property for non-residential uses.

Farmers Branch is zoned primarily for industrial uses in the Dallas North Parkway area, and Carrollton is zoned for industrial and residential uses. Office use is permitted in industrial districts.

Within the Dallas city limits, parts of the area are zoned for commercial, industrial and residential uses.

Height Restrictions

In addition to the need for developers to work through the cities' zoning procedures to obtain building approvals, the height restrictions generated by Addison Airport have a significant overall impact on development in the area.

Building height restrictions are determined by review of "airport zoning contours" and through negotiation with the Federal Aviation Administration (FAA) and the Town of Addison. Each site within the Dallas North Parkway area is part of either the airport 'approach' zone, the 'horizontal' zone, or the 'conical' zone. These zones restrict building heights that are closest to the airport, with heights permitted to increase on a gradual basis depending upon distance from the runway.

Noise Restrictions

Airport noise also influences particular types of development in much of the Dallas North Parkway area. Addison Airport has measured and mapped average daily noise at the 65 Day-Night Sound Level (Ldn) and 75 Ldn contour intervals. Development is most restricted within the 75 Ldn contour, which includes an area immediately adjacent to the runway. The 65 Ldn contour continues to the southeast to Alpha Road and to the northwest into Denton County.

Addison, Carrollton and Farmers Branch all have incorporated these two noise contours into their zoning ordinances. Commercial and industrial development is allowed in the 65 Ldn area, although residential development, schools and hospitals are prohibited. However, despite FAA guidelines, the city of Dallas is continuing to allow residential development within its jurisdiction, which is part of the 65 Ldn area.

ACCESS

Accessibility to the Dallas North Parkway area is examined in five categories:

1. Travel times to four other Dallas activity centers and airports in 1983 and 1990.
2. Potential employee access as measured by the number of white collar workers residing within a 30-minute peak PM drive of the area in 1983 and 1990.
3. The price range of existing single-family housing within a 30-minute PM peak drive of the area in 1983.
4. Major traffic congestion points within the area.
5. Major public or private actions which could change the area's access by 1990.

The accompanying travel times maps indicate 1983 and estimated 1990 travel times between the Dallas North Parkway area and other Dallas office centers, Dallas/Fort Worth Airport and Love Field. The forecasts assume all State Department of Highways and Public Transportation (SDHPT) road improvements scheduled for 1984-1990 will be completed on time.

Travel time estimates are between major intersections only. Five to 20 minutes should be added to these times to determine the average time it takes during the PM peak hour (4:30-5:30) to leave an office building and arrive at a residence or business destination. Although traffic volumes are heavier over several hours, the PM peak hour refers to the one-hour period during which the greatest amount

of traffic occurs. Morning (AM) peak hour (7:00-8:00) travel times are similar, in most instances, to PM peak drive times. Because these figures are estimations, all travel times have been rounded to the nearest five minutes.

Access to Other Activity Centers

During off-peak travel times, trips made between the Dallas North Parkway area and other Dallas office activity centers are approximately the same in both directions. These off-peak drive times will increase slightly between now and 1990.

At PM peak hour, travel times between the Dallas North Parkway area and other activity centers vary according to the direction of travel. Between 1983 and 1990, travel times to and from the Dallas North Parkway area to four activity centers (Downtown, Central Expressway, Stemmons/Market Center and Las Colinas) will increase by five to 10 minutes.

Access to Airports

The Dallas North Parkway area is served by the Addison Airport, which is centrally located in the area and was acquired by the Town of Addison in the 1970s and converted to a public facility. The airport is used primarily for private and corporate aircraft.

In addition, the international Dallas/Fort Worth Airport and Dallas Love Field serve the area. Off-peak and PM peak travel times to and from the Dallas/Fort Worth Airport and Love Field are indicated on the accompanying maps.

Access to White Collar Workers

In 1983, approximately 420,000 white collar workers—who include managerial, professional and clerical employees—lived within a 30-minute PM peak drive of the Dallas North Parkway area. This 420,000 figure is made up of 87 percent of all white collar workers in Dallas

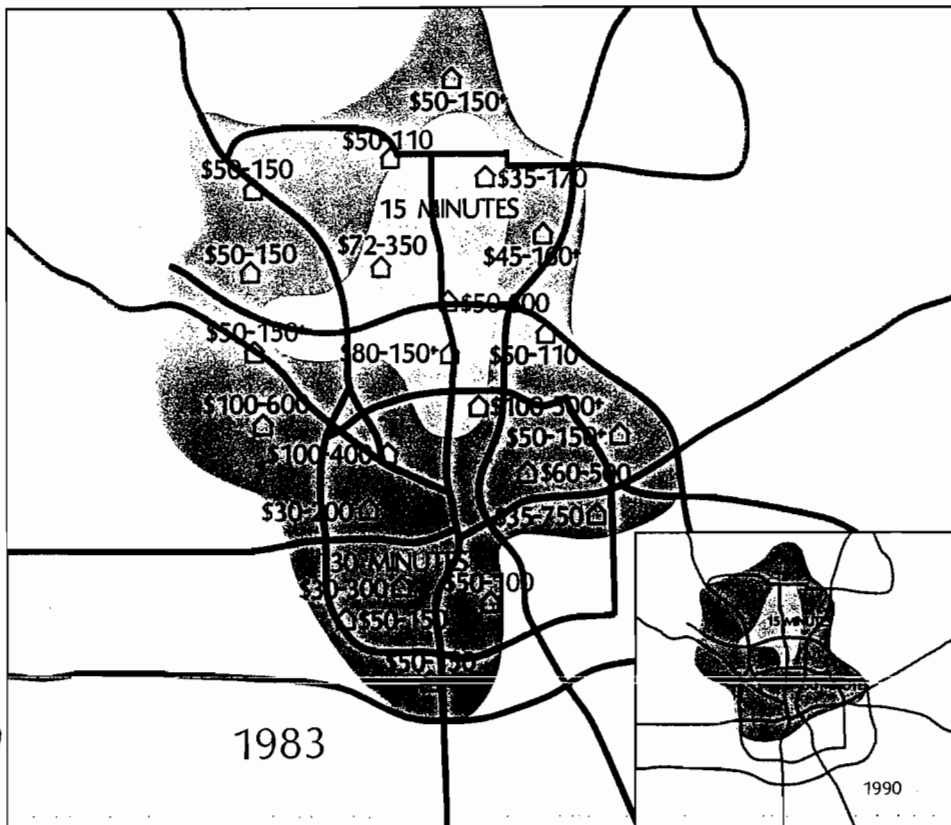
County, 51 percent in Collin County, 34 percent in Denton County and 1 percent in Tarrant County.

By 1990, the number of white collar workers living within a 30-minute PM peak drive of the Dallas North Parkway area will decrease to 408,000, or 62 percent of all white collar workers in Dallas County, plus 59 percent in Collin County.

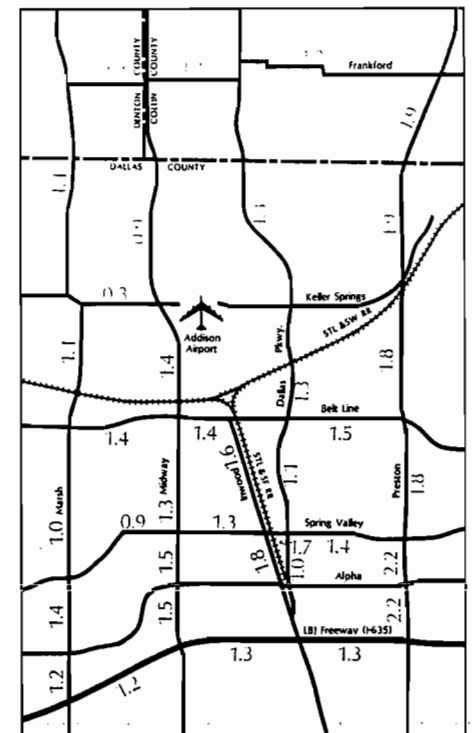
Local Traffic Circulation

In addition to the Dallas Parkway, which connects to the Dallas Tollway and provides accessibility to downtown Dallas, principal north-south corridors in the area are Preston Road, Midway and Marsh Lane. The LBJ Freeway (I-635), Belt Line Road and Frankford Road are major arterials providing east-west access.

The volume-to-capacity ratios of segments of the area road network were projected to 1990 as an indication of typical future local traffic conditions. A volume-to-capacity ratio of 1.0 or less indicates that expected traffic volume will be met ade-



The residential neighborhoods within a 30-minute PM peak drive of the area contain homes at a wide range of prices. Symbols are located in the center of each neighborhood. Prices are in \$000's. By 1990, accessibility within a 30-minute PM peak drive to these neighborhoods will decrease slightly.



Volume-to-capacity ratios for roadway linkages in the Dallas North Parkway area are the percentages of design capacity projected to be used by 1990.

PLANNED ROAD IMPROVEMENTS	IMPROVEMENT DESCRIPTION	AGENCY RESPONSIBLE	MILES	COMPLETION DATE
Lindberg Road (Billy Mitchell-Addison Airport)	4-U	Addison	0.34	1984
Mildred, Clara, Broadway, Julian (Old Town)	2-U	Addison	—	1984
Arapaho (Addison-Quorum)	4-U	Addison	0.21	1984
Quorum (Belt Line-Arapaho)	4-D	Addison	0.25	1984
Montfort (Preston Oaks-Verde Valley)	4-D	C of Dallas	0.45	1984
Montfort (Valley Haven-Spring Valley)	6-D	C of Dallas	0.38	1984
Arapaho (Forest Bluff-Preston)	6-D	C of Dallas	0.63	1984
Spring Valley (Dallas Parkway-Peterson)	3-D	C of Dallas	1.04	1984
I-635 (at Midway)	U-Turn	Farmers Br./SDHPT	0.00	1984
Quorum (Belt Line-Westgrove)	4-D	Addison	1.14	1984
Dooley Road (Keller Springs-Midway)	2-U (37')	Addison	0.26	1984
Frankford (Dallas Parkway-Preston)	6-D	C of Dallas	1.76	1985
Marsh (Keller Springs-Trinity Mills)	4-U	Carrollton	1.23	1985
Addison Road (Trinity Mills-Collin County Line)	4-U	Dallas/Dev	0.20	1985
Addison Road (Dallas County Line-Trinity Mills)	4-U	Collin/Dev	0.20	1985
Frankford (Midway-Dallas Parkway)	6-D	Collin	0.80	1985
Montfort (I-635-Peterson)	6-D	C of Dallas	0.20	1985
Midway (Briargrove-Frankford)	6-D	Collin County	0.30	1985
Trinity Mills (Dallas County Line-Dallas Parkway)	6-D	Collin County	0.55	1985
I-635 (Midway-SH 389)	Ramps/Tollway	SDHPT	0.00	1985
Belt Line (Dallas Parkway-Preston)	6-D	SDHPT/ADD./DALL.	1.00	1985
Winnwood (Celestial-Belt Line)	2-U	Addison	0.49	1985
Glen Curtis (West of Addison Road)	2-U (37')	Addison	0.19	1985
Midway (Keller Spring-Trinity Mills)	6-D	Carrollton	1.31	1986
North Tollway Ph I (I-635-Trinity Mills)	6-F	TX Turnpike Authority	4.76	1986
North Tollway Ph I (Royal - I-635)	+2-F	TX Turnpike Authority	1.80	1986
North Tollway Ph I (Trinity Mills-Park/FM 544)	6-D	TX Turnpike Authority	2.84	1986
Preston Oaks (Tollway-Preston)	4-D	Dallas County	1.00	1986
Knoll Trail (Addison-Turnpike)	4-D	Addison	0.13	1986
Midway (Keller Springs-Trinity Mills)	6-D	Carrollton	—	1986
Keller Springs (Dooley/Midway-Addison)	4-U (tunnel)	Addison	0.66	1986
Celestial (Montfort-Winnwood)	2-U	Addison	0.34	1986
Alpha Road (Inwood-Midway)	6-D	Farmers Branch	0.94	1987
Inwood Road (Spring Valley-Alpha)	6-D	Farmers Branch	0.50	1987
Welch Road (Spring Valley-I-635)	6-D	Farmers Branch	1.06	1987
Keller Springs-Dooley (Midway-Midway)	Widen to 3-U	Addison	0.43	1988
Brookhaven Club (Marsh-Spring Valley reconstruction)	4-D	Addison	0.85	1988
Lake Forest (South of Belt Line)	2-U	Addison	0.17	1988
Frankford (Midway-Dallas Parkway)	6-D	C of Dallas	0.83	1988
Midway (Briargrove-Frankford)	6-D	C of Dallas	0.31	1988
Preston Oaks (Dallas Parkway-Montfort)	4-U	C of Dallas	0.22	1988
Noel Road (Spring Valley-Verde Valley)	4-D	C of Dallas	0.69	1989
Frankford (Marsh-Midway)	6-D	C of Dallas	0.70	1989
Trinity Mills Road (Midway-Dallas Parkway)	6-D	C of Dallas	0.80	1989
Keller Springs (Dallas Parkway-Preston)	4-D	C of Dallas	1.06	1989
Valley View (Midway-Alpha Intersect)	6-D	Farmers Branch	0.37	1990
Welch Road (Spring Valley-Langland)	4-D	Farmers Branch	0.37	1990
Marsh (Trinity Mills-Frankford)	6-D	C of Dallas	0.70	1991
I-635 (I-35E to Coit elevated freeway)	4 Elevated	SDHPT	7.80	1992
I-635 (I-35E to Coit widening)	To 10 Lanes	SDHPT	7.80	1992

D = divided highway; F = freeway, U = undivided highway.

Numerous road improvements are planned in the Dallas North Parkway area.

quately by the roadway; a volume-to-capacity ratio of more than 1.0 indicates that expected traffic volume will exceed the amount able to be met adequately by the roadway. For example, a volume-to-capacity ratio of 1.2 indicates that the expected traffic will be 20 percent more than the capacity of the roadway.

Today, traffic volumes at major intersections are approaching their current capacities. By 1990, traffic volumes on nearly all of the roadways in the Dallas North Parkway area will exceed their capacities. Individual forecasted volume-to-capacity ratios for the area are indicated on the map on page 5.

Road Improvements

Ten agencies are responsible for transportation improvements in the Dallas North Parkway area: Town of Addison; cities of Carrollton, Dallas and Farmers Branch; counties of Dallas, Denton and Collin; Texas State Department of Highways and Public Transportation (SDHPT); Texas Turnpike Authority (TTA); and Dallas Area Rapid Transit (DART). Mobility improvements planned by these agencies are indicated on the accompanying chart.

For long-range planning purposes, Farmers Branch, in conjunction with support from Addison and Carrollton, recently commissioned Rice Center to prepare a

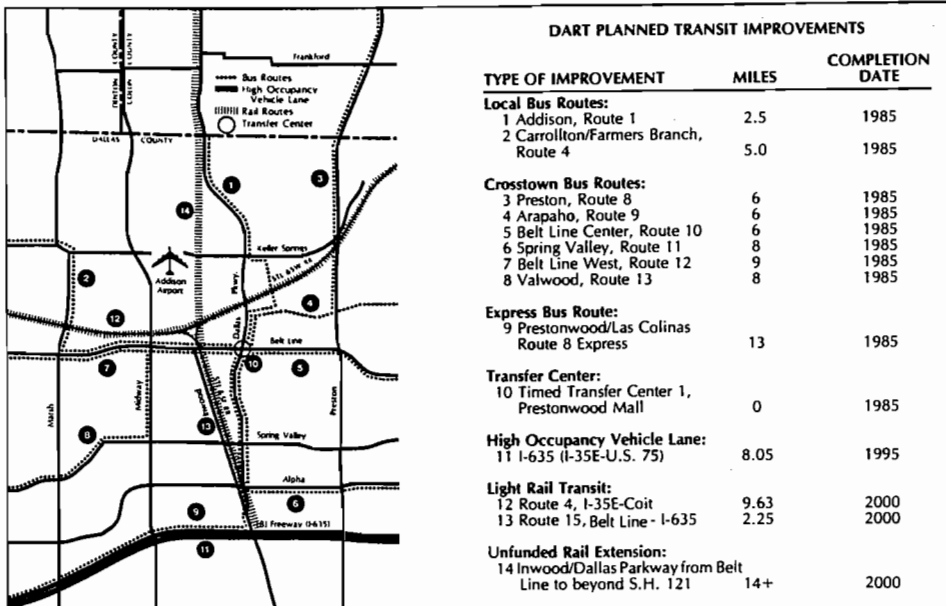
Subregional Mobility Plan which addresses mobility in the Dallas North Parkway area to the year 2000. The plan is intended to complement the Greater Dallas Mobility Study (prepared in 1983 by 23 area Chambers of Commerce and local, regional and state transportation-related agencies). The Subregional Mobility Plan will coordinate, for the first time, the efforts of all agencies which are responsible for transportation improvements in the area.

Transit

All four Dallas North Parkway area cities are within the jurisdiction of the Dallas Area Rapid Transit (DART). DART recently began operating two bus routes to the area: the Prestonwood Express (Route 83), which runs from Prestonwood Center to downtown Dallas on the Dallas Tollway, and Preston Hollow (Route 36), which travels from Alpha Road near Valley View Mall to downtown by way of Preston Road. By 1985, DART plans call for four new local bus routes, six crosstown routes, and one new express route to serve parts of the area, with Prestonwood Mall becoming a transit transfer point.

Additional DART plans include the creation by 1985 of a high occupancy vehicle lane on the LBJ Freeway (I-635), which will run from Stemmons Freeway (I-35E) to Central Expressway (U.S. 75).

DART also plans to include the area in its light rail transit network. Preliminary plans call for a route to use the St. Louis and Southwestern Railway line, extending from the northeast to the west through the area, near Belt Line Road. A light rail route also is planned to run along Inwood Road, linking the longer route with the LBJ Freeway and nearby developments such as the Galleria shopping mall. These lines are scheduled to be completed by the year 2000. All four cities in the area approved the recent DART referendum which allows for the funding of the transit network. DART also plans to extend the Inwood Road light rail route to beyond S.H. 121, although at present funds are not identified for this improvement.



The Dallas Area Rapid Transit (DART) plans several transit improvements in the area.

DART PLANNED TRANSIT IMPROVEMENTS		
TYPE OF IMPROVEMENT	MILES	COMPLETION DATE
Local Bus Routes:		
1 Addison, Route 1	2.5	1985
2 Carrollton/Farmers Branch, Route 4	5.0	1985
Crosstown Bus Routes:		
3 Preston, Route 8	6	1985
4 Arapaho, Route 9	6	1985
5 Belt Line Center, Route 10	6	1985
6 Spring Valley, Route 11	8	1985
7 Belt Line West, Route 12	9	1985
8 Valwood, Route 13	8	1985
Express Bus Route:		
9 Prestonwood/Las Colinas Route 8 Express	13	1985
Transfer Center:		
10 Timed Transfer Center 1, Prestonwood Mall	0	1985
High Occupancy Vehicle Lane:		
11 I-635 (I-35E-U.S. 75)	8.05	1995
Light Rail Transit:		
12 Route 4, I-35E-Coit	9.63	2000
13 Route 15, Belt Line - I-635	2.25	2000
Unfunded Rail Extension:		
14 Inwood/Dallas Parkway from Belt Line to beyond S.H. 121	14+	2000

Clubs

There are six private clubs in or near the area which provide a mix of golf, tennis, swimming, riding, fitness and clubhouse activities. They are:

- Bent Tree Country Club
- Northwood Country Club
- Preston Trail Golf Club
- Prestonwood Country Club
- University Club
- Willow Bend Polo Club

Industrial Profile

Industrial development in the Dallas North Parkway area includes more than 24 million square feet of light industrial and warehouse space. Office/warehouse and office/showroom buildings are the most prevalent types of development currently under construction in industrial areas. Some of this space recently has been leased by high-technology firms. There is little manufacturing in the area.

Business parks account for much of the area's recent industrial development. There are six parks which contain more than 50 acres of land each: Addison Airport Park (65 acres), Beltwood Business Park (81 acres), Beltwood North Business Park (340 acres), Metropolitan Business Park (147 acres), Metropolitan Industrial Park (402 acres), and North Dallas Business Park (124 acres). These six parks contain nearly 16 million square feet of developed space.

Rapid growth and increasing property values in the Dallas North Parkway area have made further industrial development economically infeasible and have caused existing industrial uses recently to begin to give way to office development.

IMAGE

The Dallas North Parkway area has gained widespread recognition as the so-called "Golden Corridor" of Dallas in recognition of the quality of exterior architecture and interior finishes of area office buildings, which have made the area virtually unique among Dallas suburban areas.

OTHER BUSINESSES AND AMENITIES

Retail

The Dallas North Parkway area is the retail center for northern Dallas County. It contains five major shopping centers with a total of nearly 4.5 million square feet. These are: Valley View Mall, with 1.5 million square feet; Prestonwood, with 1.3 million square feet; the Galleria, with 1.2 million square feet; Sakowitz Village, with 370,000 square feet; and Adelstein Plaza, with 87,000 square feet. Major anchors include Lord and Taylor, Marshall Field & Company, Neiman Marcus, Bloomingdales, Sakowitz and Saks Fifth Avenue.

Three additional major shopping centers containing a total of nearly 340,000 square feet are planned for the area: Prestonwood Junction, with 132,000 square feet; Preston Trail Village with 110,000 square feet; and Beltway Plaza, with 97,000 square feet.

Hotels and Restaurants

Eleven hotels in the area provide more than 3,500 rooms for business travelers and tourists. In addition, a 120-room motel will be built in Addison in 1984, a 430-room hotel is scheduled to be completed in 1985, and the Valley View Inn/Addison is scheduled to expand to 138 rooms in

1985. Other hotels are included in the master plans for Signature Place, Prestonwood City Centre and Liberty Plaza, although schedules for those projects have not been determined.

While there were just a few restaurants in the area prior to the 1976 sale of liquor election, nearly 100 restaurants now provide a range of service, including fast food, moderately priced meals and expensive dining.

The concentration of hotel, retail and restaurant development, combined with office and nearby residential development, make the Dallas North Parkway area a complete mixed-use activity center.

HOTEL NAME	OPENING DATE	NUMBER OF ROOMS
EXISTING		
Marriott	1971	440
Valley View Inn/LBJ	1976	104
Hilton/LBJ	1979	314
Holiday Inn/Crowne Plaza	1980	298
Valley View Inn/Addison	1980/1985	78/138
Rodeway Inn	1981	168
Lincoln Radisson	1981	552
Preston House Suites	1982	60
Marriott-Quorum	1982	553
Westin/Galleria	1983	434
Registry	1983	530
UNDER CONSTRUCTION		
Garden Inn Motel and Restaurant	1984	120
PLANNED		
The Parkway Hotel	1985	430

A total of 3,531 hotel rooms are located in the Dallas North Parkway area. By 1985, new construction will increase that number by 17 percent to 4,141.

Once the site of numerous farms and ranches, the area today offers nearly 7.5 million net square feet of office space, approximately 80 percent of which was completed in the past four years.

Luxury hotels and high fashion retail stores, located in such centers as the recently renovated 1.5 million square foot Valley View Mall and Gerald D. Hines Interests' 1.2 million square foot Galleria, further enhance the Dallas North Parkway area's image.

OUTLOOK

The Dallas North Parkway area contains corporate and speculative office development, light industrial space, the Addison Airport, access to a wide range of residential development, and retail and employment bases. These complementary characteristics will continue to encourage growth in the area through the 1980s.

Mobility probably will continue to be regarded as the number one issue facing Dallas North Parkway area businesses and residents. Although trips to most office activity centers and to Dallas/Fort Worth and Love Field airports will not increase substantially between 1983 and 1990, increasing traffic within the area will require continued road and transit improvements.

Zoning and height restrictions imposed by Addison Airport most greatly impact development in the area. While the sum of

SUMMARY

DEVELOPMENT

- Office Space on Dec. 31, 1970 38,286 Net Square Feet in 4 Buildings
- Office Space on Dec. 31, 1975 551,416 Net Square Feet in 14 Buildings
- Office Space on Dec. 31, 1980 2,906,995 Net Square Feet in 71 Buildings
- Projected Office Space on Dec. 31, 1986 12,861,052 Net Square Feet in 139 Buildings

PUBLIC SERVICES

- The Town of Addison and the cities of Carrollton, Dallas and Farmers Branch provide police, fire and water services to various parts of the area.

ENVIRONMENTAL FACTORS

- Developers must work through local zoning procedures to obtain building permits in each municipality.
- Height restrictions and, to a lesser extent, noise restrictions generated by Addison Airport significantly impact development in the area.

ACCESS

- Off-peak travel times to and from the Dallas North Parkway area and other office activity centers and airports will increase slightly by 1990.
- PM peak travel times to and from the Dallas North Parkway area and other office activity centers will increase by five to 10 minutes by 1990.
- At PM peak hour, travel times between the Dallas North Parkway area and Dallas/Fort Worth Airport area will increase by 15 minutes by 1990. Travel times to and from Love Field will increase by 10 minutes by 1990.
- DART plans for two light rail transit lines, one extending along the St. Louis and Southwestern Railway line and another extending along Inwood Road, will provide improved accessibility to the area when completed in 2000.
- Nearly all of the Dallas North Parkway area's roadways will be above capacity by 1990.
- Numerous transportation improvements are planned for the area between 1984 and 1990.
- Two DART bus routes operate in the area, and 11 routes are planned to begin serving the area by 1985, with a major transfer center opening at Prestonwood Mall near the center of the Dallas North Parkway area.

AMENITIES

- The Dallas North Parkway area is the retail center of northern Dallas County with five major shopping centers containing nearly 4.5 million square feet.
- More than 24 million square feet of light industrial/office service/warehouse/high tech facilities are in the area; six business parks account for two-thirds of this space.
- Eleven hotels containing approximately 3,500 rooms and six private clubs serve the area.
- The nearly 100 restaurants in the area have been a significant inducement to the area's growth.

IMAGE

- Newly completed high quality office development, luxury hotels and high fashion retail space characterize the area.

these two types of restrictions limit the amount of space that can be built, they also help to preserve and establish in the

area a sense of scale, and may help to limit the strain on local roads and other infrastructure services.

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May 18, 1983

MEMORANDUM

TO: Ron Whitehead
 FROM: C. J. Webster
 SUBJECT: Tollroad Underpass

This memo will document the status of the Tollroad Underpass agreements. The contract with TTA for Belt Line Road is for \$2,134,000 to be paid in increments. This contract is a fixed price that will not be changed, nor will it be monitored as a separate contract by TTA.

Participants on the Belt Line project include:

Town of Addison	\$1,067,000
City of Dallas	143,000
Hunts	60,000
Prestonwood National Bank - Carl Summers	60,000
First Texas	191,333
Sakowitz Village	191,333
Spectrum-Criswell	191,333
Registry	110,000
Plaza at the Quorum-Crow	74,000 or (35,000)
Marriott Hotel	37,000
Prestonwood Juntion	9,000
Totals	<hr/> \$2,134,000

Trammel Crow has said he will sign a note for \$35,000, instead of the \$74,000 which should be their part. I have worked with them for almost a year to no avail. Bill Criswell and Martin Tycher have agreed to cover any situation like this. I have written to let them know we need \$19,500 apiece. That may get them to respond directly to Crow and get some action. If not we will draw notes for them plus Crow's \$35,000. Otherwise you have notes on all of the others, which the Finance Department will need to set up a collection process for.

Participants on the Arapaho project include:

OBUBCO	\$ 150,000
Dondi	150,000
Rosewood Development	350,000
Adelstein Plaza	350,000
MEPC - Colonnade	350,000
Registry Hotel	172,500
City of Dallas	342,000
City of Addison	1,914,500
	<hr/>
Total	\$3,829,000

You already have all of the notes. Ray Champion at Dondi has indicated they might prepay if they can get a discount. You might formulate a policy on discounting because as different developers get ready to go from their construction loan to their permanent, they may want to pay out their portion to get it covered under a loan.

The actual contract within the TTA is a \$4,014,000. We wrote to all of the property owners and requested that they grant a 2.5 foot easement, if necessary, at no cost to TTA along the service road right-of-way. Due to the bridge columns in the median for the railroad structure, extra right-of-way is needed. We reduced our contract amount with the property owners by \$184,000 presuming that the easements would not be an expense item. Monitor this to be sure TTA dosen't accidentally go out and try to buy all of this right-of-way.

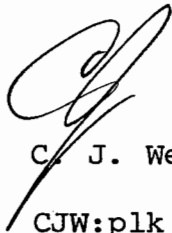
There are also three items in the contract that should be monitored, specifically, construction of the RR shoo fly (\$200,000); Utility relocation (\$510,000) and purchase of temporary and permanent right-of-way easement for storm drainage along the RR (\$678,000).

These can float up or down so you should work closely with TTA to be sure they do not casually spend the city's and property owner's money. In the event that the cost does decline, our agreement with the property owners says that the savings will be split equally between the city and the owners, including Dallas, and proportionally among the owners.

There is nothing in either the Belt Line or Arapaho contracts that affect in any way the negotiations for right-of-way purchase by TTA from the owners, with the exception of the earlier reference to the easement adjacent to the Arapaho underpass. We did, however, authorize the turnpike authority to run their storm sewer line down SAKOWITZ DRIVE at no easement cost.

Again the finance department should get all of their machinery set up to keep up with these note payments.

Call if you have any questions.



C. J. Webster

CJW:plk

Mita-

149

Please keep this
in your files. It
is an original official
copy. Chris

INTERLOCAL AGREEMENT

BETWEEN THE NORTH TEXAS TOLLWAY AUTHORITY

AND THE TOWN OF ADDISON, TEXAS

This Interlocal Agreement is entered into as of the ____ day of May, 2000 by and between the North Texas Tollway Authority (the "Authority") and the Town of Addison, Texas ("Addison").

RECITALS:

1. The Authority is a regional tollway authority under Chapter 366, Tex. Transp. Code and a political subdivision of the State of Texas. The Authority is authorized to enter into contracts or agreements necessary or incidental to its duties and powers, and to cooperate and work directly with governmental agencies to support an activity required to promote or develop a turnpike project.

2. Addison is a home rule city possessing the full power of local self-government under Article 11, Section 5 of the Texas Constitution and its Home Rule Charter.

3. The Authority and Addison are authorized to enter into this Agreement pursuant to law, including without limitation Chapter 791, Tex. Gov. Code (the Interlocal Cooperation Act).

4. In 1996, the Authority (by and through its predecessor, the Texas Turnpike Authority) and Addison entered into an Interlocal Agreement (the "1996 Interlocal Agreement") which in part provided for the construction, maintenance and operation of the Addison Toll Tunnel (the "Toll Tunnel"), extending through and under the Addison Airport from Addison Road on the east to Midway Road on the west.

5. The Toll Tunnel construction has been completed, and the Authority and Addison desire to enter into this Agreement regarding the operation of the Toll Tunnel and to clarify certain provisions of the 1996 Interlocal Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants and obligations set forth herein, the benefits flowing to each of the parties hereto, and other good and valuable consideration, the North Texas Tollway Authority and the Town of Addison, Texas do hereby contract and agree as follows:

I. LAW ENFORCEMENT, FIRE AND EMERGENCY MEDICAL SERVICES.

A. Fire suppression system.

1. The Toll Tunnel fire suppression system (the "fire suppression system") shall be modified by adding two (2) additional fire hydrants (the "additional fire hydrants"), one at the east face and one at the west face of the Tunnel.

2. The Authority shall prepare or cause to be prepared engineering design and construction standards and specifications for the additional fire hydrants, and agrees to allow Addison to review and comment upon the preparation and approval of such standards and specifications. Upon the completion of the standards and specifications, the Authority shall select a contractor to install the additional fire hydrants. The installation shall be finally completed on or before May 1, 2000. The engineer selected to design the construction standards and specifications shall be selected in accordance with any professional service procurement laws applicable to the Authority, and the contractor selected to install the additional fire hydrants shall be selected in accordance with any competitive bid laws applicable to the Authority. During the period of installation of the additional fire hydrants, the Authority agrees to allow authorized representatives of Addison to inspect, test, measure and verify the installation as Addison deems reasonably necessary.

3. The Authority shall use reasonable efforts to cause the additional fire hydrants to be installed in a timely manner in accordance with the construction contract documents, plans and specifications. The Authority shall reasonably inspect the work of the contractor to identify and to cause to be corrected defects and deficiencies in the installation of the additional fire hydrants, but without assuming responsibility for the means and methods used by the contractor. Addison, at its sole option, may inspect, or participate with the Authority in the inspection of, the contractor's work as generally provided in the concluding sentence of subparagraph A.2. of Section I above.

4. The Authority shall fully and completely pay or settle, by litigation or otherwise and without involving Addison, any claims of the engineer or contractor arising out of the design or installation of the additional fire hydrants.

5. The design and construction costs and expenses for the additional fire hydrants are estimated to be \$20,000.00. The Authority and Addison shall share equally in such costs and expenses up to \$20,000.00; any such costs and expenses in excess of \$20,000.00 shall be borne and paid for solely by the Authority. Addison shall pay its portion of such costs and expenses to the Authority in accordance with the following:

(a) Prior to Addison paying its portion of any invoice of the engineer selected to prepare the design and construction standards and specifications, and any invoice or pay estimate of a contractor retained to install the additional fire hydrants, the Authority shall forward a true and correct copy of the invoice or pay estimate to Addison together with any supporting documentation that Addison may reasonably request.

(b) With respect to any invoice or pay estimate from the construction contractor, Addison shall not be required to make a payment under any such invoice or pay estimate unless the Authority has certified in writing to Addison that the estimate of work completed for the relevant period is true and correct to the best of the Authority's information and belief, has been measured and verified in accordance with the construction contract documents, and that all construction contract preconditions to payment have been met. Copies of any material testing results shall be furnished with the certification.

The obligation of Addison to pay its proportionate share of the costs and expenses to design and install the additional fire hydrants shall be subject to the annual appropriation of funds necessary to pay such costs and expenses.

6. Upon the completion of the installation of the additional fire hydrants and the acceptance of the hydrants by the Authority, the Authority shall be responsible to maintain the fire suppression system with the additional fire hydrants in good working order.

B. Addison Police Video Monitoring.

1. The Authority shall provide, install, and make operational video cameras (the "Video System") in, and in the immediate vicinity of, the Toll Tunnel in order to monitor activity in, and in the immediate vicinity of, the Tunnel. The Authority and Addison agree to cooperate in the placement of the Video System in, and in the immediate vicinity of, the Toll Tunnel to allow such monitoring.

2. Addison will monitor activity in, and in the immediate vicinity of, the Toll Tunnel through the Video System. The design and installation of the equipment which will allow Addison to monitor such activity shall be in accordance with the following:

(a) The Authority, at its sole cost, shall provide and install fiber optic cable from the Toll Tunnel to the Addison Emergency Dispatch Center (the "Dispatch Center") located at the Addison Police Department, 4799 Airport Parkway, Addison, Texas. Addison shall be responsible for providing all easements or other rights-of-way necessary to install and maintain the fiber optic cable from the Toll Tunnel to the Dispatch Center.

(b) Addison shall design and install the wiring, cabling and related video and other equipment (including, without limitation, television monitors) (the "Dispatch Center Monitoring Equipment") in the Dispatch Center as the parties agree is necessary to allow Addison to monitor Toll Tunnel activities through the Video System (such video and other equipment is set forth in Exhibit 1 attached hereto). The actual costs for the design and installation of the Dispatch Center Monitoring Equipment shall be paid for as follows: (i) the Authority shall pay to Addison design costs up to \$10,000.00, and Addison shall pay any such costs in excess of \$10,000.00; (ii) the Authority shall pay to Addison installation costs up to \$15,000.00, and Addison shall pay any such costs in excess of \$15,000.00. The Authority shall promptly pay to Addison such amounts upon Addison providing to the Authority true and correct copies of any invoices or other documentation reflecting the actual costs incurred by Addison.

3. Upon the completion of the placement and installation of the Video System and the Dispatch Center Monitoring Equipment, the Authority shall be responsible to maintain the same in good working order and to upgrade the Video System and the Dispatch Center Monitoring Equipment, if and as the parties may subsequently agree. Addison shall contact the Authority when maintenance or repair work is required and the Authority shall elect to undertake any necessary work itself and/or to retain an outside contractor or vendor. The Authority shall not be responsible for maintenance, repair or upgrade costs incurred by Addison for the Video System or the Dispatch Center Monitoring Equipment unless said costs were specifically authorized by the Authority.

4. The Authority and Addison shall cooperatively establish procedures for the conduct of Addison's monitoring of the Toll Tunnel and for Addison's transmission of and response to information obtained through such monitoring.

C. DPS Video Monitoring.

1. The Texas Department of Public Safety ("DPS") operates and maintains a station adjacent to the Dallas North Tollway south of the intersection of Keller Springs Road and the Dallas North Tollway (the "Keller Springs Station"). The DPS will provide law enforcement services for the Toll Tunnel and desires to be able to monitor activities in and around the Toll Tunnel from the Keller Springs Station through the use of video equipment.

2. In order to allow the Authority, by and through the DPS, to provide such video-monitoring service to the Keller Springs Station, Addison hereby grants to the Authority a fully paid and irrevocable right and license for a period of twenty (20) years to construct, maintain, use and operate in, along, across, on, over, through, above and under the public streets and rights-of-way (and solely along the route) identified and depicted in Exhibit 2 (the "Cable Route"), fiber optic cable necessary to operate and maintain such service (the "Cable"); provided, however, that the installation, reinstallation, placement or removal of Cable from the Cable Route shall be subject to the reasonable review and approval of the Addison Public Works Director or his designee. To the extent available and subject to the approval of the Addison Public Works Director or his designee, in placing the Cable the Authority shall use utility poles already located along the Cable Route.

3. The construction, reconstruction, excavation, use, maintenance and operation of the Cable and other property used in connection therewith shall be subject to all lawful police regulations of Addison and performed in accordance with Addison's regulations for utility location and coordination. In addition to any other City regulations or requirements, at least thirty (30) days prior to the commencement of construction or maintenance (other than emergency repairs) within Addison's rights-of-way, the Authority shall provide Addison's Engineer (or such other officials as Addison may designate from time to time) with a copy of the construction work plans and drawings. The Authority shall not proceed with construction within Addison's rights-of-way until the plans and drawings have been approved in writing by the proper City officials, such approval not to be unreasonably withheld or delayed.

4. Upon request of Addison, the Authority shall remove and abate any portion of the Cable that is dangerous to life or property, and in case the Authority, after notice, fails or refuses to act, Addison may remove or abate the same, at the sole cost and expense of the Authority, all without compensation or liability for damages to the Authority. The Authority shall promptly restore the public streets, alleys and rights-of-way to their condition prior to the Authority's construction, maintenance, or excavation, to the reasonable satisfaction of Addison Engineer. The Authority shall excavate only for the construction, installation, expansion, repair, removal, and maintenance of all or a portion of the Cable.

5. Whenever by reason of the changes in the grade of any street or in the location or the manner of constructing any gas pipes, sewers, or any other underground or overhead structure for any City purpose whatever, it shall be reasonably deemed necessary by Addison to alter, change, adapt or conform a portion of the Cable thereto, such alterations or changes shall be promptly made by the Authority when ordered in writing by Addison. If such requirements impose a financial hardship, the Authority may present alternative proposals to Addison, and Addison shall give due consideration to such alternative proposals. Addison shall have the right to require the Authority to adapt or conform its Cable, or to alter, relocate or change its Cable, to enable Addison to use, or to use with greater convenience, any public street, alley or right-of-way, provided that Addison shall not exercise the foregoing right absent a bona fide and material need to do so.

6. To the extent permitted by law, the Authority shall indemnify Addison, its officials, officers, employees and agents against, and hold Addison, its officials, officers, employees and agents harmless from, any and all liability, actions, causes of action, lawsuits, judgments, claims, damages, costs or fees, including reasonable attorney's fees, for any injury to or the death of any person or damage to or destruction of any property to the extent attributable to or resulting from any act or omission of the Authority, its officers, employees, agents, contractors, assignees, licensees, permittees, or subcontractors under the provisions of paragraph C of Section I of this Agreement. The provisions of this paragraph shall survive the termination of this Agreement. The terms and provisions contained in this Section are intended to be for the benefit of Addison and the Authority and are not intended to be for the benefit of any third party.

II. KELLWAY CIRCLE CONNECTION.

A. The 1996 Interlocal Agreement provides in part that the Authority, at its sole cost, must construct an extension from existing Kellway Circle to Dooley Road (the "Kellway Circle Connection") as described in the 1996 Interlocal Agreement and as depicted on Exhibit F attached thereto.

B. Since the execution of the 1996 Interlocal Agreement, the Authority has acquired a tract of land located adjacent to the Toll Tunnel and Addison Airport and described and depicted in Exhibit 3 attached hereto (the "Adjacent Land").

C. For the consideration set forth in paragraphs D and E of this Section II, as well as for the granting of the fully paid and irrevocable right and license provided in paragraph C of

Section I, the Authority agrees to convey to Addison, free and clear from all leases, liens, encumbrances, and other rights, except such as may be deemed acceptable to Addison, and in a form reasonably acceptable to Addison, good and marketable fee title to the Adjacent Land (but in no event including any Toll Tunnel right-of-way). Such conveyance shall occur on or before December 31, 1999.

D. From and after the date of the conveyance of the Adjacent Land by the Authority to Addison, the Authority shall have no duty or obligation to construct the Kellway Circle Connection, and all related obligations of the Authority regarding Kellway Circle and/or Dooley Road as described in Section II.B of the 1996 Interlocal Agreement shall be deemed satisfied.

E. The Authority may elect to construct an additional two-lane toll tunnel at the Addison Airport immediately adjacent to the Toll Tunnel. If the Authority (1)(a) elects to construct the additional two-lane toll tunnel, or (b) makes a bona fide determination that, in order to protect the integrity of the Toll Tunnel and the public health, safety and welfare, significant repairs to the Toll Tunnel are required and the Addison City Engineer reasonably concurs with such determination, (2) has conveyed the Adjacent Land to Addison as described in paragraph C of this Section II, and (3) gives Addison not less than 120 days notice of such proposed construction or need for significant repairs, Addison shall provide to the Authority a construction staging area for such construction or repairs comprising at least 65,000 square feet within a reasonable distance (not greater than one-half mile) from the area of actual construction of the additional toll tunnel or repairs.

III. GENERATOR.

Addison agrees to provide to the Authority an easement as described and depicted in Exhibit 4 attached hereto in order to allow the Authority to locate thereon certain electrical equipment which is necessary to operate and maintain the Toll Tunnel. Such equipment is described in Exhibit 5 attached hereto.

IV. NOTICES. Where the terms of this Agreement require that notice in writing be provided, such notice shall be deemed delivered three (3) days following the deposit of the notice in the United States mail, postage prepaid, and sent by certified mail, return receipt requested and properly addressed as follows:

To Addison:

P.O. Box 9010
Addison, Texas 75001-9010

Attn: City Manager

To the Authority:

P. O. Box 190369
Dallas, Texas 75219

Attn: Executive Director

V. INCORPORATION OF RECITALS; EXHIBITS. The recitals set forth herein are intended, and are hereby deemed, to be a part of this Agreement. The Exhibits attached hereto are incorporated herein and made a part hereof for all purposes.

VI. SEVERABILITY. If any clause, paragraph, section or portion of this Agreement shall be found to be illegal, unlawful, unconstitutional or void for any reason, the balance of the Agreement shall remain in full force and effect and the parties shall be deemed to have contracted as if said clause, section, paragraph or portion had not been in the Agreement initially.

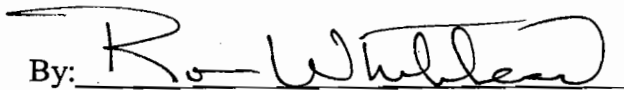
VII. AUTHORITY TO EXECUTE. The undersigned officers and/or agents of the parties hereto are the properly authorized officials and have the necessary authority to execute this Agreement on behalf of the parties hereto, and each party hereby certifies to the other that any necessary resolutions or other act extending such authority have been duly passed and are now in full force and effect.

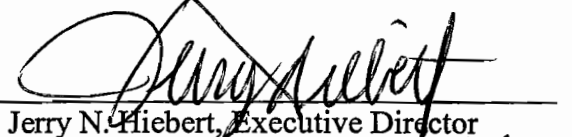
VIII. THE 1996 INTERLOCAL AGREEMENT. Except as expressly modified and amended hereby, the 1996 Interlocal Agreement shall remain in full force and effect as originally written.

EXECUTED at Dallas County, Texas on the day and year first written above.

TOWN OF ADDISON, TEXAS

**NORTH TEXAS TOLLWAY
AUTHORITY**

By: 
Ron Whitehead, City Manager

By: 
Jerry N. Hiebert, Executive Director

ATTEST:

By: 
Carmen Moran, City Secretary

EXHIBIT 1

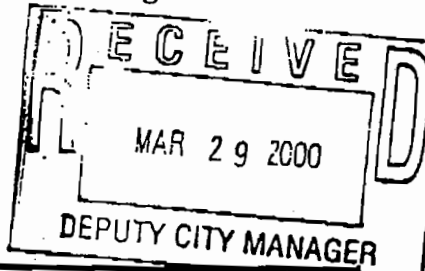
THE DISPATCH CENTER MONITORING EQUIPMENT



SecureNet, Inc.

3440 Sojourn
Suite 240
Carrollton, TX 75006
(972)248-4949 Fax (972)248-2220

PROPOSAL



TOA

Page: 1

Client Information		
Name	Town of Addison	Date : February 9, 2000
Address	16801 Westgrove Carrollton, TX 75006	Eq.Terms : Billed Upon Storage
Attn:	Jeff Markowitz	Labor Terms : Billed Progressively
Reference:	Addison Tunnel	Freight : FOB Shipping Point
	Base Bid	

No	Qty	Description
		The following equipment provides the Addison Police Emergency Dispatch Center to monitor 16 cameras located in the Addison Tunnel (12) and at the Addison Tunnel Toll Plaza (4). The cameras at the toll plaza are exterior cameras only. The interior booth cameras are not available for monitoring per the NTTA. Additionally the dome type cameras will be view only. No provisions are made for control of the domes on the toll plaza per the NTTA.
		The following equipment will be located in the electrical room at the Addison Tunnel Toll Plaza.
1	1	American Dynamics - Megapower Switcher System Component - High Density Output Model with Single-width Rear Panel for Systems that Accommodate a Maximum of 768 Inputs
2	1	Video Transmitter (1 Channel)/Data Transceiver (1 Channel) - SM
3	1	Four Channel Video Transmitter - SM - RM
4	1	19" Rack, 115 VAC Input, Includes Power Supply
		The following equipment will be located in the communications room at the Addison Police Department.
5	1	Video Receiver (1 Channel)/Data Transceiver (1 Channel) - SM
6	1	Four Channel Video Receiver - SM
7	1	Robot - 4 Camera Standard Color Digital Quad
8	1	Cable 500' Spool of RG59/U, CCTV/Video Transmission, Indoor Use, Non Conduit (per NEC) in Plenum Areas, CL2P
		The following equipment will be located in the Addison Police Department Emergency Dispatch Center.
9	2	Monitor - 20" viewable area, measured diagonally Fine Pitch Trinitron Color Monitor



SecureNet, Inc.

3440 Sojourn
Suite 240
Carrollton, TX 75006
(972)248-4949 Fax (972)248-2220

PROPOSAL

Client Information

Name **Town of Addison**
Address **16801 Westgrove
Carrollton, TX 75006**
Attn: **Jeff Markowitz**
Reference: **Addison Tunnel**

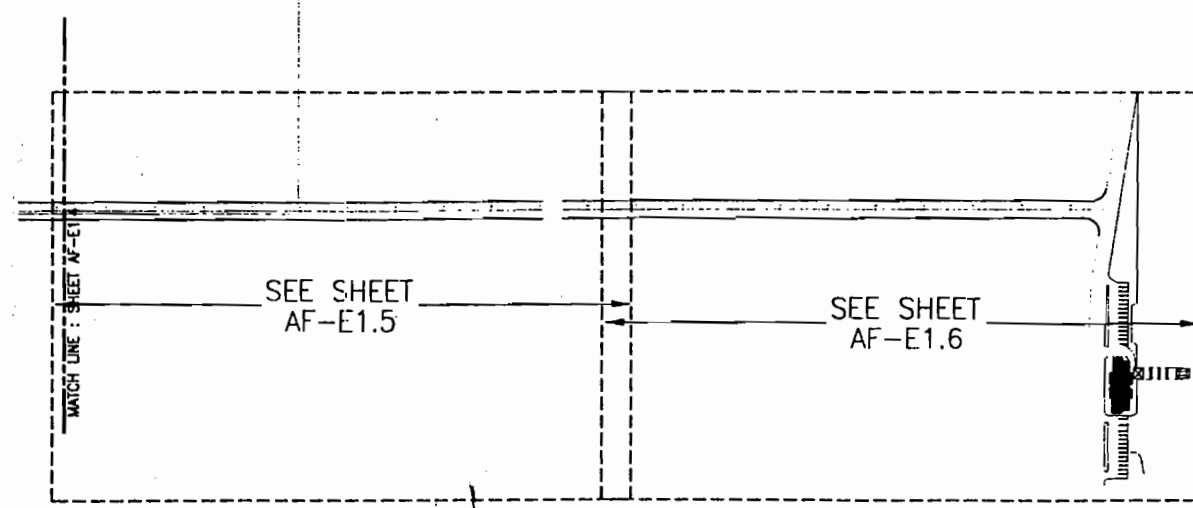
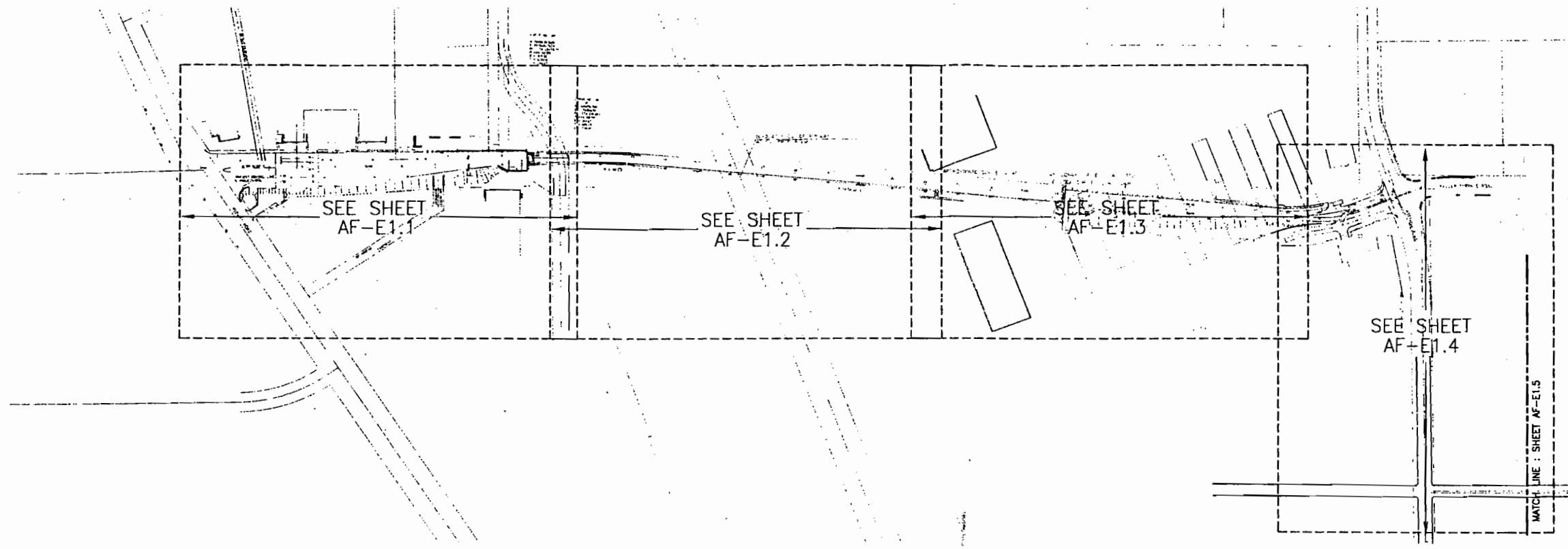
Base Bid

TOA

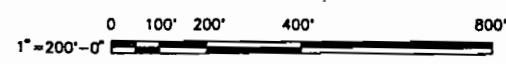
Page: 2

Date : **February 9, 2000**
Eq.Terms : **Billed Upon Storage**
Labor Terms : **Billed Progressively**
Freight : **FOB Shipping Point**

No	Qty	Description
10	2	Yoke Style Monitor Bracket for 20" Monitor - (Includes Suspended Ceiling Brackets or Structural Ceiling Brackets)
11	1	Touch Tracker Keyboard - System RS232
<u>Maintenance Summary</u>		
SecureNet, Inc.'s Standard warranty is twelve (12) months on parts and three (3) months on labor for the hardware installation and twelve (12) months of normal business hours support on the software installation, if applicable. The Warranty will commence upon the earlier of customer acceptance or established beneficial use.		
		Equipment Total \$16,567.58
		Engineering 280.00
		Training 280.00
		Miscellaneous Materials 258.69
		Shipping & Handling 344.90
		Installation 3,360.00
		Total \$21,091.17
* Any applicable taxes will be added at time of invoicing.		



1 KEY PLAN
SCALE: 1" = 200'-0"

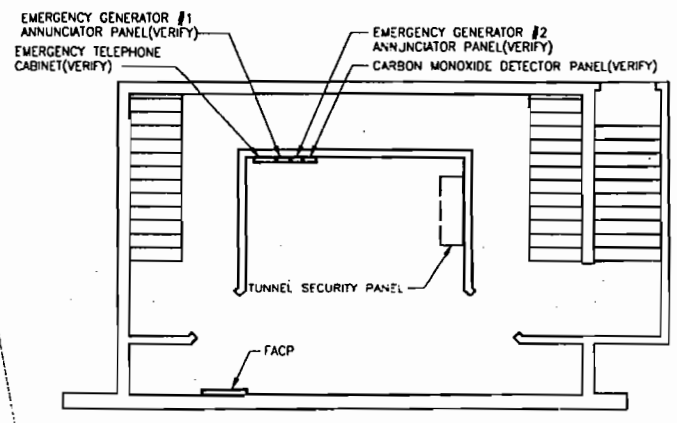


AF-E1.0

EXHIBIT 2
THE CABLE ROUTE
Page 1 of 10



NO	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
ELECTRICAL OVERALL SITE PLAN			
ABLINNE CORPORATION 8700 PARK CENTRAL DRIVE 18 TH FLOOR DALLAS TEXAS 75201 TEL. 972 750-8200			SECTION XIII
CHECKED	NLR	DATE 2/3/98	DESIGNED _____ DATE _____
CHECKED	DATE	SCALE 1" = 200'-0"	
CONTRACT NO. DNT-378		SHEET 3 OF 17	



2 ELECTRICAL ROOM
SCALE: N.T.S.



FOR WORK IN THE ADDISON TOLL PLAZA AREA, REFER TO 1/AF-E4.1

TUNNEL SECURITY CABINET IN ADDISON AIRPORT TUNNEL TOLLWAY ELECTRICAL ROOM. REFER 1/AF-E6.1, KEYNOTE 5.

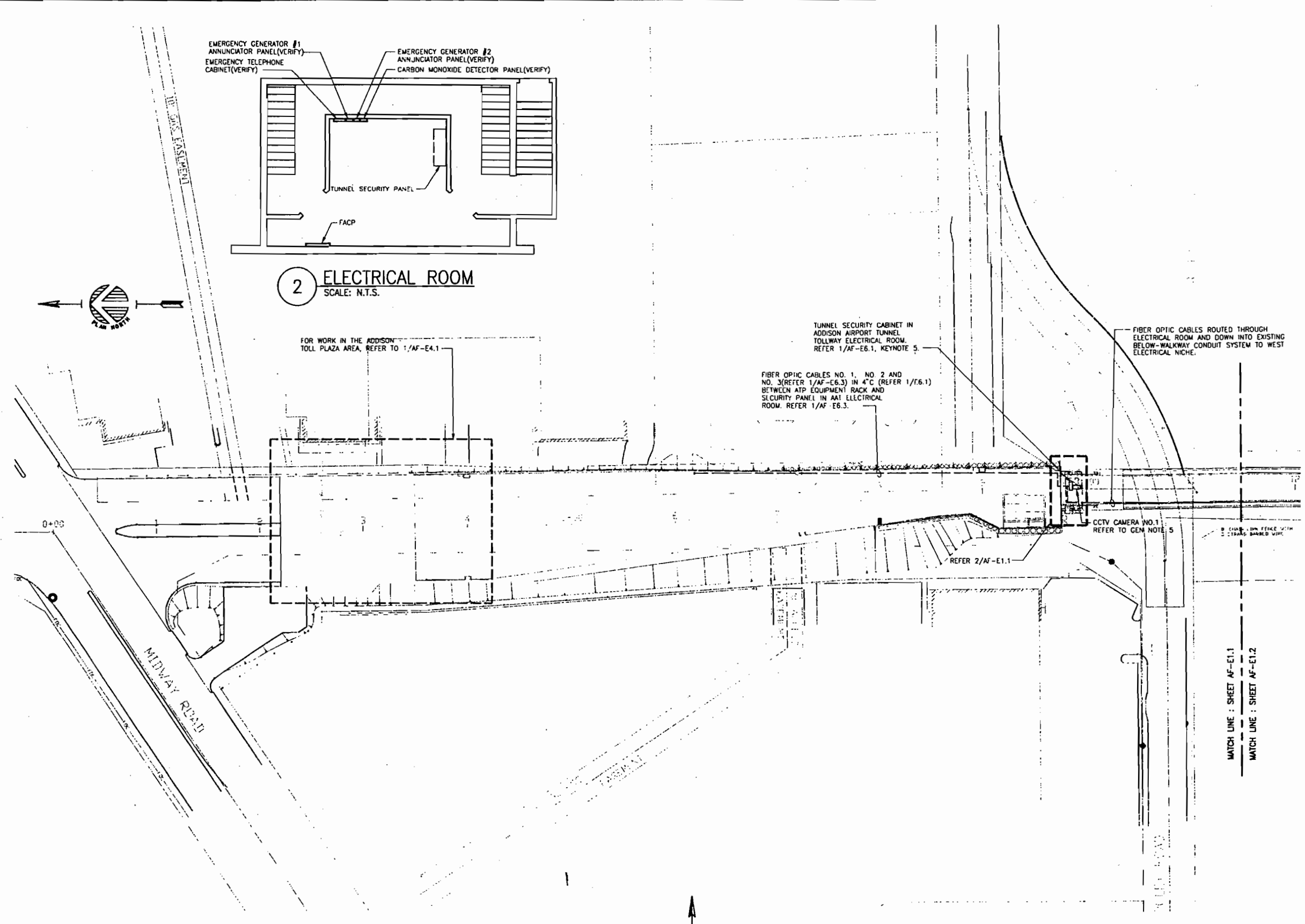
FIBER OPTIC CABLES NO. 1, NO. 2 AND NO. 3 (REFER 1/AF-E6.3) IN 4" C (REFER 1/E6.1) BETWEEN ATP EQUIPMENT RACK AND SECURITY PANEL IN AAT ELECTRICAL ROOM. REFER 1/AF-E6.3.

FIBER OPTIC CABLES ROUTED THROUGH ELECTRICAL ROOM AND DOWN INTO EXISTING BELOW-WALKWAY CONDUIT SYSTEM TO WEST ELECTRICAL NICHE.

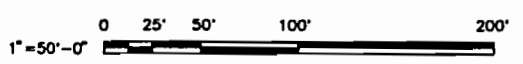
CCTV CAMERA NO. 1
REFER TO GEN NOTE 5

REFER 2/AF-E1.1

MATCH LINE : SHEET AF-E1.1
MATCH LINE : SHEET AF-E1.2



1 FLOOR PLAN
SCALE: 1" = 50'-0"



AF-E1.1

GENERAL NOTES

1. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/E6.3 FOR FIBER OPTIC CABLE INFORMATION. ALL OUTDOOR CABLE TO BE ROUTED AERIALLY, UNLESS NOTED OTHERWISE.
2. REFER FIBER OPTIC RISER DIAGRAM 1/E6.1 FOR CONDUIT USAGE AND APPLICATIONS.
3. REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/F6.7 FOR EQUIPMENT REQUIREMENTS.
4. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.
5. TUNNEL CCTV SURVEILLANCE EQUIPMENT PROVIDED BY CONTRACTOR. REFER TO DETAIL 2/E6.1 FOR CCTV CAMERA DEVICE LOCATION AND CIRCUITRY. INSTALL CAMERA PER DETAIL 3/E6.1.

EXHIBIT 2 - Page 2 of 10



NO.	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
ELECTRICAL PARTIAL SITE PLAN			
AIRTRAC CORPORATION 8700 PARK CENTRAL DRIVE 15 TH FLOOR DALLAS TEXAS 75201 TEL. 972 782-2000			SECTION XIII
CHECKED	WAE	DATE	2/3/99
CHECKED	DATE	DESIGNED	DATE
		SCALE	1" = 50'-0"
CONTRACT NO. DNT-376			SHEET 4 OF 17

GENERAL NOTES

1. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR FIBER OPTIC CABLE INFORMATION. ALL OUTDOOR CABLE TO BE ROUTED AERALLY, UNLESS NOTED OTHERWISE.
2. REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS.
3. REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS.
4. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.
5. TUNNEL CCTV SURVEILLANCE EQUIPMENT PROVIDED BY CONTRACTOR. REFER TO DETAIL 2/AF-E6.1 FOR CCTV CAMERA DEVICE LOCATION AND CIRCUITRY. INSTALL CAMERA PER DETAIL 3/AF-E6.1.

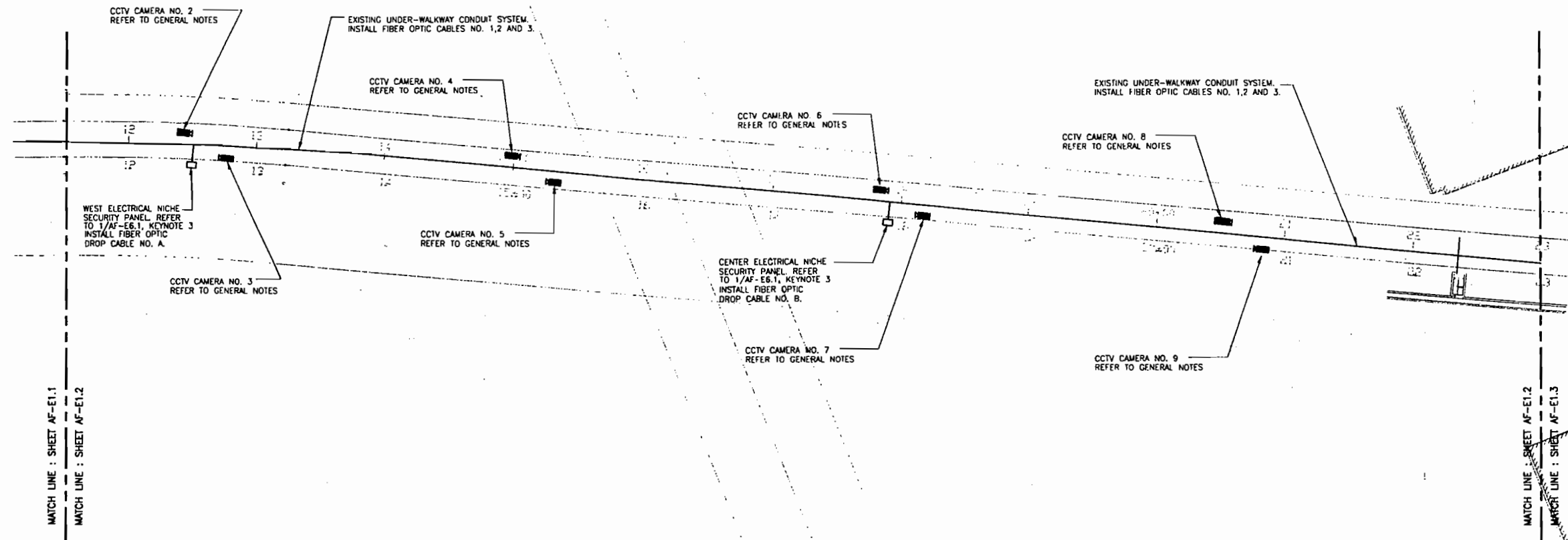


EXHIBIT 2 - Page 3 of 10



NO.	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
ELECTRICAL PARTIAL SITE PLAN			
AMERISE CORPORATION 8700 FAIR CENTRAL DRIVE 8TH FLOOR DALLAS TEXAS 75248 TEL. 972 788-2008			SECTION XIII
CHECKED: NLR	DATE: 2/3/98	DESIGNED:	DATE:
CHECKED:	DATE:	SCALE:	1" = 20'-0"
CONTRACT NO. DNT-376		SHEET 5 OF 17	



1 PARTIAL SITE PLAN
SCALE: 1" = 50'-0"



AF-E1.2

GENERAL NOTES

1. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR FIBER OPTIC CABLE INFORMATION. ALL OUTDOOR CABLE TO BE ROUTED AERIALLY, UNLESS NOTED OTHERWISE.
2. REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS.
3. REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS.
4. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.
5. TUNNEL CCTV SURVEILLANCE EQUIPMENT PROVIDED BY CONTRACTOR. REFER TO DETAIL 2/AF-E6.1 FOR CCTV CAMERA DEVICE LOCATION AND CIRCUITRY. INSTALL CAMERA PER DETAIL 3/AF-E6.1.

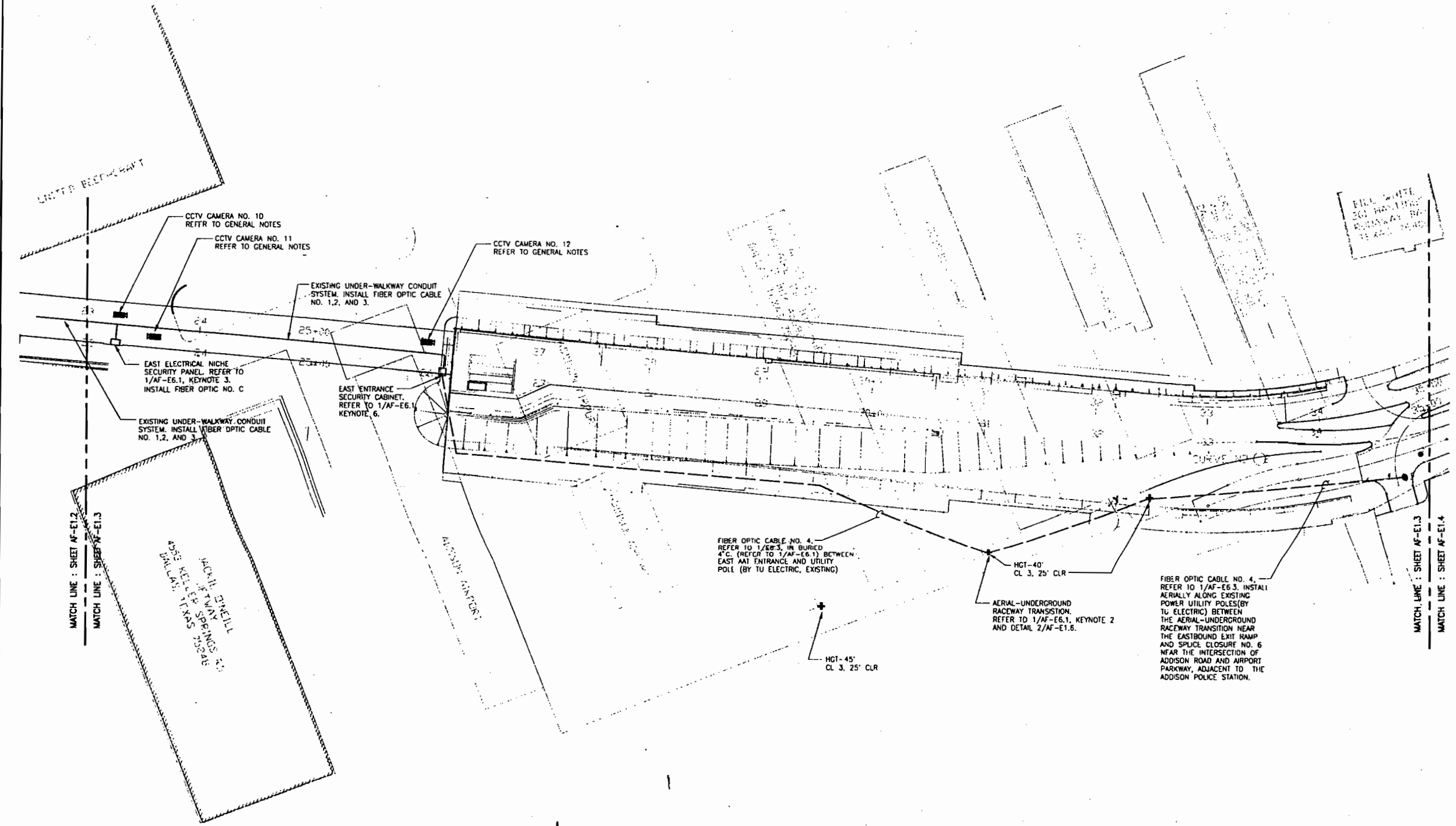


EXHIBIT 2 - Page 4 of 10



NO.	REVISION	BY	DATE

**NORTH TEXAS TOLLWAY AUTHORITY
ADDISON AIRPORT TUNNEL
FIBER OPTIC COMM. BACKBONE**

**ELECTRICAL
PARTIAL
SITE PLAN**

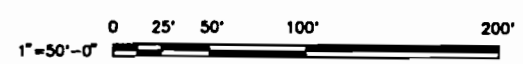
<small>AGUIRRE</small> AGUIRRE CORPORATION 8705 PARK CENTRAL DRIVE 15 TH FLOOR DALLAS TEXAS 75241 TEL: 972 798-8208	SECTION XIII
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CHECKED: <u>MLR</u> DATE: <u>2/3/99</u>	DESIGNED: _____ DATE: _____
CHECKED: _____ DATE: _____	SCALE: <u>1" = 20'-0"</u>

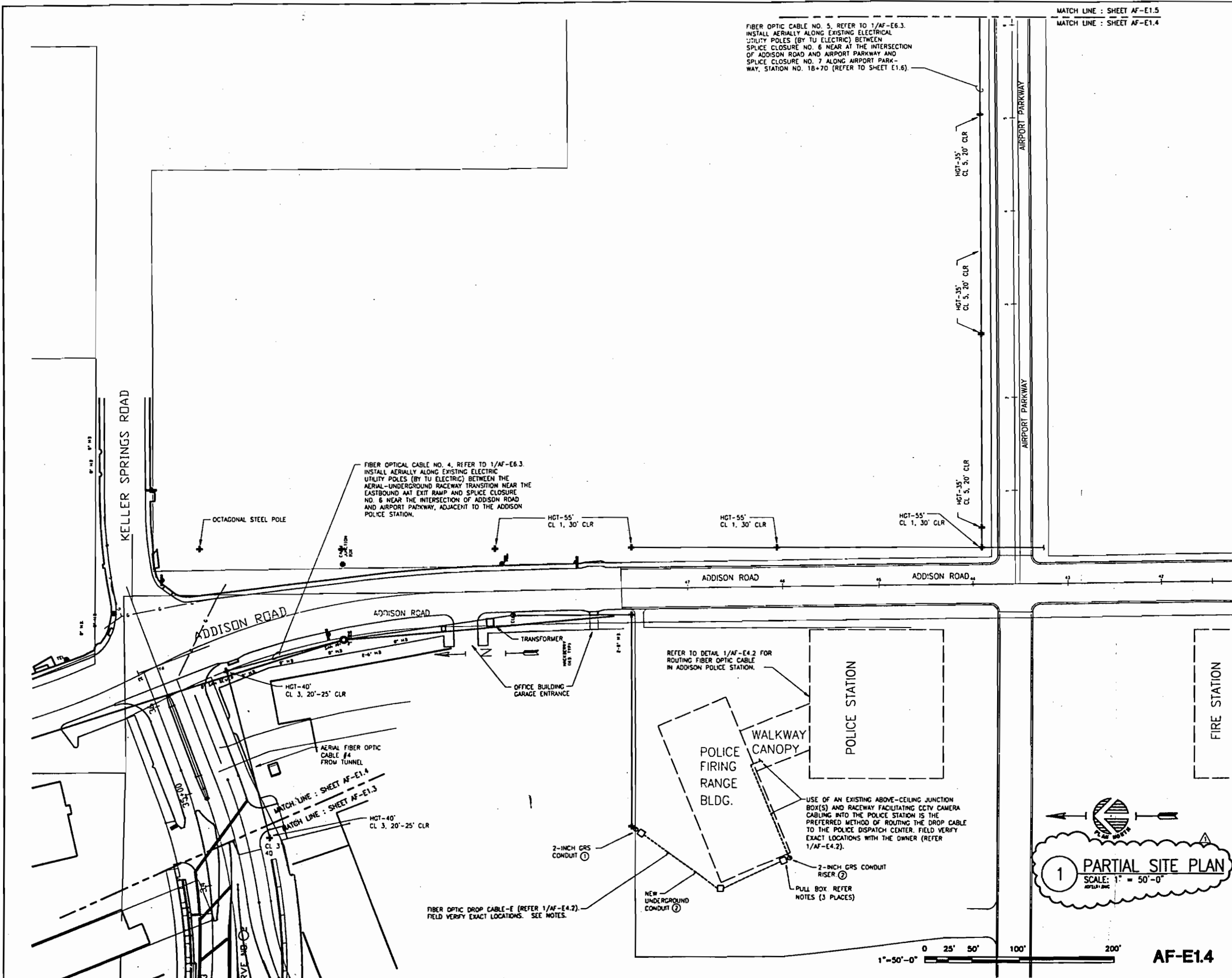
CONTRACT NO. DNT-376 SHEET 6 OF 17



1 PARTIAL SITE PLAN
SCALE: 1" = 50'-0"



AF-E1.3

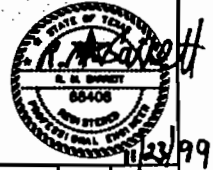


- GENERAL NOTES**
- REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS
 - REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS
 - REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.

- NOTES BY SYMBOL 'O'**
- PROVIDE AERIAL-TO-GROUND TRANSITION RISER USING 2-INCH GRS CONDUIT FROM GRADE TO AT LEAST 10' ABOVE FINISHED GRADE. PROVIDE WEATHERHEAD ATOP RISER AND PROVIDE DRIP LOOP AT AERIAL-TO-RISE CABLE ENTRY. SEAL AERIAL RISER ENTRY AFTER CABLE INSTALLATION.
 - PROVIDE 2-INCH CONDUIT BORED BELOW EXISTING DRIVEWAY BETWEEN EXISTING UTILITY POLE AND NEW RISER CONDUIT AT CORNER OF POLICE FIRING RANGE BUILDING. BELOW GROUND CONDUIT BURIAL DEPTH SHALL BE PER NEC. FIELD VERIFY EXACT ROUTING WITH THE OWNER
 - PROVIDE PULL BOXES AS NECESSARY TO FACILITATE SAFE INSTALLATION OF FIBER OPTIC CABLE IN FINISHED RACEWAY. PULL BOX SIZES SHALL BE ATLEAST AS REQUIRED BY THE NEC TO ACCOMMODATE THE ATTACHED CONDUITS
 - PROVIDE GROUND-TO-ABOVE CEILING TRANSITION RISER USING 2-INCH GRS CONDUIT. ATTACH RISER FIRMLY TO BUILDING EXTERIOR. PROVIDE WEATHER PROOFED ENTRY INTO EXISTING BUILDING.

EXHIBIT 2 - Page 5 of 10

1 PARTIAL SITE PLAN
SCALE: 1" = 50'-0"



REVISION	DATE	BY
REVISED PLAN	11-23-99	

NORTH TEXAS TOLLWAY AUTHORITY
ADDISON AIRPORT TUNNEL
FIBER OPTIC COMM. BACKBONE

ELECTRICAL
PARTIAL
SITE PLAN

ADAMS CORPORATION 8700 PARK CENTRAL DRIVE 15 TH FLOOR DALLAS TEXAS 75248 TEL. 972 750-8888	SECTION XIII
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CHECKED BY: WMC	DATE: 3/3/99	DESIGNED BY: [Blank]	DATE: [Blank]
CHECKED BY: [Blank]	DATE: [Blank]	SCALE: 1" = 50'-0"	
CONTRACT NO. DNT-376		SHEET 7 OF 17	

GENERAL NOTES

1. REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS.
2. REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS.
3. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.

FIBER OPTIC CABLE NO. 4, REFER TO 1/AF-E6.3. INSTALL AERIALLY ALONG EXISTING ELECTRIC UTILITY POLES (BY TU ELECTRIC) BETWEEN SPLICE CLOSURE NO. 6 AT THE INTERSECTION OF ADDISON ROAD AND AIRPORT PARKWAY (REFER TO SHEET E1.4) AND SPLICE CLOSURE NO. 7 ALONG AIRPORT PARKWAY, STATION NO. 18 + 70 (REFER TO SHEET E1.6).

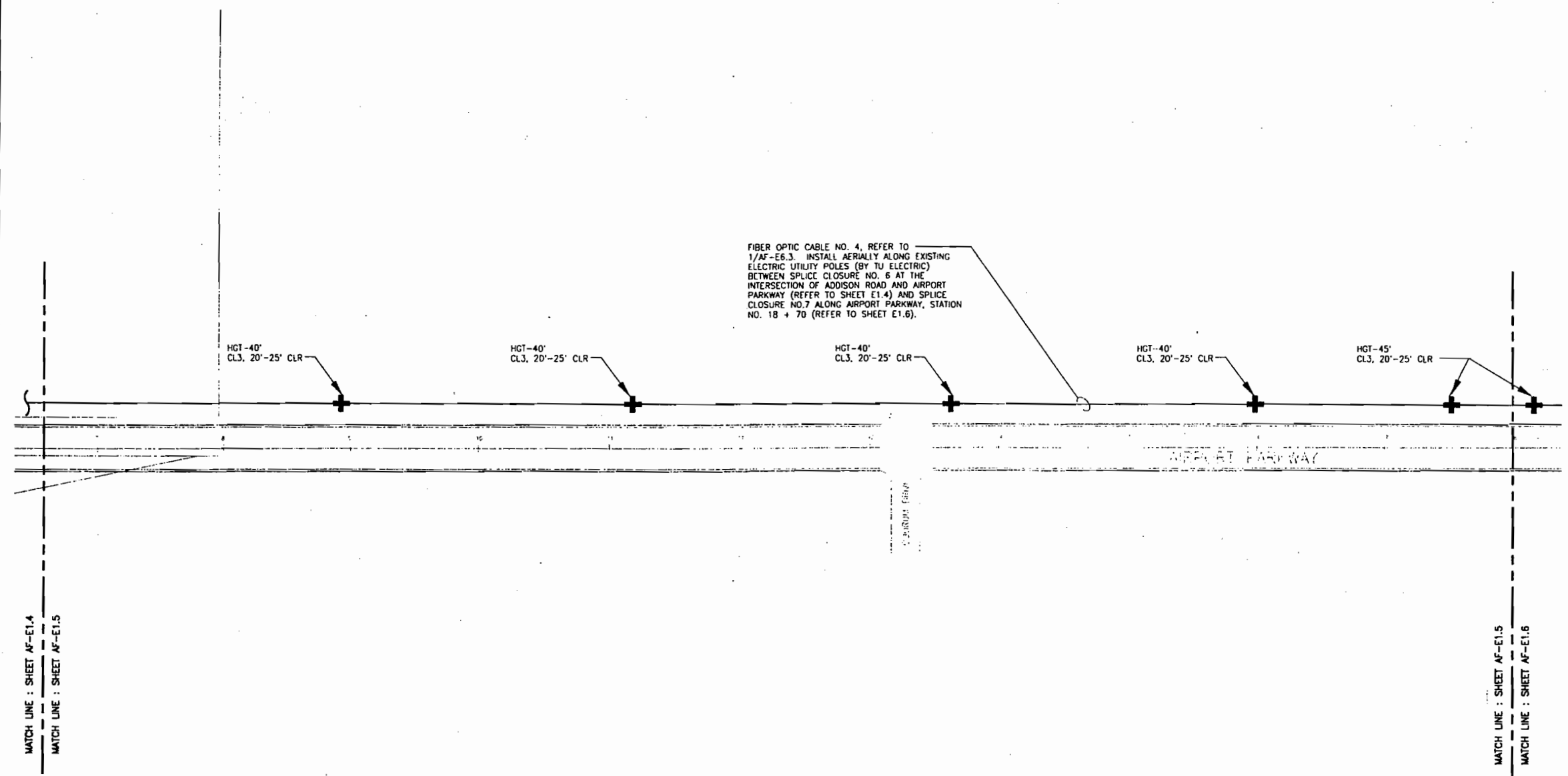
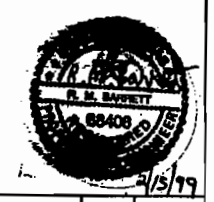
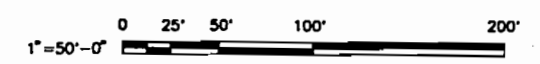


EXHIBIT 2 - Page 6 of 10



1 PARTIAL SITE PLAN
SCALE: 1" = 50'-0"



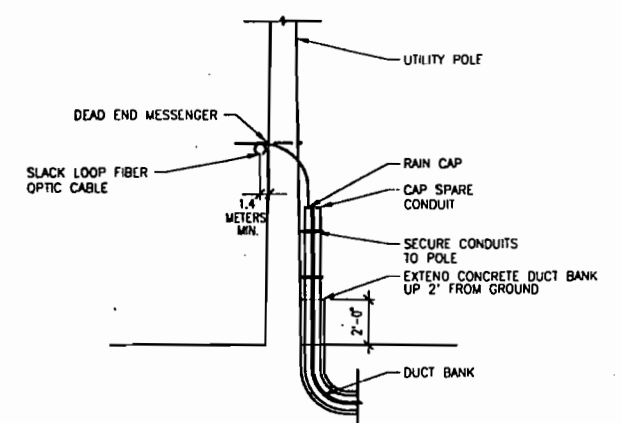
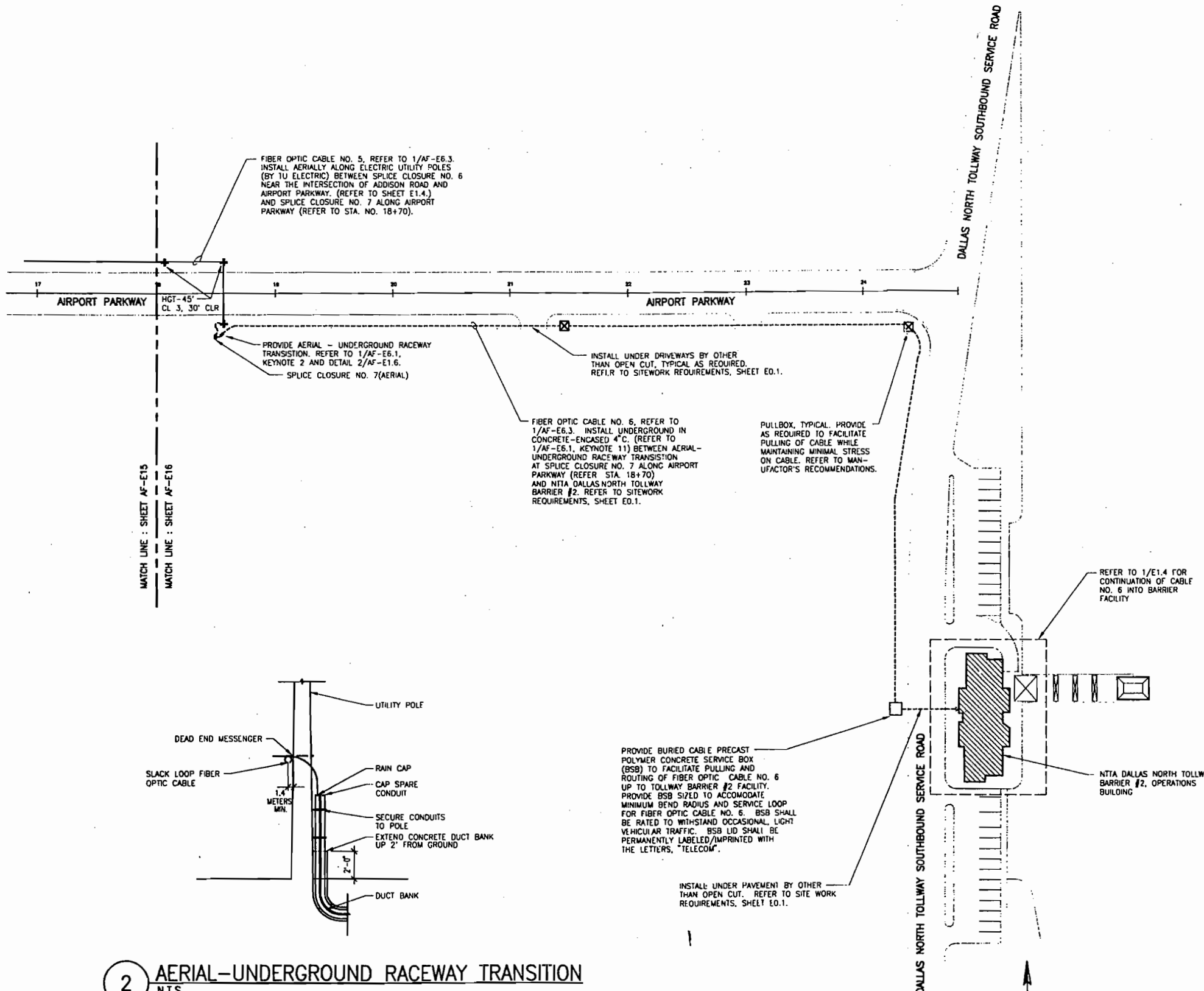
AF-E1.5

NO.	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
ELECTRICAL PARTIAL SITE PLAN			
ADELPHI CORPORATION 8200 PARK CENTRAL DRIVE 16 TH FLOOR DALLAS TEXAS 75201 TEL. 972 750-1000			SECTION XIII
CHECKED	MLR	DATE	2/3/99
DESIGNED		DATE	
CHECKED		DATE	
		SCALE	1" = 20'-0"
CONTRACT NO. DNT-376		SHEET	8 OF 17

GENERAL NOTES

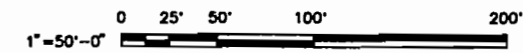
1. REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS.
2. REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS.
3. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.

EXHIBIT 2 - Page 7 of 10



2 AERIAL-UNDERGROUND RACEWAY TRANSITION
N.T.S.

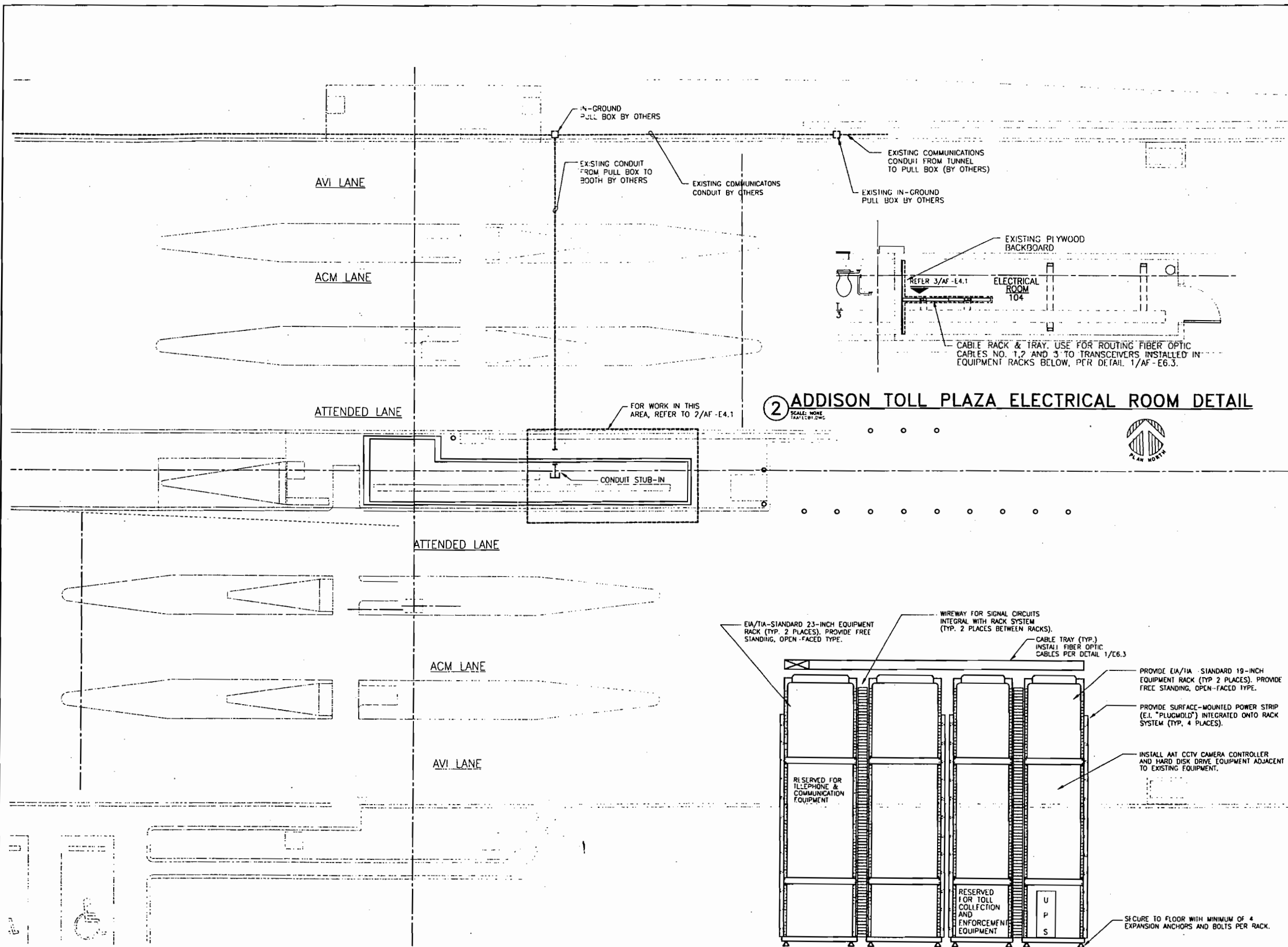
1 PARTIAL SITE PLAN
SCALE: 1" = 50'-0"



AF-E1.6



NO.	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
ELECTRICAL PARTIAL SITE PLAN			
ABLURNE CORPORATION 82700 PARK ORBITAL DRIVE 16 TH FLOOR DALLAS TEXAS 75241 TEL. (972) 798-9000			SECTION XIII
CHECKED	NLR	DATE	2/2/99
CHECKED		DATE	
DESIGNED		DATE	
SCALE		1" = 20'-0"	
CONTRACT NO. DNT-376			SHEET 9 OF 17



GENERAL NOTES

1. ADDISON TOLL PLAZA EQUIPMENT RACK SHALL BE PROVIDED BY THIS CONTRACT.
2. REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS IN TOLL PLAZA AREA.
3. REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS IN TOLL PLAZA AREA.
4. REFER TO FIBER OPTIC COMMUNICATIONS SCHEDULE DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING IN TOLL PLAZA AREA.

2 ADDISON TOLL PLAZA ELECTRICAL ROOM DETAIL
SCALE: NONE
DATE: 2/2/99

3 ADDISON TOLL PLAZA EQUIPMENT RACK
SCALE: NONE
DATE: 2/2/99

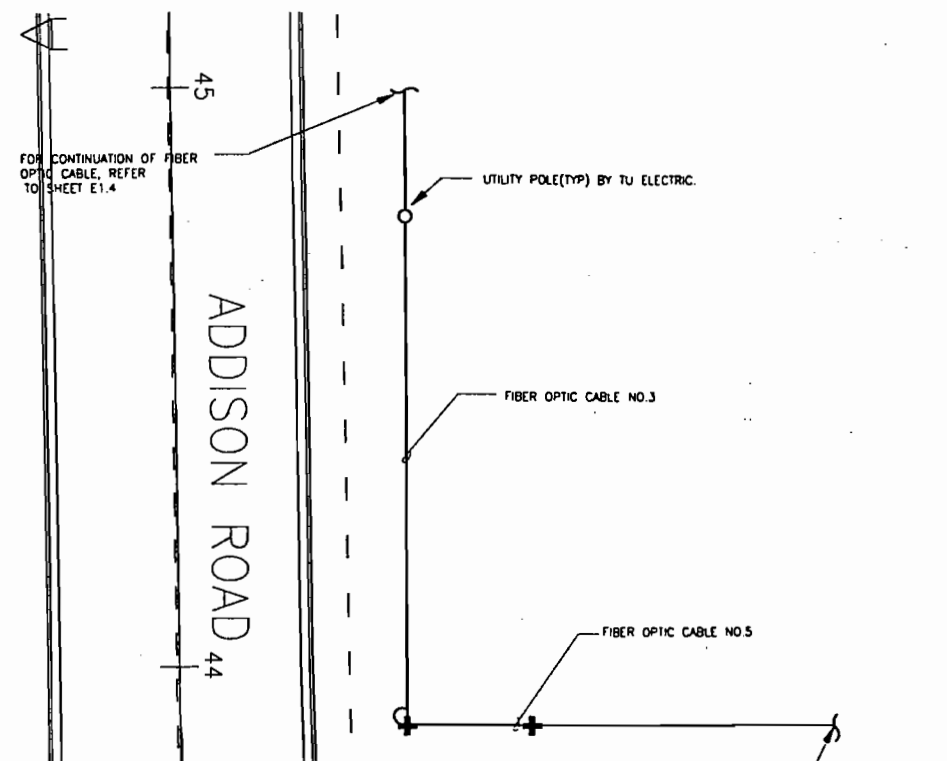
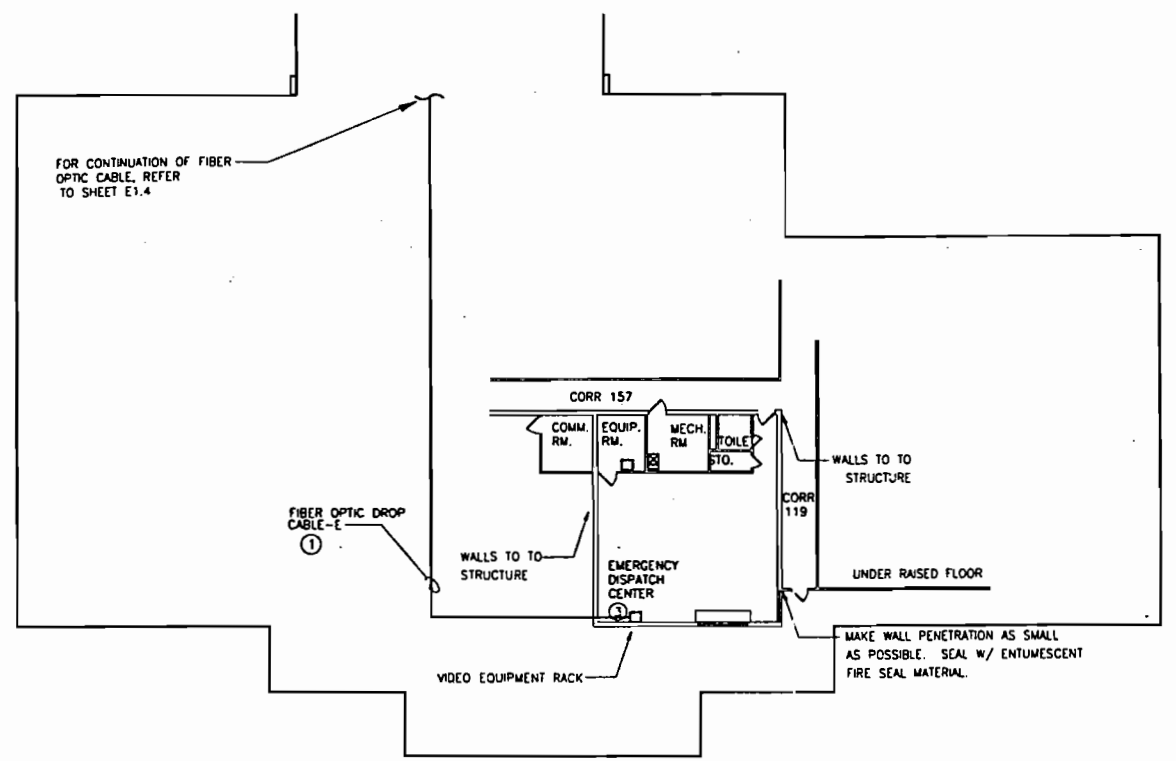
1 EXISTING UNDERGROUND CONDUIT AT ADDISON TOLL PLAZA BUILDING SITE
SCALE: 1" = 8'-0"
DATE: 2/2/99

EXHIBIT 2 - Page 8 of 10



NO.	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
FIBER OPTIC ELECTRICAL ADDISON TOLL PLAZA SITE			
AGUILERA CORPORATION 18700 PARK CENTRAL DRIVE 18TH FLOOR DALLAS, TEXAS 75248 TEL: 972-750-0000			SECTION XIII
CHECKED: RLD	DATE: 2/2/99	DESIGNED: WRW	DATE:
CHECKED:	DATE:	SCALE: 1" = 10'-0"	
CONTRACT NO. DNT-376		SHEET 16 OF 17	

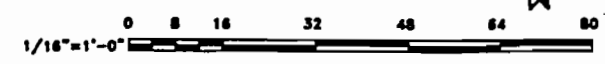
AF-E4.1



- GENERAL NOTES**
- REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR FIBER OPTIC CABLE INFORMATION. ALL OUTDOOR CABLE TO BE ROUTED AERIALLY, UNLESS NOTED OTHERWISE.
 - REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS.
 - REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS.
 - REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.

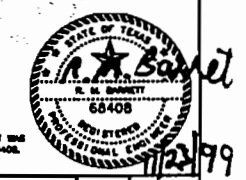
- KEY NOTES BY SYMBOLS 'O'**
- ROUTE DROP CABLE TO DISPATCH CENTER IN EXISTING RACEWAY FACILITATING CCTV CAMERA CABLING WATER TIGHT PENETRATION VERIFY LOCATION WITH OWNER. USE PLENUM-RATED CABLE PER THE NEC. PROVIDE CABLE WITH DRIP LOOP AT POLE FIELD VERIFY EXACT LOCATION AND ROUTING.
 - DELETED.
 - ROUTE CABLE INTO REAR OF NEW VIDEO EQUIPMENT RACK PROVIDED BY THE CONTRACTOR (VERIFY LOCATION WITH OWNER). INSTALL CONNECTORS ON EACH CABLE AND TERMINATE TO VOR MIX EQUIPMENT PER FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3. CAP SPARE CONNECTORS AND STOW FIBERS FOR FUTURE USE BY OTHERS.

1 ADDISON POLICE STATION
SCALE: 1" = 16'-0"



AF-E4.2

EXHIBIT 2 - Page 9 of 10



REVISION	NO.	DATE	BY
REVISED PLAN		11-23-99	
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
FIBER OPTIC ELECTRICAL ADDISON POLICE DEPT BUILDING.			
ASHURVE CORPORATION 8700 PARK CENTRAL BLVD 15 TH FLOOR DALLAS TEXAS 75248 TEL: 972 700-1000			SECTION XIII
DRAWN BY	DATE	CHECKED BY	DATE
	2/2/99		
SCALE AS INDICATED			
CONTRACT NO. DNT-376 SHEET 11 OF 17			

GENERAL NOTES

1. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR FIBER OPTIC CABLE INFORMATION. ALL OUTDOOR CABLE TO BE ROUTED AERIALLY, UNLESS NOTED OTHERWISE.
2. REFER FIBER OPTIC RISER DIAGRAM 1/AF-E6.1 FOR CONDUIT USAGE AND APPLICATIONS.
3. REFER OVERALL SYSTEMS COMMUNICATIONS DIAGRAM 1/AF-E6.2 FOR EQUIPMENT REQUIREMENTS.
4. REFER TO FIBER OPTIC COMMUNICATIONS SCHEMATIC DIAGRAM 1/AF-E6.3 FOR INSTALLATION AND TERMINATION OF FIBER OPTIC CABLING.

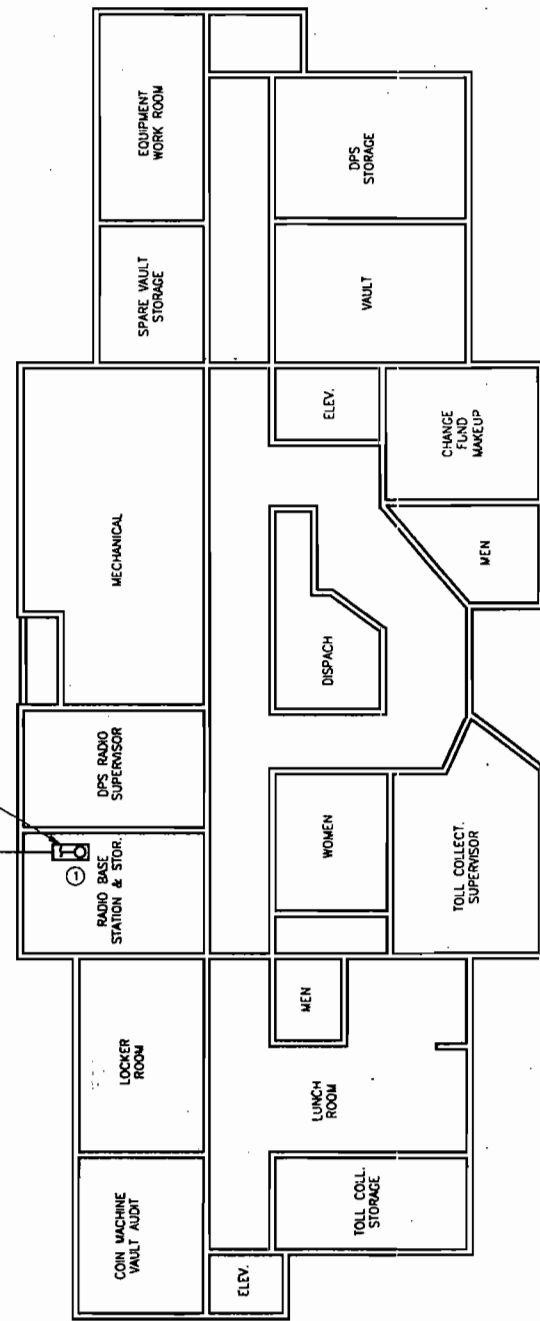
NOTES BY SYMBOL 'O'

- ① THE CONTRACTOR SHALL FOLLOW THE ROUTING OF EXISTING COMMUNICATION/SYSTEMS CABLING TO INSTALL FIBER OPTIC CABLE NO. 6 FROM TOLL COLLECTION EQUIPMENT ROOM #205 ON THE SECOND FLOOR TO ITS POINT OF ENTRY OUTSIDE THE RADIO BASE STATION AND STORAGE ROOM ON THE FIRST FLOOR OR THE BARRIER #2 FACILITY.
- ② REFER TO 1/AF-E7.1 FOR NEW VIDEO EQUIPMENT REQUIREMENT. VERIFY LOCATION WITH OWNER.

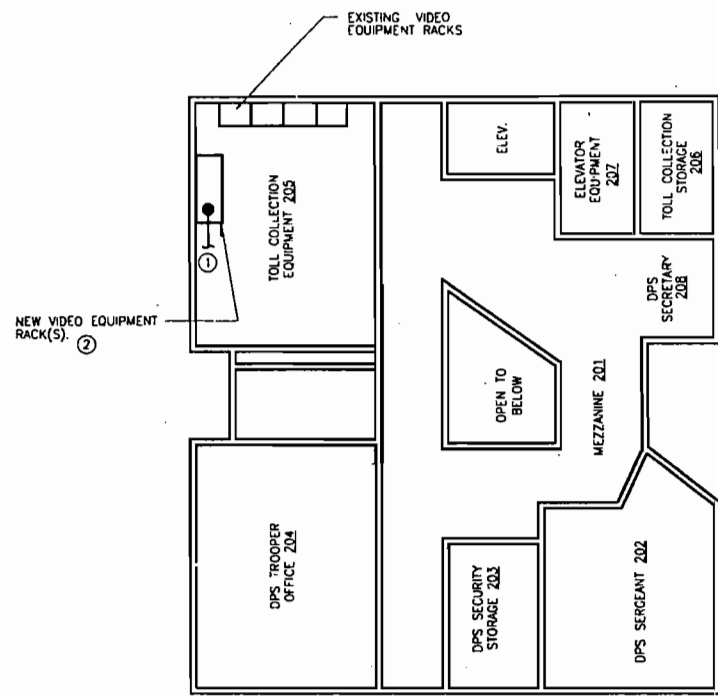
EXHIBIT 2 - Page 10 of 10

CONTINUE ROUTING OF FIBER OPTIC CABLE NO. 6 TO NEW VIDEO EQUIPMENT RACKS AND TERMINATE TO OPTICAL TRANS-CEIVERS (REFER GENERAL NOTES). VERIFY EQUIPMENT RACK LOCATIONS WITH OWNER.

REFER TO 1/AF-E1.6 FOR CONTINUATION OF FIBER OPTIC CABLE NO. 6 TO BSB ALONG TO DALLAS NORTH TOLLWAY SERVICE ROAD.



1 BARRIER 2 PLAZA: FIRST FLOOR ELECTRICAL PLAN
SCALE: 1/16"=1'-0"



2 BARRIER 2 PLAZA: SECOND FLOOR ELECTRICAL PLAN
SCALE: 1/16"=1'-0"



AF-E4.3



NO.	REVISION	BY	DATE
NORTH TEXAS TOLLWAY AUTHORITY ADDISON AIRPORT TUNNEL FIBER OPTIC COMM. BACKBONE			
FIBER OPTIC ELECTRICAL BARRIER 2 PLAZA			
AGRICULTURE CORPORATION 15700 PARK CENTRAL DRIVE 15 TH FLOOR DALLAS TEXAS 75244 TEL. 972 750-2200			SECTION XIII
CHECKED	RLD	DATE	2/2/99
CHECKED	DNT	DATE	
DESIGNED		JSL	DATE
SCALE		1/16"=1'-0"	
CONTRACT NO.		DNT-376	SHEET 12 OF 17

EXHIBIT 3
THE ADJACENT LAND
FIELD NOTE DESCRIPTION
NORTH TEXAS TOLLWAY AUTHORITY PROPERTY
ADDISON, DALLAS COUNTY, TEXAS
PARCEL 13-06B

BEING a portion of that called 1.736 acre tract or parcel of land being in the George Syms Survey, Abstract 1344, Dallas County, Texas, as conveyed to Texas Turnpike Authority, an agency of the State of Texas, whose statutory successor-in-interest under Acts 1997, 75th Texas Legislature, ch. 1171, is the North Texas Tollway Authority, a regional tollway authority, by the deed recorded in Volume 96197, Page 04724, of the Deed Records of Dallas County, Texas, and being more particularly described as follows (Basis of bearings is Texas State Plane NAD83 as determined from monumentation found on Addison Airport runway centerline):

COMMENCING at the intersection point of the northerly line of Keller Springs Road (a variable width right-of-way, at this point) with the westerly line of Dooley Road (a variable width right-of-way, at this point), said point being the southeast corner of said Texas Turnpike Authority parcel;

THENCE, North 00°32'09" West, along the westerly line of Dooley Road and easterly line of said Texas Turnpike Authority parcel, a distance of 38.84 feet to a set 5/8 inch iron rod for the Southeast corner and **POINT OF BEGINNING** of the herein described tract;

THENCE, South 89°16'08" West, leaving said line, a distance of 279.52 feet to a set 5/8 inch iron rod for corner in the easterly line of Lot B, Block B as shown on a plat entitled "Beltwood North, JWL Addition," as recorded in Volume 82073, Page 2483, in said Deed Records and conveyed to CB Institutional Fund VII, by the deed recorded in Volume 84061, Page 3143, of said Deed Records;

THENCE, North 00°32'09" West, along the common line between said Texas Turnpike Authority parcel and said Lot B, a distance of 231.53 feet to the northwest corner of said Texas Turnpike Authority parcel and the southwest corner of a tract of land as shown on a plat entitled "Mullins Addition," as recorded in Volume 84161, Page 3817, in said Deed Records and conveyed to Billy J. Mullins, Jr., by the deed recorded in Volume 90206, Page 0102, of said Deed Records, from which a found 1 inch iron rod bears North 88°44'37" East for 1.41 feet, and a found 1/2" iron rod bears North 69°50'13" East for 0.40 feet;

THENCE, North 89°14'00" East, leaving said common line, along the common line between said Texas Turnpike Authority parcel and said Mullins tract, a distance of 279.52 feet to the northeast corner of said Texas Turnpike Authority parcel, the southeast corner of said Mullins tract, and lying on the common line between Dooley Road and said Texas Turnpike Authority parcel, from which a found 3/8 inch iron rod bears South 74°03'36" West for 0.90 feet;

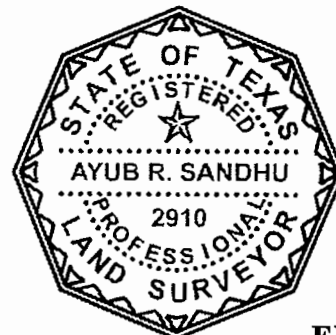
THENCE, South 00°32'09" East, leaving said line and along said common line between Dooley Road and said Texas Turnpike Authority parcel, a distance of 231.70 feet to the **POINT OF BEGINNING**, and containing 64,741 square feet, or 1.486 acres of land in the metes and bounds recited.

Note: A plat of even date herewith accompanies this description.

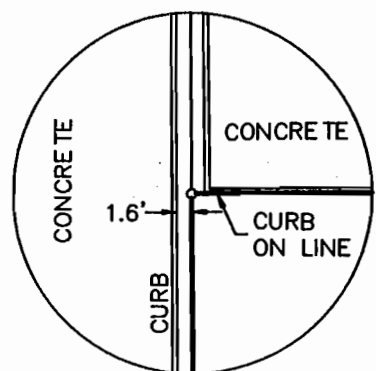
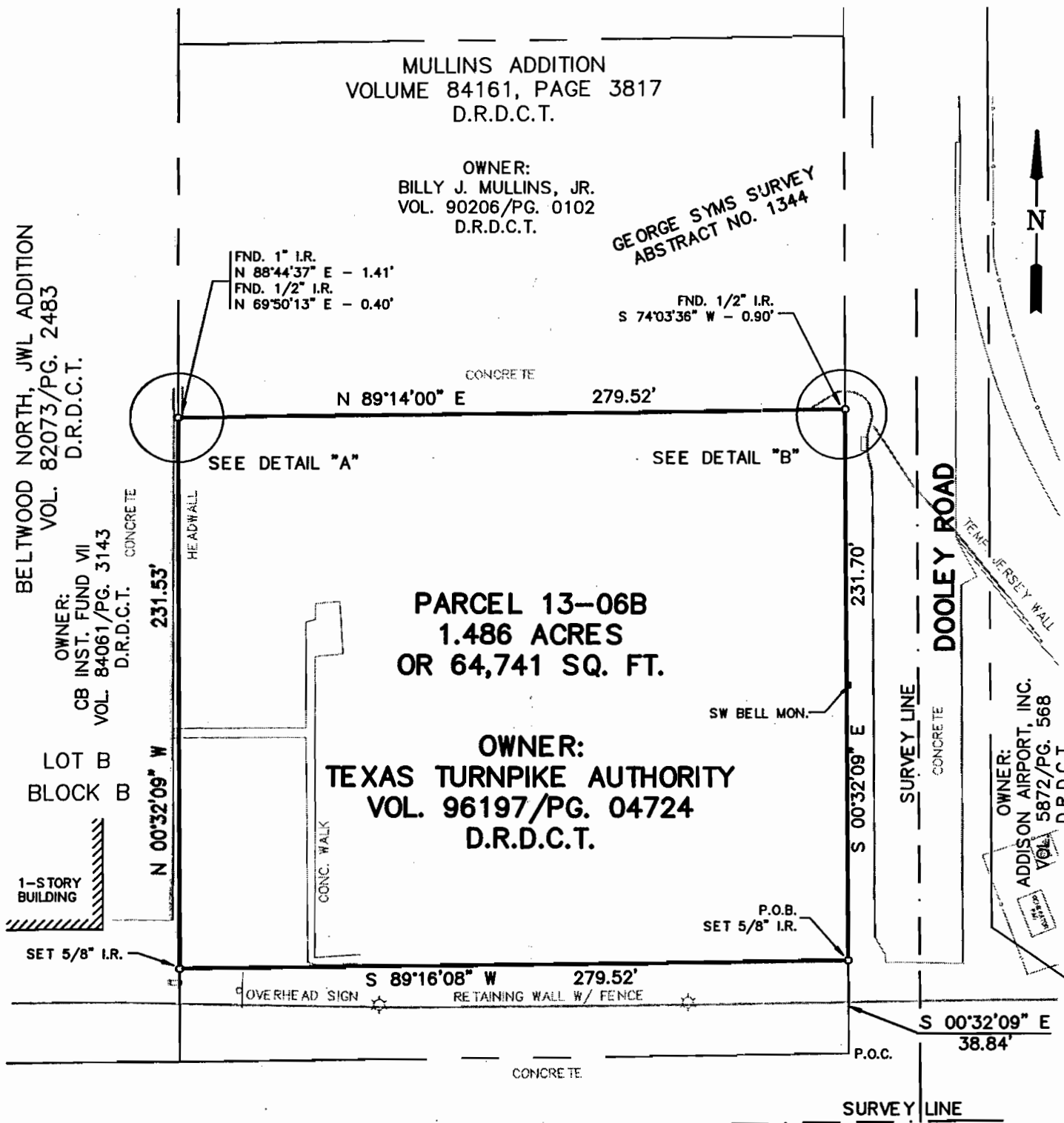
This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, R.P.L.S.
Texas Surveyor Registration No. 2910

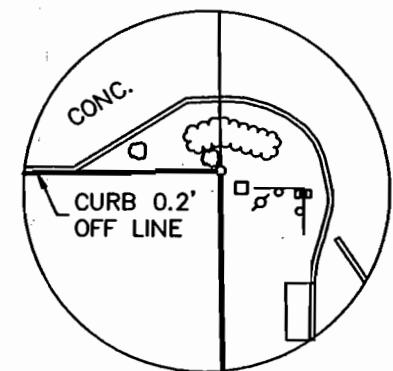
DATE: 1/27/00



Approval:
North Texas Tollway Authority Maria Borm 2/22/00



DETAIL "A"
1" = 20'



DETAIL "B"
1" = 20'

I CERTIFY THAT THIS PLAT CORRECTLY DELINEATES THE BOUNDARIES AND CORNERS OF THIS TRACT AS DETERMINED BY A CAREFUL AND ACCURATE SURVEY ON THE GROUND.

CERTIFIED Ayub R. Sandhu DATE: 1-27-00
AYUB R. SANDHU, ARS ENGINEERS, INC.
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2910

APPROVED John F. Becker DATE: 3/1/00
GENERAL CONSULTANT:

APPROVED Marabouma DATE: 2-29-00
NORTH TEXAS TOLLWAY AUTHORITY - DIRECTOR OF ENGINEERING

NOTE: A FIELD NOTES DESCRIPTION OF EVEN DATE
HEREWITH ACCOMPANIES THIS PLAT.

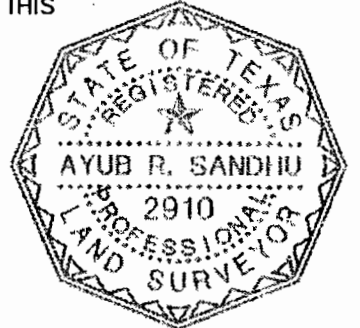


EXHIBIT 3 - Page 2 of 2

OWNER TEXAS TURNPIKE AUTHORITY		PARCEL DNT NO. 13-06B
NORTH TEXAS TOLLWAY AUTHORITY		
ADDISON TOLL TUNNEL BOUNDARY SURVEY		
ARS ENGINEERS, INC. CONSULTING ENGINEERS	DATE: 1/27/00	SCALE: 1"=60'

EXHIBIT 4
EASEMENT FOR ELECTRICAL EQUIPMENT
FIELD NOTE DESCRIPTION
EASEMENT FROM THE
CITY OF ADDISON, DALLAS COUNTY, TEXAS
TO THE NORTH TEXAS TOLLWAY AUTHORITY
PARCEL 13-04E1

BEING a description of a 0.080 acre (3,503 square foot) tract of land located in the William Lomax Survey, Abstract No. 792, City of Addison, Dallas County, Texas, and being out of the remainder of a called 365.34 acre tract of land conveyed to the City of Addison as evidenced by deed recorded in Volume 77010, Page 1391, of the Deed Records of Dallas County, Texas and being more particularly described by metes and bounds as follows (Basis of bearings is Texas State Plane NAD83 as determined from monumentation found on Addison Airport runway centerline):

BEGINNING at the most Southerly Southwest corner of said called 365.34 acre tract;

THENCE, North 56°37'15" West, along the Southwest line of said called 365.34 acre tract, a distance of 90.20 feet to a 5/8 inch iron rod set in the east Right of Way line of Dooley Road;

THENCE, North 00°32'09" West, along the common East Right of Way line of said Dooley Road and West line of said called 365.34 acre tract a distance of 44.37 feet to a 5/8 inch iron rod set for corner;

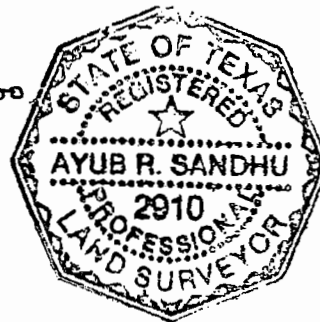
THENCE, North 89°27'51" East, departing said common line, a distance of 38.92 feet to a 5/8 inch iron rod set for corner;

THENCE, South 21°18'58" East, a distance of 101.29 feet to the **POINT OF BEGINNING**, and containing 3,503 square feet, or 0.080 acre of land in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 2/14/00



Approval: NTTA
Texas Turnpike Authority Mae Brown 2/15/00

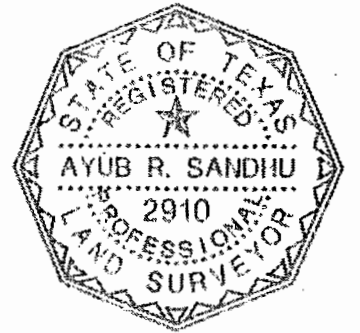
APPROVALS:

APPROVED Mark A. Brown DATE 2-15-00
North Texas Tollway Authority - Director of Engineering

APPROVED John F. Becker DATE 3/1/00
General Consultant:

I certify that this plat correctly delineates the boundaries and corners of this tract as determined by a careful and accurate survey on the ground.

CERTIFIED Ayub R. Sandhu DATE 2-14-00
Ayub R. Sandhu, A.R.S. Engineers, Inc.
Registered Professional Land Surveyor No. 2910



OWNER:
TEXAS TURNPIKE AUTHORITY
VOL. 96197/P.G. 04724
D.R.D.C.T.

PARCEL 13-04E1
0.080 ACRES
OR 3,503 SQ. FT.

OWNER:
CITY OF ADDISON
VOL. 77010/P.G. 1391
D.R.D.C.T.

KELLER SPRINGS

P.O.B.
PAR 13-04E1

SURVEY LINE

EDWARD COOK SURVEY
ABSTRACT NO. 326

EXHIBIT 4 - Page 2 of 2

LOT 1

OWNER:
MIDPARK NORTH JV
VOL. 91136/P.G. 1164
D.R.D.C.T.

MIDWAY PARK NORTH II
VOL. 83035/P.G. 1180
D.R.D.C.T.

W. H. WTT SURVEY
ABSTRACT NO. 1609

SURVEY LINE
DOOLEY ROAD

OWNER: CITY OF ADDISON PARCEL DNT NO. 13-04E1

NORTH TEXAS TOLLWAY AUTHORITY

ADDISON TOLL TUNNEL
UTILITY EASEMENT PLAT

ARS ENGINEERS, INC.
CONSULTING ENGINEERS

DATE: 1-28-00

SCALE: 1"=40'

NOTES:

* DENOTES "5/8 INCH IRON ROD SET" UNLESS OTHERWISE INDICATED.

ALL BEARINGS IS TEXAS STATE PLANE NAD83
AS DETERMINED FROM MONUMENTATION FOUND ON
ADDISON AIRPORT RUNWAY CENTERLINE.

EXHIBIT 5
DESCRIPTION OF THE ELECTRICAL EQUIPMENT

**Listing of Equipment located within Easement adjacent to Tunnel West Portal
(within limits of Exhibit 4, Parcel DNT No. 13-04E1)**

- 1 – Texas Utilities electrical transformer, ground mounted**
- 2 – 500 kW natural gas generators, Cummins Model GTA 28GS**
- 1 – Texas Utilities distribution pole with attached ancillary equipment**

Above items are enclosed within 6' high chain link fence

- 1 – Texas Utilities 10,000 CFH natural gas meter**