

SPUI

Meet w CM, ACM

8-12-03

Dallas Co Grant \$800K+

We don't see need to do SPUI

We don't want to lose the grant

Consider a pedestrian bridge?

Dallas Co. has issued a call for SOQ,
for engineers for our SPUI (plus other projects)

An engnr will be assigned to our project

D. Holzwarth has said we have some
leeway in changing the scope of the project.

What do we gain from this
investment? What about utilities issues
(power lines) Should it be more than a bridge?
(like a park). There should be some other
value.

"Clean up" the intersection too

Staff should look at the challenges —

look at → Private street @ Marriott. Close to intersection?

1. Clean up intersection is good

We need to provide direction to consultant

Is the pedestrian traffic there?

Take another look at the SPUI. With

SPUI, what do you do with the
pedestrians?

Re-examine the goals of the project

Go up in Prestonwood Tower to observe

JRP

MIKE

DATE SUBMITTED: September 28, 2001
FOR COUNCIL MEETING: October 9, 2001

Council Agenda Item:

SUMMARY:

Authorization for Engineering Services related to Single Point Urban Interchange (SPUI) Study at intersection of Belt Line Road and Dallas North Tollway.

FINANCIAL IMPACT:

Budgeted Amount: Funds were budgeted, in the amount of \$2,500,000, in the Year 2000 General Obligation Bond Program, Project No. 12302.

Cost: \$113,422.00

BACKGROUND:

This project was established to design and construct the reconfiguration of the existing Belt Line Road/Dallas North Tollway interchange to act as a single intersection instead of two. The proposed improvements will allow the simultaneous operation of left turns for the east/west traffic and north/south traffic movements. In addition, it is anticipated that there will be a 15-20% improvement in efficiency in this intersection upon completion of the project. The firm of Carter & Burgess, Inc. submitted a proposal, in the amount of \$113,422, to perform the first phase of the proposed SPUI improvements. Through the selection process and submittal of Statements of Qualifications by several engineering firms, Carter & Burgess was selected. This first phase will consist of identifying and analyzing five geometric and operational approaches that will make a significant enhancement to the overall traffic operations in the intersection and develop several alternatives for design consideration. Subsequent phases of this project will include final design and construction services.

RECOMMENDATION:

It is recommended that Council authorize the City Manager to enter into a contract with Carter & Burgess, Inc., in the amount of \$113,422.00, for engineering services associated with the first phase of the Single Point Urban Interchange project.

September 20, 2001

Mr. Steve Chutchian, P.E.
Assistant City Engineer
Town of Addison
16801 Westgrove
Addison, TX 75001

Reference: Belt Line Road Intersection Improvements

Dear Mr. Chutchian:

Please find attached our proposed scope of services for this study. We have prepared this scope based on our discussions and negotiations with you and your staff. The cost proposal includes Carter & Burgess and Lee Engineering and effort by Quality Counts, a certified DBE firm.

If this proposal meets with your approval, please sign and return one copy to this office.

Sincerely,

CARTER & BURGESS, INC.



Bruce S. Russell, P.E.
Vice President

Attachments

021068010.L03.doc

ACCEPTED

Town of Addison

**Scope of Services
Intersection Improvements
Beltline Road at Dallas North Tollway
September 4, 2001**

The scope of services for Intersection Improvements to Beltline Road at the Dallas North Tollway includes planning, design and construction phase services. The intent of this scope is to identify and analyze geometric and operational improvements that will make a significant improvement to the overall traffic operations of the intersection and along Beltline Road. This scope will use previously conducted studies of this intersection as a basis for alternatives. These previous studies will be the basis for identifying alternatives; however, new traffic information including traffic counts, changes in land use, and changes in travel patterns in the immediate area will be included in the analysis.

This study will include five alternatives:

1. the base (existing) condition, also known as the no-build alternative;
2. one single-point diamond alternative with U-turns,
3. one single-point diamond alternative without U-turns;
4. a traditional diamond interchange alternative with geometric and operational improvements, and
5. one additional alternative.

Alternatives will consider options for pedestrian movements over the Dallas North Tollway and options for aesthetic enhancements.

The City will provide Carter & Burgess all available studies or plans including plans for city-owned utilities and traffic counts or timing plans for intersections along Beltline Road. Carter & Burgess will obtain relevant studies, traffic counts, plans, etc., from the City of Dallas.

Upon completion of the alternatives analysis phase, the City will select a recommended action for design and construction. Additions to this scope of services will be made for design and construction phase services. Additional right of way may be required at each of the four corners of the intersection. It may be necessary to relocate City- and Dallas-owned and private or franchise utilities.

Phase 1: Identify and Analyze Alternatives

Phase 1A:

- 1.1 Using results from previous intersection study by Parsons Transportation Group, identify alternatives for intersection improvements. Study alternatives will include five alternatives: the base (existing) condition, also known as the no-build alternative; one single-point diamond alternative with U-turns; one single-point diamond alternative without U-turns; a traditional diamond interchange alternative with geometric and operational improvements, and one additional alternative.
- 1.2 Collect additional traffic-related information including 24-hour traffic volumes and peak-period turning movement counts, signal timings, accident data, pedestrian movements, land uses, etc. Develop design volumes for use in traffic analyses. Coordinate with Addison and Dallas for respective data on accidents, land use, etc.

- 1.3 Collect plans of existing facilities in the immediately surrounding area including plans of Beltline Road, plans of the Dallas North Tollway and Dallas Parkway, utility locator plans, plans of various critical utilities, plats of adjacent developments, etc.
- 1.4 Supplement plans of existing facilities with field surveys. Determine locations of property corners for potentially impacted properties.

Complete Phase 1A (Tasks 1.1 through 1.4) within 90 calendar days of Notice to Proceed.

Phase 1B:

- 1.5 With City staff input, develop criteria to evaluate intersection improvements. Standards will include objective measures such as calculated total intersection delay, lengths of approach queues, additional right-of-way cost, and construction cost. Subjective measures may include incidental affects to adjacent property, affects to pedestrian movements, ability to effectively sign approaches, etc.
- 1.6 Analyze alternatives for operational, construction and traffic impacts.
- 1.7 Prepare draft findings report including recommended action. Draft findings will include description of alternatives, drawings of alternatives, estimated cost of construction, summary of traffic analyses including potential traffic improvements and impacts, required additional right of way, and utility impacts. Potential sources of funding will be identified.

Complete Phase 1B (Tasks 1.5 and 1.6) within 60 calendar days of completion of Phase 1A.

- 1.8 Meet with affected or involved parties and agencies including DART, Dallas, North Texas Tollway Authority, County of Dallas, utility companies, adjacent property owners. With the City of Addison, seek concurrence with recommendations from study from affected cities and agencies.
- 1.9 Meet with city staff at various times throughout project.

Phase 1C:

- 1.10 Present draft findings including recommended action to city staff for review and comment. Provide 10 copies of draft report.
- 1.11 Within two weeks of receipt of staff comments, incorporate comments, update analyses and prepare pre-final report for council review. Provide 15 copies of the pre-final report.
- 1.12 Present pre-final report to City Manager and/or City Council in workshop format.
- 1.13 Within two weeks of receipt of final council comments, complete and publish final report. Provide 15 copies of final report.

Phase 2: Design of Selected Alternative

The scope of construction for the Beltline Road intersection will be determined upon completion of Phase 1. The scope of services shall include the following:

- 2.1 Prepare final construction plans, specifications and estimates of selected alternative. Prepare roadway, drainage, bridge, retaining walls, and traffic signal, signing and pavement markings designs. Coordinate designs with adjacent private development and with city plans for Beltline Road. Prepare landscape and aesthetic enhancement plans, sidewalks and pedestrian features, traffic handling for construction, pavement markings, illumination and plans to adjust city-owned utilities. This scope does not include plans to adjust privately-owned or franchise utilities, or technical assistance in support of condemnation proceedings.
- 2.2 Obtain additional field information needed for design including soil boring data and geotechnical recommendations.
- 2.3 Meet with city staff at least monthly to review progress. As directed by city, coordinate plans with affected parties.
- 2.4 Prepare right-of-way documents for acquisition of additional right of way. Responsibility for acquisition for each parcel shall be determined at initiation of final design phase. Acquisition proceedings shall be coordinated with City of Dallas and NTTA as appropriate.
- 2.5 Carter & Burgess shall assist Addison in preparation of interlocal and/or interagency agreements as determined in Phase 1.
- 2.6 Submit to city for review and comment plans at approximately 35-percent level of completion. Plans shall identify significant construction items and include roadway geometry, location of structures, and overall drainage plan. The cost estimate from Phase 1 shall be updated and confirmed.
- 2.7 Submit to city for review and comment plans at approximately 65-percent level of completion. Plans shall include all roadway and drainage facilities, and traffic control facilities. Structural items shall be significantly detailed. A conceptual plan to handle traffic during construction shall be submitted. The construction cost estimate shall be updated. A draft outline of construction specifications and bidding documents shall be submitted.
- 2.8 As determined at initiation of final design phase, gain approval of construction plans, specifications and estimates from City of Dallas and NTTA.
- 2.9 Submit to city for review and comment pre-bid plans. Plans shall be complete and ready for bidding. The construction cost estimate shall be updated and construction specifications and bidding documents shall be complete.
- 2.10 Incorporate final plans comments and assist city in bidding project. City will bid project. Attend pre-bid conference. Evaluate bids received and make recommendation to city of contractor.

Phase 3: Construction Phase Services

Construction phase services will be determined upon completion of Phase 1. The scope of services shall include the following:

- 3.1 Attend pre-construction conference
- 3.2 Review shop drawings and other contractor submittals.
- 3.3 Provide engineering design support to city during construction.
- 3.4 Provide construction inspection services and other construction phase services as determined by Addison.

TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY
Phase 1
Summary of Costs

Estimated cost of services	
Carter & Burgess, Inc.	\$58,522
Lee Engineering	\$54,900
Total costs	\$113,422

**TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY
Phase 1**

Carter & Burgess	PM	Sr Engr	Engr	CADD Tech	Secty	RPLS	Survey Crew	Total Cost
Phase 1 Identify and Analyze Alternatives								
1.1 Identify alternatives (assumes 5 total)	2	8	16	24				\$5,000
1.2 Collect additional traffic data								\$0
1.3 Collect plans of adjacent properties and facilities			8			4		\$1,195
1.4 Field surveys and prepare topo				80		36	80	\$19,940
1.5 Develop evaluation criteria	4	4						\$1,348
1.6 Analyze alternatives	8	40	40					\$10,881
1.7 Prepare draft report	8	24	40		16			
1.8 Meet with affected parties (assume 10 meetings)	20		10					\$4,999
1.9 Meet with city staff (assume 10 meetings)	20	10						\$5,379
1.1 Present draft report to staff	8	8						\$2,691
1.11 Incorporate draft report comments and prepare pre-final report	2	8	8		4			\$2,505
1.12 Present pre-final report to city manager/council	6	6						\$2,018
1.13 Complete and publish final report	8	16	16		7			
Direct expenses								
Printing and reproduction	\$1,000							
Mileage	\$35							
Travel expense								
Photos	\$35							
Computer renderings	\$500							
Property research (abstractor)	\$1,000							
Total Direct Expenses								\$2,570
Total Phase 1								\$58,522
Phase 2 Design of Selected Alternative								
2.1 Prepare detailed design drawings								\$0
2.2 Obtain additional design data								\$0
2.3 Meet with city staff								\$0
2.4 Prepare and submit 35% plans								\$0
2.5 Prepare and submit 65% plans								\$0
2.6 Prepare and submit pre-bid plans								\$0
2.7 Assist city in bidding								\$0
Direct expenses								
Printing and reproduction	1000							
Mileage								
Photos								
Computer renderings								
Total Direct Expenses								\$1,000
Total Phase 2								\$1,000
Phase 3 construction Phase Services								
3.1 Attend pre-bid conference								\$0
3.2 Review shop drawings								\$0
3.3 Provide engineering services during construction								\$0
Direct expenses								
Printing and reproduction								
Mileage								
Photos								
Computer renderings								
Total Direct Expenses								\$0
Total Phase 3								\$2,000
TOTAL PROJECT								\$61,522

TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY
Phase 1

Lee Engineering	PM	Proj Engr	Sr Engr	Eng Tech	RPLS	Survey Crew	Total Cost
Phase 1 Identify and Analyze Alternatives							
1.1 Identify alternatives (assumes 5 total)	12	12	16				\$4,980
1.2 Collect additional traffic data	4	6	20				\$3,240
1.3 Collect plans of adjacent properties and facilities	2	2	6				\$1,130
1.4 Field surveys and prepare topo	0	0					\$0
1.5 Develop evaluation criteria	4						\$660
1.6 Analyze alternatives	20	20	72				\$12,380
1.7 Prepare draft report	4	8	32				\$4,580
1.8 Meet with affected parties (assume 10 meetings)	20	24	18				\$8,040
1.9 Meet with city staff (assume 10 meetings)	12	18	18				\$5,940
1.1 Present draft report to staff	9						\$1,485
1.11 Incorporate draft report comments and prepare pre-final report	8	8	24				\$4,520
1.12 Present pre-final report to city manager/council	9						\$1,485
1.13 Complete and publish final report	4	4	12				\$2,260
Direct expenses							
Printing and reproduction	\$100						
Mileage	\$100						
Travel expense	\$4,000						
Photos							
Computer renderings							
Property research (abstractor)							
Total Direct Expenses							\$4,200
Total Phase 1							\$54,900
Phase 2 Design of Selected Alternative							
2.1 Prepare detailed design drawings	16	12	60	80			\$15,600
2.2 Obtain additional design data							\$0
2.3 Meet with city staff		4	4				\$880
2.4 Prepare and submit 35% plans		4	8	20			\$2,740
2.5 Prepare and submit 65% plans		4	8	12			\$2,140
2.6 Prepare and submit pre-bid plans		4	4	6			\$1,460
2.7 Assist city in bidding		4					\$520
Direct expenses							
Printing and reproduction	\$100						
Mileage	\$100						
Photos							
Computer renderings							
Total Direct Expenses							\$200
Total Phase 2							\$23,560
Phase 3 construction Phase Services							
3.1 Attend pre-bid conference		4					\$520
3.2 Review shop drawings	4	8	8				\$2,420
3.3 Provide engineering services during construction		8	8				\$1,760
Direct expenses							
Printing and reproduction							
Mileage							
Photos							
Computer renderings							
Total Direct Expenses							
Total Phase 3							\$4,700
TOTAL PROJECT	4528	154	318	5000			\$83,160



COKERCompany

6350 LBJ Freeway
Suite 158
Dallas, TX 75240
972.726.6130 Voice
972.726.6142 Fax



September 14, 2001

Ron Whitehead, City Manager
Town of Addison
Town Hall
5300 Belt Line Road
Addison, Texas 75240

Re: Phase I Report for Single Point Urban Interchange Jurisdictional Support
Investigation

Dear Mr. Whitehead,

Attached you will find the Phase I Report to determine the level of support for the construction of a Single Point Urban Interchange (SPUI) at the intersection of Beltline Road and the North Dallas Tollway, Dallas, Texas.

The objectives of Phase I of the assignment were to determine the level of support for the construction of a SPUI at this intersection and to obtain concurrence and approval, if possible, of the project from the City of Dallas, Dallas County, the Texas Department of Transportation, Dallas Area Rapid Transit, the North Texas Turnpike Authority, and the North Central Texas Council of Governments.

The Coker Company met with representatives from various jurisdictions and the general consensus was that if the SPUI design could effect a measurable improvement in the intersection's efficiency at a cost that would not be unreasonable for the traffic improvement created, that the project should be pursued. None of the jurisdictions put their position in writing, but the attached report provides a synopsis of discussions, issues, and opinions from the interviewees about the proposed project.

During discussions with the jurisdictions, we did discuss funding opportunities and potential jurisdictional funding support. My impression is that the City of Dallas is inclined to participate at some, unspecified level in the construction of the intersection since it is in the City of Dallas. Dallas County indicated that any funding for the next three years has already been prioritized and would not likely be assigned to this project. DART indicated that the Town of Addison has received their allocation of DART related funding and that the Town may allocate a portion of this funding to this project in accordance with the standards and requirements of the funding agreement. The Council of Governments, as the MPO (Metropolitan Planning Organization) empowered with the distribution of TEA 21 funds, indicated that application could be made through that organization, but that project funding may not be available and if funding were made available, that the funding cycle would more than likely occur following the target dates for design and construction. NTTA did not **offer** any funding for the project during this support investigation.

Page 2
Whitehead Letter
September 14, 2001

Support for the project is generally good with the related jurisdictions. Coker Company recommends that that Town of Addison vigorously pursue additional funding resources from the City of Dallas, NCTCOG, DART and others to fully fund the land acquisitions required, the engineering and ultimately the construction of the interchange.

Sincerely,
Coker Company

A handwritten signature in black ink, appearing to read "Michael R. Coker". The signature is fluid and cursive, with a large initial "M" and "C".

Michael R. Coker, AICP
President

COKERCompany

6350 LBJ Freeway
Suite 158
Dallas, TX 75240
972.726.6130 Voice
972.726.6142 Fax



PHASE I REPORT

SINGLE POINT URBAN INTERCHANGE SUPPORT INVESTIGATION BELTLINE ROAD AT NORTH DALLAS TOLLWAY

Prepared By: Michael R. Coker, President
Coker Company
6350 LBJ Freeway
Suite 158
Dallas, Texas 75240
972-726-6130 (V)
972-726-6142 (F)
mrcoker@cokercompany.com

This report is the result of an investigation performed by the Coker Company on behalf of the Town of Addison to determine the level of potential support from a number of governmental and quasi-governmental jurisdictions for the construction of **a single point urban interchange** at the intersection of Beltline Road and the North Dallas Tollway, Dallas, Texas.

EXECUTIVE SUMMARY

There is generally support for the project across the jurisdictions and agencies interviewed. There remains some skepticism about potential improvements in mobility and safety resulting from the operation of this type of interchange. Insuring pedestrian mobility and safety continue to be a theme from a number of the agencies interviewed. Funding, outside of what the Town of Addison has identified, has not been committed, but multiple agencies have indicated a willingness to consider funding if appropriate requests are submitted. Other sources of funds may require significant additional time to acquire.

ASSIGNMENT

The Phase I assignment included contacting officials with the specified jurisdictions and determining or assessing their level of support for the project. Officials in each of the specified jurisdictions were contacted either in person or by telephone.

INVESTIGATION

TOWN OF ADDISON

The Town of Addison, while not one of the jurisdictions to be interviewed, is critical to this assessment of support. Officials and citizens from the town believe that a single point urban interchange (SPUI) design will improve traffic operations at this intersection. To that end, the citizens have authorized a significant source of funding through the Town's capital bond program to underwrite a substantial amount of the land acquisition, design and construction for the project.

The majority of the intersection is within the corporate limits of the city of Dallas. Therefore, obtaining support from the city of Dallas is critical to the potential for success at this intersection.

CITY OF DALLAS

On June 18, Coker Company representatives Michael Coker and Liz Carter met with City of Dallas Public Works and Transportation Director David Dybala and one of his Assistant Directors responsible for the Capital Bond Program, Warren Benoy. Mr. Dybala indicated that he was supportive any intersection design that could improve traffic operations at this intersection. Mr. Benoy indicated that there was money in the upcoming bond election (May 2002) for improvements to the east of the intersection and

that he would work to include as much funding as he could for improvements and/or land acquisition at the intersection.

Mr. Dybala stated that statistical information that supports the contention that a SPUI will demonstrably improve traffic operations and safety would help him market the concept to the City Manager and the City Council. Coker Company representatives advised him that that information was available.

One concern that Mr. Dybala expressed was related to the pedestrian safety issue. His contention is that there is a significant volume of pedestrian traffic that crossed over the Dallas North Tollway during lunch hours and in the evening. Coker Company representatives advised him that the Town of Addison is aware of those concerns and that the engineer/intersection designer is considering all of the opportunities available to ensure the safety of the pedestrian public.

Mr. Dybala and his staff are supportive of the concept and are interested in cooperating with the design and ultimate construction of the project.

COUNTY OF DALLAS

Michael R. Coker met with Dallas County Planning Director, Rick Loessberg and Don Cranford, Assistant Director of Public Works and other senior members of the Department of Public Works regarding the proposed SPUI on July 3, 2001. Their position was that of moderate support. There was no support for providing additional county funding for the project at this time since their funding cycle recently closed, but there was no opposition to the concept provided that the SPUI design actually does improve traffic operations and safety. Like the city of Dallas, there was concern expressed regarding the ability of pedestrians to successfully and safely navigate their way from one side of the interchange to the other.

The County supports the project, especially if it improves mobility and traffic safety.

NORTH TEXAS TURNPIKE AUTHORITY

On July 3, 2001 Michael R. Coker met with the executive director of the North Texas Turnpike Authority, Jerry Hiebert and several senior staff members. They indicated that they did not have a position about the SPUI concept, but guardedly indicated that an improvement to the transportation system would be a good thing as long as construction did not adversely affect their main lane operations on the Tollway. Mr. Hiebert and his staff made it clear that any construction interference with the Tollway's main lanes would necessarily require significant coordination and cooperation.

NTTA staff did not provide any encouragement about funding for any portion of the project.

It is my assessment that NTTA staff are neither supportive nor are they adverse to the concept. They do not want any interchange construction (SPUI or other) to interfere with the Tollway's ability to move vehicles.

DALLAS AREA RAPID TRANSIT AUTHORITY

Coker Company representatives, Michael R. Coker and John Abbott met with senior DART manager, Jack Wierzenski regarding DART's level of support for the concept and whether or not they would be able to contribute any funding to the land acquisition, design or construction of the project. DART supports any transportation improvement that reduces congestion, improves circulation and vehicular through put, and that does not adversely affect pedestrian mobility or safety. He indicated that the Town of Addison receives money from DART for them to use for transportation improvements that are important to the overall transportation system and that are consistent with traffic and safety issues, and that assist in reducing the environmental impacts of vehicular transportation.

TEXAS DEPARTMENT OF TRANSPORTATION

The Coker Company discussed the project with staff at the TXDOT regional office. While there was not an expression of support for the project, neither was there opposition to the project. TXDOT supports projects that improve mobility and that reduce adverse air quality impacts. There was no indication of a willingness to support the project financially.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

In a telephone conference with Michael Morris at the North Central Texas Council of Governments, it was determined that there is support for the project if it does improve mobility. It was also determined that funding for projects of this type can be made available, but the process included an application and review process that can take a long time. Coker Company recommends that the application process be commenced, especially with as many of the potentially affected jurisdictions (including DART) as possible in sponsorship roles.

CONCLUSION

There is a consensus of support for the project, especially if this design can improve mobility, reduce operational costs, and not adversely affect pedestrian mobility and safety. There remain some skeptics regarding the forecasted mobility improvements and projected costs for the design and construction of the project. Additional funding, while potentially available, has not been committed. The Coker Company recommends that the Town of Addison and the other potentially affected jurisdictions pursue all available avenues of financial support for the project.

Carter & Burgess

JM - F. L. I.

7950 Elmbrook Drive
Dallas, Texas 75247-4925
Phone: 214.638.0145
Fax: 214.638.0447
www.c-b.com

September 20, 2001

Mr. Steve Chutchian, P.E.
Assistant City Engineer
Town of Addison
16801 Westgrove
Addison, TX 75001

Reference: Belt Line Road Intersection Improvements
Various SPUI Locations

Dear Mr. Chutchian:

Mr. Jim Lee furnished us a list of single-point urban interchanges in various cities. Each of these interchanges has frontage roads, similar to what would be the condition at Belt Line Road.

Phoenix:

I-17 / Dunlap
I-17 / Northern
SR51 / Thomas
Loop 101 / Guadalupe
I-17 / Camelback
I-17 / Glendale

Largo, Florida:

US 19 / SR 686 (East Bay Drive)
US 19 / SR 688

Huntsville, Alabama:

US 231 / US 72 (University Avenue)
US 231 / Governors Drive

Atlanta, Georgia:

Peachtree Industrial Blvd. / Winters Chapel Road
Peachtree Industrial Blvd. / Jimmy Carter Blvd.

Wichita, Kansas:

US 54 (Kellog) / West Street

Please let us know how else we can be of service.

Sincerely,

CARTER & BURGESS, INC.



Bruce S. Russell, P.E.
Vice President

021068010.L04.doc

Carter & Burgess

7950 Elmbrook Drive
Dallas, Texas 75247-4925
Phone: 214.638.0145
Fax: 214.638.0447
www.c-b.com

SPU 1
FILE

September 4, 2001

Mr. Steve Chutchian, P.E.
Assistant City Engineer
Town of Addison
16801 Westgrove
Addison, Texas 75001

Reference: Belt Line Road Intersection Improvements

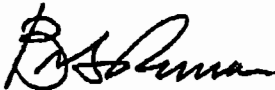
Dear Mr. Chutchian:

Please find attached out revised proposed scope of services for this study. We have incorporated your comments to the scope and have revised our cost estimate accordingly. Most of the comments related to the Phase 1 scope were to clarify the meaning of the scope and had little impact on the cost proposal. We did incorporate additions to the scope for the design and construction phases but these changes had no impact on the cost proposal as they are to be negotiated when the recommended alternative is selected.

The cost proposal includes Carter & Burgess and Lee Engineering and effort by Quality Counts, a certified DBE firm.

Sincerely,

CARTER & BURGESS, INC.



Bruce S. Russell, P.E.
Vice President

021068010.L02.doc

Attachments

mike - 9/6/01
THIS PROPOSED CONTRACT
IS THE RESULT OF AN
ORIGINAL REVIEW BY
JIM & MYSELF. THE
\$113,400 COST FOR PHASE
I SERVICES REPRESENTS
APPROX. A \$9,000 REDUCTION
FROM THE ORIGINAL FEE
SUBMITTAL. THIS MUST GO
TO COUNCIL WHEN YOU ARE
READY. Steve

**Scope of Services
Intersection Improvements
Beltline Road at Dallas North Tollway
September 4, 2001**

The scope of services for Intersection Improvements to Beltline Road at the Dallas North Tollway includes planning, design and construction phase services. The intent of this scope is to identify and analyze geometric and operational improvements that will make a significant improvement to the overall traffic operations of the intersection and along Beltline Road. This scope will use previously conducted studies of this intersection as a basis for alternatives. These previous studies will be the basis for identifying alternatives; however, new traffic information including traffic counts, changes in land use, and changes in travel patterns in the immediate area will be included in the analysis.

This study will include five alternatives:

1. the base (existing) condition, also known as the no-build alternative;
2. one single-point diamond alternative with U-turns,
3. one single-point diamond alternative without U-turns;
4. a traditional diamond interchange alternative with geometric and operational improvements, and
5. one additional alternative.

Alternatives will consider options for pedestrian movements over the Dallas North Tollway and options for aesthetic enhancements.

The City will provide Carter & Burgess all available studies or plans including plans for city-owned utilities and traffic counts or timing plans for intersections along Beltline Road. Carter & Burgess will obtain relevant studies, traffic counts, plans, etc., from the City of Dallas.

Upon completion of the alternatives analysis phase, the City will select a recommended action for design and construction. Additions to this scope of services will be made for design and construction phase services. Additional right of way may be required at each of the four corners of the intersection. It may be necessary to relocate City- and Dallas-owned and private or franchise utilities.

Phase 1: Identify and Analyze Alternatives

Phase 1A:

- 1.1 Using results from previous intersection study by Parsons Transportation Group, identify alternatives for intersection improvements. Study alternatives will include five alternatives: the base (existing) condition, also known as the no-build alternative; one single-point diamond alternative with U-turns; one single-point diamond alternative without U-turns; a traditional diamond interchange alternative with geometric and operational improvements, and one additional alternative.
- 1.2 Collect additional traffic-related information including 24-hour traffic volumes and peak-period turning movement counts, signal timings, accident data, pedestrian movements, land uses, etc. Develop design volumes for use in traffic analyses. Coordinate with Addison and Dallas for respective data on accidents, land use, etc.

- 1.3 Collect plans of existing facilities in the immediately surrounding area including plans of Beltline Road, plans of the Dallas North Tollway and Dallas Parkway, utility locator plans, plans of various critical utilities, plats of adjacent developments, etc.
- 1.4 Supplement plans of existing facilities with field surveys. Determine locations of property corners for potentially impacted properties.

Complete Phase 1A (Tasks 1.1 through 1.4) within 90 calendar days of Notice to Proceed.

Phase 1B:

- 1.5 With City staff input, develop criteria to evaluate intersection improvements. Standards will include objective measures such as calculated total intersection delay, lengths of approach queues, additional right-of-way cost, and construction cost. Subjective measures may include incidental affects to adjacent property, affects to pedestrian movements, ability to effectively sign approaches, etc.
- 1.6 Analyze alternatives for operational, construction and traffic impacts.
- 1.7 Prepare draft findings report including recommended action. Draft findings will include description of alternatives, drawings of alternatives, estimated cost of construction, summary of traffic analyses including potential traffic improvements and impacts, required additional right of way, and utility impacts. Potential sources of funding will be identified.

Complete Phase 1B (Tasks 1.5 and 1.6) within 60 calendar days of completion of Phase 1A.

- 1.8 Meet with affected or involved parties and agencies including DART, Dallas, North Texas Tollway Authority, County of Dallas, utility companies, adjacent property owners. With the City of Addison, seek concurrence with recommendations from study from affected cities and agencies.
- 1.9 Meet with city staff at various times throughout project.

Phase 1C:

- 1.10 Present draft findings including recommended action to city staff for review and comment. Provide 10 copies of draft report.
- 1.11 Within two weeks of receipt of staff comments, incorporate comments, update analyses and prepare pre-final report for council review. Provide 15 copies of the pre-final report.
- 1.12 Present pre-final report to City Manager and/or City Council in workshop format.
- 1.13 Within two weeks of receipt of final council comments, complete and publish final report. Provide 15 copies of final report.

Phase 2: Design of Selected Alternative

The scope of construction for the Beltline Road intersection will be determined upon completion of Phase 1. The scope of services shall include the following:

- 2.1 Prepare final construction plans, specifications and estimates of selected alternative. Prepare roadway, drainage, bridge, retaining walls, and traffic signal, signing and pavement markings designs. Coordinate designs with adjacent private development and with city plans for Beltline Road. Prepare landscape and aesthetic enhancement plans, sidewalks and pedestrian features, traffic handling for construction, pavement markings, illumination and plans to adjust city-owned utilities. This scope does not include plans to adjust privately-owned or franchise utilities, or technical assistance in support of condemnation proceedings.
- 2.2 Obtain additional field information needed for design including soil boring data and geotechnical recommendations.
- 2.3 Meet with city staff at least monthly to review progress. As directed by city, coordinate plans with affected parties.
- 2.4 Prepare right-of-way documents for acquisition of additional right of way. Responsibility for acquisition for each parcel shall be determined at initiation of final design phase. Acquisition proceedings shall be coordinated with City of Dallas and NTTA as appropriate.
- 2.5 Carter & Burgess shall assist Addison in preparation of interlocal and/or interagency agreements as determined in Phase 1.
- 2.6 Submit to city for review and comment plans at approximately 35-percent level of completion. Plans shall identify significant construction items and include roadway geometry, location of structures, and overall drainage plan. The cost estimate from Phase 1 shall be updated and confirmed.
- 2.7 Submit to city for review and comment plans at approximately 65-percent level of completion. Plans shall include all roadway and drainage facilities, and traffic control facilities. Structural items shall be significantly detailed. A conceptual plan to handle traffic during construction shall be submitted. The construction cost estimate shall be updated. A draft outline of construction specifications and bidding documents shall be submitted.
- 2.8 As determined at initiation of final design phase, gain approval of construction plans, specifications and estimates from City of Dallas and NTTA.
- 2.9 Submit to city for review and comment pre-bid plans. Plans shall be complete and ready for bidding. The construction cost estimate shall be updated and construction specifications and bidding documents shall be complete.
- 2.10 Incorporate final plans comments and assist city in bidding project. City will bid project. Attend pre-bid conference. Evaluate bids received and make recommendation to city of contractor.

Phase 3: Construction Phase Services

Construction phase services will be determined upon completion of Phase 1. The scope of services shall include the following:

- 3.1 Attend pre-construction conference
- 3.2 Review shop drawings and other contractor submittals.
- 3.3 Provide engineering design support to city during construction.
- 3.4 Provide construction inspection services and other construction phase services as determined by Addison.

**TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY
Phase 1
Summary of Costs**

Estimated cost of services

Carter & Burgess, Inc.	\$58,522
Lee Engineering	\$54,900
Total costs	\$113,422

09/04/01 TUE 11:25 FAX 12146385632

CARTER & BURGESS

007

**TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY
Phase 1**

Carter & Burgess Phase 1 Identify and Analyze Alternatives	PM	Sr Engr	Engr	CADD Tech	Secty	RPLS	Survey Crew	Total Cost
1.1 Identify alternatives (assumes 5 total)	2	8	16	24				\$5,000
1.2 Collect additional traffic data								\$0
1.3 Collect plans of adjacent properties and facilities			8			4		\$1,195
1.4 Field surveys and prepare topo				80		36	80	\$19,940
1.5 Develop evaluation criteria	4	4						\$1,345
1.6 Analyze alternatives	8	40	40					\$10,881
1.7 Prepare draft report	8	24	40		16			
1.8 Meet with affected parties (assume 10 meetings)	20		10					\$4,999
1.9 Meet with city staff (assume 10 meetings)	20	10						\$5,379
1.1 Present draft report to staff	8	8						\$2,691
1.11 Incorporate draft report comments and prepare pre-final report	2	8	8		4			\$2,505
1.12 Present pre-final report to city manager/council	6	6						\$2,018
1.13 Complete and publish final report	8	16	16		7			
Direct expenses								
Printing and reproduction	\$1,000							
Mileage	\$35							
Travel expense								
Photos	\$35							
Computer renderings	\$500							
Property research (abstractor)	\$1,000							
Total Direct Expenses								\$2,570
Total Phase 1								\$58,522

09/04/01 TUE 11:25 FAX 12146345632

CARTER & BURGESS

008

**TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY
Phase 1**

Lee Engineering	PM	Proj Engr	Sr Engr	Eng Tech	RPLS	Survey Crew	Total Cost
Phase 1 Identify and Analyze Alternatives							
1.1 Identify alternatives (assumes 5 total)	12	12	16				\$4,980
1.2 Collect additional traffic data	4	6	20				\$3,240
1.3 Collect plans of adjacent properties and facilities	2	2	6				\$1,130
1.4 Field surveys and prepare topo	0	0					\$0
1.5 Develop evaluation criteria	4						\$660
1.6 Analyze alternatives	20	20	72				\$12,380
1.7 Prepare draft report	4	8	32				\$4,580
1.8 Meet with affected parties (assume 10 meetings)	20	24	18				\$8,040
1.9 Meet with city staff (assume 10 meetings)	12	18	18				\$5,940
1.1 Present draft report to staff	9						\$1,485
1.11 Incorporate draft report comments and prepare pre-final report	8	8	24				\$4,520
1.12 Present pre-final report to city manager/council	9						\$1,485
1.13 Complete and publish final report	4	4	12				\$2,260
Direct expenses							
Printing and reproduction	\$100						
Mileage	\$100						
Travel expense	\$4,000						
Photos							
Computer renderings							
Property research (abstractor)							
Total Direct Expenses							\$4,200
Total Phase 1							\$54,900

09/04/01 TUE 11:25 FAX 1214638632

CARTER & BURGESS

009

MIKE -
SPUI
PROPOSAL

July 17, 2001

Mr. Steve Chutchian, P.E.
Assistant City Engineer
Town of Addison
16801 Westgrove
Addison, Texas 75001

RE: Belt Line Road Intersection Improvements

Dear Mr. Chutchian:

Please find attached our proposed scope of services for the study of intersection improvements to the Belt Line Road intersection with the Dallas North Tollway. We have incorporated comments from our meeting in your offices. This scope is for the study phase to evaluate five alternatives of improvements. We have also included basic scope descriptions for design and construction. Upon completion of the study and selection of preferred alternative by the city, we will prepare the scope of services for design and construction phases.

The cost proposal includes Carter & Burgess and Lee Engineering, and effort by Quality Counts, a certified DBE firm.

Please let me know what else I can furnish you.

Sincerely,

CARTER & BURGESS, INC.



Bruce S. Russell, P.E.
Vice President

021068010.L01.doc

Attachment

**Scope of Services
Intersection Improvements
Beltline Road at Dallas North Tollway
July 17, 2001**

The scope of services for Intersection Improvements to Beltline Road at the Dallas North Tollway includes planning, design and construction phase services. The intent of this scope is to identify and analyze geometric and operational improvements that will make a significant improvement to the overall traffic operations of the intersection and along Beltline Road. This scope will use previously conducted studies of this intersection as a basis for alternatives. These previous studies will be the basis for identifying alternatives; however, new traffic information including traffic counts, changes in land use, and changes in travel patterns in the immediate area will be included in the analysis.

This study will include five alternatives:

1. the base (existing) condition, also known as the no-build alternative;
2. one single-point diamond alternative with U-turns,
3. one single-point diamond alternative without U-turns;
4. a traditional diamond interchange alternative with geometric and operational improvements, and
5. one additional alternative.

Alternatives will consider options for pedestrian movements over the Dallas North Tollway and options for aesthetic enhancements.

The City will provide Carter & Burgess all available studies or plans including plans for city-owned utilities and traffic counts or timing plans for intersections along Beltline Road.

Upon completion of the alternatives analysis phase, the City will select a recommended action for design and construction. Additions to this scope of services will be made for design and construction phase services. Additional right of way may be required at each of the four corners of the intersection. It may be necessary to relocate City-owned and private or franchise utilities.

Phase 1: Identify and Analyze Alternatives

Phase 1A:

- 1.1 Using results from previous intersection study by Parsons Transportation Group, identify alternatives for intersection improvements. Study alternatives will include five alternatives: the base (existing) condition, also known as the no-build alternative; one single-point diamond alternative with U-turns; one single-point diamond alternative without U-turns; a traditional diamond interchange alternative with geometric and operational improvements, and one additional alternative.
- 1.2 Collect additional traffic-related information including 24-hour traffic volumes and peak-period turning movement counts, signal timings, accident data, pedestrian movements, land uses, etc. Develop design volumes for use in traffic analyses.

- 1.3 Collect plans of existing facilities in the immediately surrounding area including plans of Beltline Road, plans of the Dallas North Tollway and Dallas Parkway, utility locator plans, plans of various critical utilities, plats of adjacent developments, etc.
- 1.4 Supplement plans of existing facilities with field surveys. Determine locations of property corners for potentially impacted properties.

Complete Phase 1A (Tasks 1.1 through 1.4) within 90 calendar days of Notice to Proceed.

Phase 1B:

- 1.5 With City staff input, develop criteria to evaluate intersection improvements. Standards will include objective measures such as calculated total intersection delay, lengths of approach queues, additional right-of-way cost, and construction cost. Subjective measures may include incidental affects to adjacent property, affects to pedestrian movements, ability to effectively sign approaches, etc.
- 1.6 Analyze alternatives for operational, construction and traffic impacts.
- 1.7 Prepare draft findings report including recommended action. Draft findings will include description of alternatives, estimated cost of construction, summary of traffic analyses including potential traffic improvements and impacts, required additional right of way, and utility impacts. Potential sources of funding will be identified.

Complete Phase 1B (Tasks 1.5 and 1.6) within 60 calendar days of completion of Phase 1A.

- 1.8 Meet with affected or involved parties and agencies including DART, Dallas, North Texas Tollway Authority, County of Dallas, utility companies, adjacent property owners.
- 1.9 Meet with city staff at various times throughout project.

Phase 1C:

- 1.10 Present draft findings including recommended action to city staff for review and comment. Provide 10 copies of draft report.
- 1.11 Within two weeks of receipt of staff comments, incorporate comments, update analyses and prepare pre-final report for council review. Provide 15 copies of the pre-final report.
- 1.12 Present pre-final report to City Council in workshop or council meeting format.
- 1.13 Within two weeks of receipt of final council comments, complete and publish final report. Provide 15 copies of final report.

Phase 2: Design of Selected Alternative

The scope of construction for the Beltline Road intersection will be determined upon completion of Phase 1. The scope of services shall include the following:

- 2.1 Prepare final construction plans, specifications and estimates of selected alternative. Prepare roadway, drainage, bridge, retaining walls, and traffic signal, signing and pavement markings designs. Coordinate designs with adjacent private development and with city plans for Beltline Road. Prepare landscape and aesthetic enhancement plans, sidewalks and pedestrian features, traffic handling for construction, pavement markings, illumination and plans to adjust city-owned utilities. This scope does not include plans to adjust privately-owned or franchise utilities, or technical assistance in support of condemnation proceedings.
- 2.2 Obtain additional field information needed for design including soil boring data and geotechnical recommendations.
- 2.3 Meet with city staff at least monthly to review progress. As directed by city, coordinate plans with affected parties.
- 2.4 Submit to city for review and comment plans at approximately 35-percent level of completion. Plans shall identify significant construction items and include roadway geometry, location of structures, and overall drainage plan. The cost estimate from Phase 1 shall be updated and confirmed.
- 2.5 Submit to city for review and comment plans at approximately 65-percent level of completion. Plans shall include all roadway and drainage facilities, and traffic control facilities. Structural items shall be significantly detailed. A conceptual plan to handle traffic during construction shall be submitted. The construction cost estimate shall be updated. A draft outline of construction specifications and bidding documents shall be submitted.
- 2.6 Submit to city for review and comment pre-bid plans. Plans shall be complete and ready for bidding. The construction cost estimate shall be updated and construction specifications and bidding documents shall be complete.
- 2.7 City will bid project. Incorporate final plans comments and assist city in bidding project. Attend pre-bid conference. Evaluate bids received and make recommendation to city of contractor.

Phase 3: Construction Phase Services

Construction phase services will be determined upon completion of Phase 1. The scope of services shall include the following:

- 3.1 Attend pre-construction conference
- 3.2 Review shop drawings and other contractor submittals.
- 3.3 Provide engineering design support to city during construction.

**TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY
Summary of Costs**

Estimated cost of services	
Carter & Burgess, Inc.	\$60,048.33
Lee Engineering	\$62,220.00
Total costs	\$122,268.33

**TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY**

Carter & Burgess	PM	Sr Engr	Engr	CADD Tech	Secty	RPLS	Survey Crew	Total Cost
Phase 1 Identify and Analyze Alternatives								
1.1 Identify alternatives (assumes 5 total)	8	8	8	24				\$5,434
1.2 Collect additional traffic data								\$0
1.3 Collect plans of adjacent properties and facilities			8			8		\$1,615
1.4 Field surveys and prepare topo				80		36	80	\$19,940
1.5 Develop evaluation criteria	4	4						\$1,345
1.6 Analyze alternatives	8	40	40					\$10,881
1.7 Prepare draft report	8	24	40		16			
1.8 Meet with affected parties (assume 10 meetings)	20		10					\$4,999
1.9 Meet with city staff (assume 10 meetings)	20	10						\$5,379
1.1 Present draft report to staff	8	8						\$2,691
1.11 Incorporate draft report comments and prepare pre-final report	2	8	8		4			\$2,505
1.12 Present pre-final report to council	8	8						\$2,691
1.13 Complete and publish final report	8	16	16		7			
Direct expenses								
Printing and reproduction	\$1,000							
Mileage	\$35							
Travel expense								
Photos	\$35							
Computer renderings	\$500							
Property research (abstractor)	\$1,000							
Total Direct Expenses								\$2,570
Total Phase 1								\$60,048

**TOWN OF ADDISON
BELTLINE ROAD INTERSECTION IMPROVEMENTS STUDY**

Lee Engineering	PM	Proj Engr	Sr Engr	Eng Téch	RPLS	Survey Crew	Total Cost
Phase 1 Identify and Analyze Alternatives							
1.1 Identify alternatives (assumes 5 total)	12	12	16				\$4,980
1.2 Collect additional traffic data	2	2	6				\$1,130
1.3 Collect plans of adjacent properties and facilities	4	6	20				\$3,240
1.4 Field surveys and prepare topo	0	0					\$0
1.5 Develop evaluation criteria							\$0
1.6 Analyze alternatives	20	20	72				\$12,380
1.7 Prepare draft report	4	8	32				\$4,580
1.8 Meet with affected parties (assume 10 meetings)	30	40	18				\$11,770
1.9 Meet with city staff (assume 10 meetings)	16	10	30				\$6,640
1.1 Present draft report to staff	16						\$2,640
1.11 Incorporate draft report comments and prepare pre-final report	8	8	24				\$4,520
1.12 Present pre-final report to council	16						\$2,640
1.13 Complete and publish final report	4	8	20				\$3,500
Direct expenses							
Printing and reproduction		\$100					
Mileage		\$100					
Travel expense		\$4,000					
Photos							
Computer renderings							
Property research (abstractor)							
Total Direct Expenses							\$4,200
Total Phase 1							\$62,220

Michael Murphy

From: Randy Moravec
Sent: Monday, July 02, 2001 5:06 PM
To: Michael Murphy
Cc: Jim Pierce; Steve Chutchian; Chris Terry; Bryan Langley
Subject: Single Point Urban Interchange Project # and Redistribution of Bond Funds

Mike,

In response to a project application submitted to this office, we have assigned the SPUI project the following number: 12302. All initial costs should be charged to fund 46. As you may be aware, we did not anticipate any funding coming out of the 2000 bond issuance. The following is a breakdown of the distribution of the \$9,905,000 bond funds.

Town Hall Purchase (funds can only be spent for this project)	\$1,300,000
Athletic Club Expansion (funds can only be spent for this project)	\$3,000,000
Arapaho Road (funds can only be spent for this project)	\$4,005,000
Belt Line Road Streetscape (funds can only be spent for this project)	\$ 300,000
Spectrum Road (funds can be shifted to other street projects)	\$ 300,000
Morris Road (funds can be shifted to other street projects)	\$ 650,000
Midway Road (funds can be shifted to other street projects)	\$ 350,000

If we wish to set aside some funds prior to the next bond issuance for the SPUI, we need to redistribute the funds associated with those last three projects. Please develop a revised plan showing the application of funds for the entire \$40,025,000 issuance over the next few years. Please call me if you have any questions.

THANKS!!!

Randy

DRAFT

Scope of Services Intersection Improvements Beltline Road at Dallas North Tollway June 18, 2001

The scope of services for Intersection Improvements to Beltline Road at the Dallas North Tollway includes planning, design and construction phase services. The intent of this scope is to identify and analyze geometric and operational improvements that will make a significant improvement to the overall traffic operations of the intersection and along Beltline Road. This scope will use previously conducted studies of this intersection as a basis for alternatives. These previous studies will be the basis for identifying alternatives; however, new traffic information including traffic counts, changes in land use, and changes in travel patterns in the immediate area will be included in the analysis. Study alternatives will include five alternatives: the base (existing) condition, also known as the no-build alternative; one single-point diamond alternative with and one without U-turns; a traditional diamond interchange alternative with geometric and operational improvements, and one additional alternative.

Upon completion of the alternatives analysis phase, the City will select a recommended action for design and construction. Additional right of way may be required at each of the four corners of the intersection. It may be necessary to relocate City-owned and private or franchise utilities.

The City will provide Carter & Burgess all available studies or plans including plans for city-owned utilities and traffic counts or timing plans for intersections along Beltline Road.

Phase 1: Identify and Analyze Alternatives

- 1.1 Using results from previous intersection study by Parsons Transportation Group, identify alternatives for intersection improvements. Study alternatives will include five alternatives: the base (existing) condition, also known as the no-build alternative; one single-point diamond alternative with and one without U-turns; a traditional diamond interchange alternative with geometric and operational improvements, and one additional alternative.
- 1.2 Collect additional traffic-related information including 24-hour traffic volumes and peak-period turning movement counts, signal timings, accident data, pedestrian movements, land uses, etc. Develop design volumes for use in traffic analyses.
- 1.3 Collect plans of existing facilities in the immediately surrounding area including plans of Beltline Road, plans of the Dallas North Tollway and Dallas Parkway, utility locator plans, plans of various critical utilities, plans of adjacent developments, etc.
- 1.4 Supplement plans of existing facilities with field surveys. Determine locations of property corners for potentially impacted properties.
- 1.5 With City staff input, develop criteria to evaluate intersection improvements. Standards will include objective measures such as calculated total intersection delay, lengths of approach queues, additional right-of-way cost, and construction cost. Subjective measures may include incidental affects to adjacent property, affects to pedestrian movements, ability to effectively sign approaches, etc.

- 1.6 Analyze alternatives for operational, construction and traffic impacts.
- 1.7 Meet with affected or involved parties and agencies including DART, Dallas, North Texas Tollway Authority, County of Dallas, utility companies, adjacent property owners.
- 1.8 Meet with city staff at various times throughout project.
- 1.9 Present draft findings including recommended action to city staff for review and comment. Provide ____ copies of draft report.
- 1.10 Incorporate comments on draft findings, update analysis and report and complete final report. Provide ____ copies of final report.
- 1.11 Present final report to City Council in workshop or council meeting format.

Phase 2: Design of Selected Alternative

The scope of construction for the Beltline Road intersection assumes **(need to identify what we are to design)**

- 2.1 Prepare final construction plans, specifications and estimates of selected alternative. Prepare roadway, drainage, bridge, retaining walls, and traffic signal, signing and pavement markings designs. Coordinate designs with adjacent private development and with city plans for Beltline Road. Prepare landscape and aesthetic enhancement plans, sidewalks and pedestrian features, traffic handling for construction, pavement markings, illumination and plans to adjust city-owned utilities. This scope does not include plans to adjust privately-owned or franchise utilities, or technical assistance in support of condemnation proceedings.
- 2.2 Obtain additional field information needed for design including soil boring data and geotechnical recommendations.
- 2.3 Meet with city staff at least monthly to review progress. As directed by city, coordinate plans with affected parties.
- 2.4 Submit to city for review and comment plans at approximately 35-percent level of completion. Plans shall identify significant construction items and include roadway geometry, location of structures, and overall drainage plan. The cost estimate from Phase 1 shall be updated and confirmed.
- 2.5 Submit to city for review and comment plans at approximately 65-percent level of completion. Plans shall include all roadway and drainage facilities, and traffic control facilities. Structural items shall be significantly detailed. A conceptual plan to handle traffic during construction shall be submitted. The construction cost estimate shall be updated. A draft outline of construction specifications and bidding documents shall be submitted.

- 2.6 Submit to city for review and comment pre-bid plans. Plans shall be complete and ready for bidding. The construction cost estimate shall be updated and construction specifications and bidding documents shall be complete.
- 2.7 City will bid project. Incorporate final plans comments and assist city in bidding project. Attend pre-bid conference. Evaluate bids received and make recommendation to city of contractor.

Phase 3: Construction Phase Services

- 3.1 Attend pre-construction conference
- 3.2 Review shop drawings and other contractor submittals.
- 3.3 Provide engineering design support to city during construction.

Belt Line Road Intersection Improvements Design Case Scenarios

Base condition: re-striping, signal timing adjustments, etc.
Nominal design costs.

Modifications to standard diamond interchange configuration: provide additional left-turn lanes, right turn lanes, widen Belt Line Road bridge, revise abutments to accommodate additional bridge beams for widening. Relocate power transmission line. Complex traffic handling issues. Geotechnical investigations and recommendations.

SPUI alternatives: widen Belt Line Road bridge, modify existing bridge construction, post-tensioned cantilevered frontage roads over DNT, drilled shaft designs for widening bridge abutments and for cantilevered frontage road, coordination with NTTA for construction impacts to DNT, complex traffic signal design, potential signal modifications to adjacent signalized intersections, agency coordination of designs and construction. Complex signing and overhead signing required. Relocate power transmission line. Complex traffic handling issues. Geotechnical investigations and recommendations.

Belt Line Road elevated main lane overpass: bridge and retained-fill approaches along centerline of Belt Line Road to carry Belt Line through traffic over the intersection (at least two lanes each direction), long-span bridge design(must clear frontage road intersections), modify traffic signal timing and possible locations, widen Belt Line Road approaches (at least two lanes each approach for left and right-turning traffic), overhead sign bridges, possible modifications to adjacent traffic signal installation timing.

Meeting with NTTA

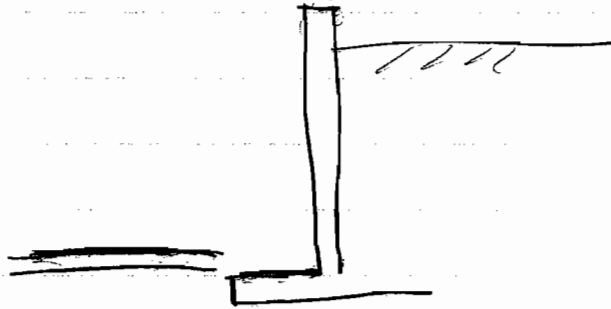
5-10-01

Dale Absuna Chief Engr Const, Jerry Heibert
John Becker - HNTB

Mike gave a brief history & explained the Bond Election
Coker Co involved on front end - for concurrence

Mark - heard about the project thru our RF SEQ
16.5' clearance does not exist - its
only 15.5' clearance

Walls are cantilevers and the cantilever
would interfere with lowering the road



NTTA has a lot of detailed info that would help
with the design

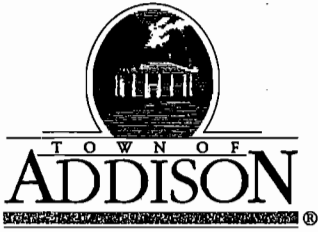
Discussed the schematic design of the intersection
Mike discussed the Arapaho Rd Schedule

Tunnel hasn't performed as well as anticipated - KSR/
Addison Rd intersection part of the problem

(Done) → Said John Becker plans on KSR/Addison Rd. Jerry H.
stated improvements are needed. Joint Project?

NTTA would like more "concrete" thru the airport

NTTA would like 2 lanes to feed the Tunnel WB
Tunnel/midway CMAC status - ?



PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

MEMORANDUM

TO: Chris Terry, Assistant City Manager
FROM: Michael E. Murphy, PE, Director / Public Works
SUBJ: Agenda comments for March 13, 2001 Council meeting
DATE: March 6, 2001

Re: Consultant Proposal for Professional Services relating to Single Point Urban Interchange (SPUI).

The Town of Addison is proposing to acquire the professional services of the Coker Company to represent the Town of Addison in obtaining support and concurrence as they relate to the development and construction of a SPUI at the intersection of Dallas Parkway and Belt Line Road.

The SPUI construction was approved in the February 2000 Bond Election and is estimated to cost \$2.5 million. The project is located in the City of Dallas and is within the North Texas Toll Authority (NTTA) right of way.

We feel that the professional services provided by the consultant, using their network of contacts, will expedite the entire process in dealing with the City of Dallas, Dallas County, D.A.R.T., NTTA, Texas Department of Transportation and North Central Texas Council of Governments.

Staff recommends that the Council authorize the City manager to enter into a contract agreement with the Coker Company for professional services not to exceed \$15,000.

ECoker
@Coker Co.
Comm

Mike
on ERIN
EMitel



EMin
ECoker@Coker Co.
Comm

FACSIMILE TRANSMITTAL

To: Ron Whitehead, City
Manager
Company: Town of Addison
Fax Number: 972-450-7043
Phone Number: 972-450-7018
Number of Pages: 5
Subject: Consulting Contract

From: Michael R. Coker
Company: The Coker Company
Fax Number: 972.726.6142
Phone Number: 972.726.6130 *
Date: February 27, 2001
Cc: Carmen Moran

MESSAGE:

Ron/Carmen, here is the contract. The price not to exceed for phase one is \$15,000. If it requires more time I will let you know, but I do not believe that it will. My normal billing rate is \$200/hour but I have modified it to \$150 for this series of assignments.

I have already visited with DART and Dallas Public Works about the project and have met no resistance. However, it is early in the process.

Please execute and fax back to me. I will be providing you (CMO, Carmen, Public Works, et al) with periodic status reports. I understand that I will be coordinating closely with Murphy and Pierce as well as Gary Yost. Call me if you should have questions.

Mike.

CHUCK RUSSELL

9-726-6130 X 211

COKERCompany



6300 LBJ Freeway
Suite 150
Dallas, TX 75240
972.726.6130 Voice
972.726.6142 Fax

February 27, 2001

Ron Whitehead, City Manager
Town of Addison
Town Hall
5300 Belt Line Road
Addison, Texas 75240

Re: Consulting agreement to represent the Town of Addison in pursuit of a Single Point Urban Interchange for the intersection of Belt Line Road and the Dallas North Tollway.

Dear City Manager Whitehead:

This letter is your agreement (the "Agreement") regarding services to be rendered by the Coker Company (the "Company") in representing you and the Town of Addison related to obtaining support for a single point urban interchange (SPUI) at the intersection of Belt Line Road and the Dallas North Tollway. I will represent the Town of Addison in contacting the City of Dallas, Dallas County, Texas Department of Transportation, Dallas Area Rapid Transit Authority, North Texas Turnpike Authority, and the North Central Texas Council of Governments to: determine support for and obtain concurrence and approval (where possible) for the project; determine the potential of financial participation of other governments in the project; and to prepare interlocal agreements, as necessary, to fund, construct, and maintain the project. This assignment will be performed in not less than three phases; phase 1 includes determining support and approval for the project in those jurisdictions identified above. Phase 2 includes working with the jurisdictions identified above to determine if and how much financial support may be obtained from those jurisdictions for this project. Phase 3 is to prepare and coordinate the adoption of appropriate interlocal agreements for the implementation and maintenance of this project. There may be other assignments given to the Company from time to time in writing.

1. Scope of Engagement. The Company agrees to undertake the assignments referred to in the first paragraph of this letter. However this agreement applies only to Phase 1 of this series of phases. Each additional phase will require a new written agreement or amendment to this contract.

Page 2
Addison Agreement
February 27, 2001

It is impossible to predict the actual result of our representation; therefore, the Company cannot and has not made any guarantee or assurances to you regarding the outcome or success of this matter. Any such expressions as to potential results are only our best professional judgment but do not constitute a guarantee.

2. Fees and Expenses. The hourly price not to exceed for phase one is \$15,000.00 plus out of pocket expenses. Subsequent phases will be hourly unless an alternative arrangement is agreed to by client and consultant. Coker Company hourly rates are:

Coker Company time will be billed at \$150.00 per hour on this matter.

Out of pocket expenses include, but are not necessarily limited to, fees and expenses related to material acquisition, copying, graphic and presentation exhibits expenses, courier services, and other out of pocket expenses. Expenses will be invoiced at a multiplier of 1.1.

An invoice will be sent during the month following any month in which a fee payment is due or expenses have been incurred. Payment of any invoice is due within thirty days after the date thereof. Invoices remaining unpaid after thirty days may accrue interest at a rate of 18 percent annually. We reserve the right to cease work on your behalf if any invoice is not timely paid on these terms.

If any delinquency continues and you do not arrange satisfactory payment terms, we have the right to withdraw from this representation and pursue collection of your account. In the event that it becomes necessary for the Company to file a lawsuit or to commence other proceedings in order to recover the fees, disbursements and/or expenses due pursuant to this Agreement, you agree to pay, in addition to any amounts owed pursuant to this Agreement, attorneys fees together with court costs and other expenses incurred for collection of such sums, including the time expended in connection therewith.

3. Administration. Although I will be responsible for this assignment, you also understand that I may not always be available to receive or return your phone calls, prepare or review documents, or handle certain aspects of this assignment, in which event I may and will utilize other consultants in the Company who will assist me on your behalf. You understand that you are retaining this Company, and in my discretion I may delegate to other Company consultants certain of the professional services to be provided.

Page 3
Addison Agreement
February 27, 2001

4. **Termination.** You may discharge the Company at any time by written notice effective upon receipt. Notwithstanding such termination, this Agreement will remain in effect for all fees for services rendered as well as disbursements made and expenses incurred prior to such termination, and for all fees, disbursements and expenses attributable to work necessary in connection with the Company's discharge.

5. **Withdrawal.**

(a) The Company reserves the right to withdraw its representation in this matter if you:

- (i) Do not make timely payments of fees or expenses as required by this Agreement;
- (ii) Misrepresent or fail to disclose material facts to the Company;
- (iii) Fail to abide by this Agreement; or
- (iv) An irreconcilable difference of opinion arises between you and the Company.

(b) You understand that the Company reserves the right to withdraw its representation in the event that we determine that a conflict of interest exists with respect to another client of this Company.

(c) In the event of dismissal, withdrawal or termination of this engagement, the terms of the Agreement pertaining to fees, pricing, costs and/or expenses for services rendered, up to and including such date of dismissal, termination or withdrawal of employment, and owed to the Company, will remain in full force and effect.

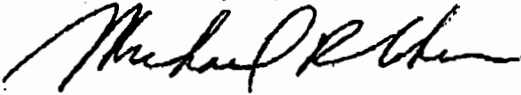
This Agreement contains the entire agreement between and among the parties hereto regarding the matters described herein and supersedes all prior oral or written agreements regarding the subject matter hereof. In case any one or more of the provisions contained in this Agreement is held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision did not exist. To the extent permitted by law, this Agreement may only be amended in writing signed by all the parties hereto.

Page 4
Addison Agreement
February 27, 2001

This Agreement shall be construed in accordance with the laws of the State of Texas, and all obligations of the parties pursuant hereto are enforceable in Dallas County, Texas. By signing this Agreement you consent to the jurisdiction of and venue in courts located in Dallas County, Texas.

Please acknowledge your acceptance of and agreement to the foregoing by signing and dating this Agreement in the spaces provided below and returning it to. We appreciate the opportunity to represent you in this engagement and look forward to working with you.

Very truly yours,
Coker Company



Michael R. Coker, AICP
President

Accepted

Name

Date

Addison!

MICHAEL E. MURPHY, P.E.
Director of Public Works
(972) 450-2878
(972) 450-2837 FAX
mmurphy@ci.addison.tx.us E-mail

Town of Addison 16801 Westgrove Dr. P.O. Box 9010, Addison, Texas 75001-9010

S.E.F.

MAKE COPY FOR
ME, SEND A COPY
TO BILL SHIPP (ASAP)
AND DELIVER ORIGINAL
TO CHRIS.




3/23 ERON will del. to Bill Shipp.

Mike,
~~Carmen~~,
 We need a
 progress report
 - R -

5-15-01

SPLI



FACSIMILE TRANSMITTAL

To:	Ron Whitehead, City Manager	From:	Michael R. Coker
Company:	Town of Addison	Company:	The Coker Company
Fax Number:	972-450-7043	Fax Number:	972.726.6142
Phone Number:	972-450-7018	Phone Number:	972.726.6130
Number of Pages:	5	Date:	February 27, 2001
Subject:	Consulting Contract	Cc:	Carmen Moran

MESSAGE:

Ron/Carmen, here is the contract. The price not to exceed for phase one is \$15,000. If it requires more time I will let you know, but I do not believe that it will. My normal billing rate is \$200/hour but I have modified it to \$150 for this series of assignments.

I have already visited with DART and Dallas Public Works about the project and have met no resistance. However, it is early in the process.

Please execute and fax back to me. I will be providing you (CMO, Carmen, Public Works, et al) with periodic status reports. I understand that I will be coordinating closely with Murphy and Pierce as well as Gary Yost. Call me if you should have questions.

Mike.

This communication is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient of the employee or agent responsible for delivering the communication to the intended recipient, you are hereby notified that any dissemination, distribution or copying on the communication is strictly prohibited without the express consent of the sender of the intended recipient. If you receive this communication in error, please notify the sender or sender's company immediately by telephone and destroy the materials mistakenly faxed to you.

COKERCompany6350 LBJ Freeway
Suite 158
Dallas, TX 75240
972.726.8130 Voice
972.726.6142 Fax

February 27, 2001

Ron Whitehead, City Manager
Town of Addison
Town Hall
5300 Belt Line Road
Addison, Texas 75240

Re: Consulting agreement to represent the Town of Addison in pursuit of a Single Point Urban Interchange for the intersection of Belt Line Road and the Dallas North Tollway.

Dear City Manager Whitehead:

This letter is your agreement (the "Agreement") regarding services to be rendered by the Coker Company (the "Company") in representing you and the Town of Addison related to obtaining support for a single point urban interchange (SPUI) at the intersection of Belt Line Road and the Dallas North Tollway. I will represent the Town of Addison in contacting the City of Dallas, Dallas County, Texas Department of Transportation, Dallas Area Rapid Transit Authority, North Texas Turnpike Authority, and the North Central Texas Council of Governments to: determine support for and obtain concurrence and approval (where possible) for the project; determine the potential of financial participation of other governments in the project; and to prepare interlocal agreements, as necessary, to fund, construct, and maintain the project. This assignment will be performed in not less than three phases; phase 1 includes determining support and approval for the project in those jurisdictions identified above. Phase 2 includes working with the jurisdictions identified above to determine if and how much financial support may be obtained from those jurisdictions for this project. Phase 3 is to prepare and coordinate the adoption of appropriate interlocal agreements for the implementation and maintenance of this project. There may be other assignments given to the Company from time to time in writing.

1. Scope of Engagement. The Company agrees to undertake the assignments referred to in the first paragraph of this letter. However this agreement applies only to Phase 1 of this series of phases. Each additional phase will require a new written agreement or amendment to this contract.

Page 2
Addison Agreement
February 27, 2001

It is impossible to predict the actual result of our representation; therefore, the Company cannot and has not made any guarantee or assurances to you regarding the outcome or success of this matter. Any such expressions as to potential results are only our best professional judgment but do not constitute a guarantee.

2. Fees and Expenses. The hourly price not to exceed for phase one is \$15,000.00 plus out of pocket expenses. Subsequent phases will be hourly unless an alternative arrangement is agreed to by client and consultant. Coker Company hourly rates are:

Coker Company time will be billed at \$150.00 per hour on this matter.

Out of pocket expenses include, but are not necessarily limited to, fees and expenses related to material acquisition, copying, graphic and presentation exhibits expenses, courier services, and other out of pocket expenses. Expenses will be invoiced at a multiplier of 1.1.

An invoice will be sent during the month following any month in which a fee payment is due or expenses have been incurred. Payment of any invoice is due within thirty days after the date thereof. Invoices remaining unpaid after thirty days may accrue interest at a rate of 18 percent annually. We reserve the right to cease work on your behalf if any invoice is not timely paid on these terms.

If any delinquency continues and you do not arrange satisfactory payment terms, we have the right to withdraw from this representation and pursue collection of your account. In the event that it becomes necessary for the Company to file a lawsuit or to commence other proceedings in order to recover the fees, disbursements and/or expenses due pursuant to this Agreement, you agree to pay, in addition to any amounts owed pursuant to this Agreement, attorneys fees together with court costs and other expenses incurred for collection of such sums, including the time expended in connection therewith.

3. Administration. Although I will be responsible for this assignment, you also understand that I may not always be available to receive or return your phone calls, prepare or review documents, or handle certain aspects of this assignment, in which event I may and will utilize other consultants in the Company who will assist me on your behalf. You understand that you are retaining this Company, and in my discretion I may delegate to other Company consultants certain of the professional services to be provided.

Page 3
Addison Agreement
February 27, 2001

4. Termination. You may discharge the Company at any time by written notice effective upon receipt. Notwithstanding such termination, this Agreement will remain in effect for all fees for services rendered as well as disbursements made and expenses incurred prior to such termination, and for all fees, disbursements and expenses attributable to work necessary in connection with the Company's discharge.

5. Withdrawal.

(a) The Company reserves the right to withdraw its representation in this matter if you:

- (i) Do not make timely payments of fees or expenses as required by this Agreement;
- (ii) Misrepresent or fail to disclose material facts to the Company;
- (iii) Fail to abide by this Agreement; or
- (iv) An irreconcilable difference of opinion arises between you and the Company.

(b) You understand that the Company reserves the right to withdraw its representation in the event that we determine that a conflict of interest exists with respect to another client of this Company.

(c) In the event of dismissal, withdrawal or termination of this engagement, the terms of the Agreement pertaining to fees, pricing, costs and/or expenses for services rendered, up to and including such date of dismissal, termination or withdrawal of employment, and owed to the Company, will remain in full force and effect.

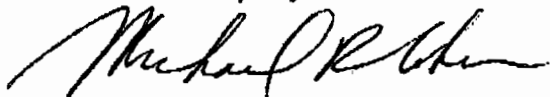
This Agreement contains the entire agreement between and among the parties hereto regarding the matters described herein and supersedes all prior oral or written agreements regarding the subject matter hereof. In case any one or more of the provisions contained in this Agreement is held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision did not exist. To the extent permitted by law, this Agreement may only be amended in writing signed by all the parties hereto.

Page 4
Addison Agreement
February 27, 2001

This Agreement shall be construed in accordance with the laws of the State of Texas, and all obligations of the parties pursuant hereto are enforceable in Dallas County, Texas. By signing this Agreement you consent to the jurisdiction of and venue in courts located in Dallas County, Texas.

Please acknowledge your acceptance of and agreement to the foregoing by signing and dating this Agreement in the spaces provided below and returning it to. We appreciate the opportunity to represent you in this engagement and look forward to working with you.

Very truly yours,
Coker Company

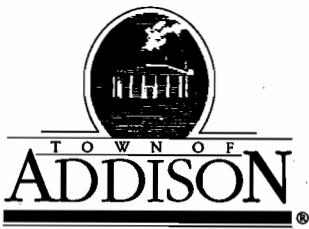


Michael R. Coker, AICP
President

Accepted

_____ Name

_____ Date



Public Works / Engineering
 16801 Westgrove • P.O. Box 9010
 Addison, Texas 75001-9010
 Telephone: (972) 450-2871 • Fax: (972) 450-2837

LETTER OF TRANSMITTAL

DATE	2-9-00	JOB NO.
ATTENTION		
RE:	Belt Line Rd SPUU	

TO Michael Coker
Coker Co

GENTLEMAN:

WE ARE SENDING YOU

- Attached
- Under separate cover via _____ the following items:
- Shop Drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
1			Barton Aschman Design Report
1			Plan View, Section & Clearance Distances

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 19_____
- Approved as submitted
- Approved as noted
- Returned for corrections
- _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS Please call if you have any questions

COPY TO Chris Terry
Mike Murphy

SIGNED: Jim Felice
 972-450-2879

If enclosures are not as noted, please notify us at once.

SPUI

4-12-99

Call for Projects

Telcom w Harlan Moore,

Tx Dot 214-320-6267

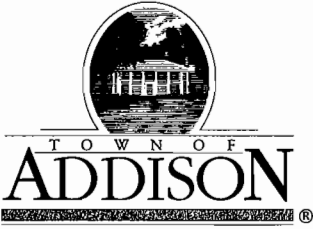
Re Village on the Parkway - Replat
Deserated ROW dedication.

There is no concern on a dedication if it occurs during a ~~the~~ replatting process if this is done in the normal course of city business, and, if we would treat any other landowner the same, under similar conditions.

Mr Moore cautioned that driveway cuts shall not be allowed in the Rte Turn lane, due to people exiting, blocking, & crossing right turn lane traffic. Owner should be notified of this beforehand.

Discussed above with Carmen & advised she go ahead with the replat process.

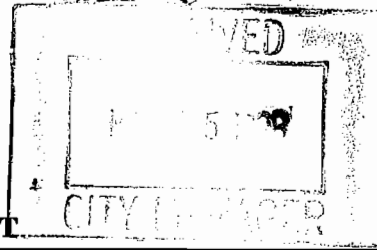
JAR



May 15, 1998

PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001



(972) 450-2871

16801 Westgrove

MEMORANDUM

To: Ron Whitehead, City Manager
From: John Baumgartner, P.E., Director of Public Works *JB*
Subject: Belt Line/Toll Road Single Point Urban Interchange

Attached are suggested letters to Sandy Greyson and Raymond Noah along with appropriate attachments to help explain the project.

Please call me, or Jim Pierce (2879), if you have any questions or require additional information.

Jim, 11-2-99
Ron asked me to return
these documents for you to
keep in your files.
Michelle

*The attached letters were
never sent*

May 15, 1998

Ms. Sandy Greyson, Council Member
City Of Dallas
1500 Marilla, Room 5FN
Dallas, TX 75201

Re: Single Point Urban Interchange, Belt L

Dear Ms. Greyson:

As you may know, the Town of Addison
flow of traffic through the Town. Our
Road, which carried 67,000 vehicles per
ago. Accordingly, we are proposing
intersection into a Single Point Urban
intersection in all directions.

I have enclosed one copy of a Design Re
Inc. (October, 1995), that gives the
alternatives for improving traffic co
intersection.

I have also enclosed one set of plans
include a plan view that shows an exp
left turn lanes, a drawing showing th
support for the expanded deck, and
between the cantilever bent and the o
are recorded on the plan view for on
submitted the plans to Mr. Jack
Transportation Department and have

An updated concept project cost estim

Since this project will benefit both DART and the City of Dallas, the Town of Addison, the Town would like to propose proceeding with the project under a cost sharing program, with 1/3 of the funding each coming from the Town of Addison, DART and the City of Dallas. Funding would include final engineering, right-of-way acquisition, and construction costs. The Town would be willing to manage the project and absorb the management costs.

Electronic copy of
letters are in

Common on 'Add-se-fs1'(s)
/ Public works
/ blt-toll

Jim Peurifoy

Ms. Sandy Greyson
May 15, 1998
Page 2

We would like to meet with you and your staff to discuss your interest in participating in this project. In the meantime, if you have any questions please do not hesitate to call me at 972-450-7026.

Sincerely,

Richard N. Beckert
Mayor

cc: Ron Whitehead, City Manager
John Baumgartner, P.E., Director of Public Works
James C. Pierce, Jr., P.E., Assistant City Engineer

Enclosures

/blt_toll/greyson.wpd

May 15, 1998

Mr. Raymond Noah, Board Member
Dallas Area Rapid Transit
P.O.Box 660163
Dallas, TX 75266-7200

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Noah:

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count a little over one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection in all directions.

I have enclosed one copy of a Design Report prepared by Barton Aschman Associates, Inc. (October, 1995), that gives the results of a study to identify and evaluate alternatives for improving traffic conditions at the Belt Line/Dallas Parkway intersection.

I have also enclosed one set of plans that show the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997. We have submitted the plans to Mr. Jack Antebi, P.E. of the Dallas Public Works & Transportation Department and have received favorable comment.

An updated concept project cost estimate is also enclosed.

Since this project will benefit both DART and the City of Dallas, as well as the Town of Addison, the Town would like to propose proceeding with the project under a cost sharing program, with 1/3 of the funding each coming from the Town of Addison, DART and the City of Dallas. Funding would include final engineering, right-of-way acquisition, and construction costs. The Town would be willing to manage the project and absorb the management costs.

Mr. Raymond Noah
May 15, 1998
Page 2

We would like to meet with you and your staff to discuss your interest in participating in this project. In the meantime, if you have any questions please do not hesitate to call me at 972-450-7026.

Sincerely,

Richard N. Beckert
Mayor

cc: Ron Whitehead, City Manager
John Baumgartner, P.E., Director of Public Works
James C. Pierce, Jr., P.E., Assistant City Engineer

Enclosures

/blt_toll/raynoah1.wpd

Telecon from Ron Young: 1-9-98

Belt Line/Toll Rd Intersection
He spoke to:

Dave Carter

Dave Moore :

est: 600-650 ^{cars =} capacity of lane per hour
(3 lanes)

On 1985: 2100/hour @ peak were
measured.

Any time you get over

1800-1950 cars per hour
you experience stoppages

TOWN OF
ADDISON

PUBLIC WORKS

To: Mary Rosenbleeth

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

Company: Town Hall

FAX #: _____

Date: 1-8-98

16801 Westgrove
P.O. Box 144

Re: Belt Line/Toll Rd SPUJ

of pages (including cover): 5

Addison, TX 75001

Original in mail

Per your request

FYI

Call me

Comments:

Please review & comment

Jim

January 8, 1998

Ms. Sandy Greyson, Council Member
City Of Dallas
1500 Marilla, Room 5FN
Dallas, TX 75201

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Ms. Greyson:

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count a little over one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection in all directions.

I have enclosed 2 copies of a Design Report prepared by Barton Aschman Associates, Inc. (October, 1995), that gives the results of a study to identify and evaluate alternatives for improving traffic conditions at the Belt Line/Dallas Parkway intersection.

I have also enclosed 2 sets of plans that show the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997. We have submitted the plans to Mr. Jack Antebi, P.E. of the Dallas Public Works & Transportation Department and have received favorable comment.

An updated concept project cost estimate is also enclosed.

Since this project will benefit both DART and the City of Dallas, as well as the Town of Addison, the Town would like to propose proceeding with the project under a cost sharing program, with 1/3 of the funding each coming from the Town of Addison, DART and the City of Dallas. Funding would include final engineering, right-of-way acquisition, and construction costs. The Town would be willing to manage the project and absorb the management costs.

We would like to meet with you and your staff to discuss your interest in participating in this project. In the meantime, if you have any questions please do not hesitate to call me at 972-450-7026.

Sincerely,

Richard N. Beckert
Mayor

cc: Ron Whitehead, City Manager
John Baumgartner, P.E., Director of Public Works
James C. Pierce, Jr., P.E., Assistant City Engineer

Enclosures

/blt_toll/greyson.wpd

January 8, 1998

Mr. Raymond Noah, Board Member
Dallas Area Rapid Transit
P.O.Box 660163
Dallas, TX 75266-7200

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Noah:

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count a little over one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection in all directions.

I have enclosed 2 copies of a Design Report prepared by Barton Aschman Associates, Inc. (October, 1995), that gives the results of a study to identify and evaluate alternatives for improving traffic conditions at the Belt Line/Dallas Parkway intersection.

I have also enclosed 2 sets of plans that show the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997.

An updated concept project cost estimate is also enclosed.

Since this project will benefit both DART and the City of Dallas, as well as the Town of Addison, the Town would like to propose proceeding with the project under a cost sharing program, with 1/3 of the funding each coming from the Town of Addison, DART and the City of Dallas. Funding would include final engineering, right-of-way acquisition, and construction costs. The Town would be willing to manage the project and absorb the management costs.

We would like to meet with you and your staff to discuss your interest in participating in this project. In the meantime, if you have any questions please do not hesitate to call me at 972-450-7026.

Sincerely,

Richard N. Beckert
Mayor

cc: Ron Whitehead, City Manager
John Baumgartner, P.E., Director of Public Works
James C. Pierce, Jr., P.E., Assistant City Engineer

Enclosures

/bit_toll/raynoah.wpd

MODE = TRANSMISSION

START=01-08 08:08AM

END=01-08 08:10AM

NO.	COM	SPEED NO	STATION NAME/ TELEPHONE NO.	PAGES
-----	-----	----------	--------------------------------	-------

001	OK		7043	005
-----	----	--	------	-----

-Addison Svc Ctr -Upstairs-

***** (FAX-200 U2.17)* - 972 450 2834- *****

TOWN OF
ADDISON

PUBLIC WORKS

From To: Mary Rosenbleuth

To:
From: James C. Pierce, Jr., P.E., DEE

Company: Tom Hill

Assistant City Engineer

Phone: 972/450-2879

FAX: 972/450-2837

FAX #: _____

Date: 1-8-98

16801 Westgrove

P.O. Box 144

Re: Belt Line/Toll Rd SPUJ

of pages (including cover): 5

Addison, TX 75001

Original in mail

Per your request

FYI

Call me

Comments:

Please review & comment

Jim

January 8, 1998

Ms. Sandy Greyson, Council Member
City Of Dallas
1500 Marilla, Room 5FN
Dallas, TX 75201

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Ms. Greyson:

Belt Line Road was designed to carry cars per day.

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count a little over one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection in all directions.

I have enclosed 2 copies of a Design Report prepared by Barton Aschman Associates, Inc. (October, 1995), that gives the results of a study to identify and evaluate alternatives for improving traffic conditions at the Belt Line/Dallas Parkway intersection.

I have also enclosed 2 sets of plans that show the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997. We have submitted the plans to Mr. Jack Antebi, P.E. of the Dallas Public Works & Transportation Department and have received favorable comment.

An updated concept project cost estimate is also enclosed.

Since this project will benefit both DART and the City of Dallas, as well as the Town of Addison, the Town would like to propose proceeding with the project under a cost sharing program, with 1/3 of the funding coming from the Town of Addison, DART and the City of Dallas. Funding would include final engineering, right-of-way acquisition, and construction costs. The Town would be willing to manage the project and absorb the management costs.

Might want to explain the "ownership" of this intersection background. Even though this intersection is owned by Dallas we recognize the important impact it has on Addison regional mobility.

1-08-1998 10:31AM

FROM

P. 3

~~01-08-1998 08:09AM~~

FROM [redacted] son Svc Ctr -Upstairs TO

7043 P.03

We would like to meet with you and your staff to discuss your interest in participating in this project. In the meantime, if you have any questions please do not hesitate to call me at 972-450-7026.

Sincerely,

Richard N. Beckert
Mayor

cc: Ron Whitehead, City Manager
John Baumgartner, P.E., Director of Public Works
James C. Pierce, Jr., P.E., Assistant City Engineer

Enclosures

/s/ [redacted].wpd

1-08-1998 10:31AM
01-08-1998 08:09AM

FROM Addison Svc Ctr -Upstairs TO

7843 P.04

Mr. Raymond Noah, Board Member
Dallas Area Rapid Transit
P.O.Box 660163
Dallas, TX 75266-7200

same comments as previous letter
January 8, 1998

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Noah:

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count a little over one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection in all directions.

I have enclosed 2 copies of a Design Report prepared by Barton Aschman Associates, Inc. (October, 1995), that gives the results of a study to identify and evaluate alternatives for improving traffic conditions at the Belt Line/Dallas Parkway intersection.

I have also enclosed 2 sets of plans that show the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997.

An updated concept project cost estimate is also enclosed.

Since this project will benefit both DART and the City of Dallas, as well as the Town of Addison, the Town would like to propose proceeding with the project under a cost sharing program, with 1/3 of the funding each coming from the Town of Addison, DART and the City of Dallas. Funding would include final engineering, right-of-way acquisition, and construction costs. The Town would be willing to manage the project and absorb the management costs.

Attention: JAMES PIERCE

From: WEF - 21171



Facsimile

Date: January 8, 1997

To: Storm Water Work Group

From: Sharon Thomas
Government Affairs

Fax Number: 1 (703) 684-2492

Phone Number: 1 (703) 684-2423

Number of pages: 1

RE: STORM WATER PHASE II
CONFERENCE CALL

This is to confirm that a conference call has been scheduled for Thursday, January 15 at 3 PM EASTERN TIME. You will be called at your office. If you need to call in, please dial 1-800-857-2260. The pass code is "Storm Water" and the conference leader is Tim Williams.

If you have any questions, please call Sharon Thomas at 703/684-2423.

_____ I can participate in the conference call and will expect the call in my office.

_____ I can participate but will need to call in.

_____ I can not participate.

Name

Phone number

Please fax or e-mail to Sharon Thomas at 703/684-2423, e-mail sthomas@wef.org

January 8, 1998

Mr. Raymond Noah, Board Member
Dallas Area Rapid Transit
P.O.Box 660163
Dallas, TX 75266-7200

*Save
for this
wording*

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Noah:

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count a little over one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection in all directions.

I have enclosed 2 copies of a Design Report prepared by Barton Aschman Associates, Inc. (October, 1995), that gives the results of a study to identify and evaluate alternatives for improving traffic conditions at the Belt Line/Dallas Parkway intersection.

I have also enclosed 2 sets of plans that show the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997. We have submitted the plans to Mr. Jack Antebi, P.E. of the Dallas Public Works & Transportation Department and have received favorable comment. The North Texas Tollway Authority has expressed concern about the affects the project would have on traffic flow and safety. We believe these concerns can be addressed to the Authority's satisfaction.

An updated concept project cost estimate is also enclosed.

Since this project will benefit both DART and the City of Dallas, as well as the Town of Addison, the Town would like to propose proceeding with the project under a cost sharing program, with 1/3 of the funding each coming from the Town of Addison, DART and the City of Dallas. Funding would include final engineering, right-of-way acquisition, and construction costs. The Town would be willing to manage the project and absorb the management costs.

We would like to meet with you and your staff to discuss your interest in participating in this project. In the meantime, if you have any questions please do not hesitate to call me at 972-450-7026.

Very truly yours,

Town of Addison

Richard N. Beckert
Mayor

cc: Ron Whitehead, City Manager
John Baumgartner, P.E., Director of Public Works
James C. Pierce, Jr., P.E., Assistant City Engineer

Enclosures

/blt_toll/raynoah.wpd



CITY OF DALLAS

December 9, 1997

Mr. James C. Pierce, Jr., P.E.
Addison Public Works Department
P. O. Box 144
Addison, TX 75001

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Pierce:

Thank you for the opportunity to review and comment on the proposed single point interchange at Belt Line Road and the Dallas Parkway.

Overall, we support the idea of building a single point interchange at this location. The only major geometric concern is that we would like to see three through lanes for both northbound and southbound Dallas Parkway (see attached sketch) to meet both present and future demand for through capacity.

Also, an interlocal agreement between Addison and Dallas will be necessary in the future to define responsibilities associated with this project.

If you have any questions, please call Jack Antebi, P.E., at (214) 670-3267.

Sincerely,

Sam L. Wilson
Assistant Director
Public Works and Transportation

SLW/JDR/pnwp.3989
Enclosure

John: I received a phone call from Jim Griffin 12-3-97. He is very concerned as to how this will affect traffic on the Toll Rd (due to const.).

He is sending our concept to HNTB for their comment.

12-19-97



CITY OF DALLAS

December 9, 1997

Mr. James C. Pierce, Jr., P.E.
Addison Public Works Department
P. O. Box 144
Addison, TX 75001

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Pierce:

Thank you for the opportunity to review and comment on the proposed single point interchange at Belt Line Road and the Dallas Parkway.

Overall, we support the idea of building a single point interchange at this location. The only major geometric concern is that we would like to see three through lanes for both northbound and southbound Dallas Parkway (see attached sketch) to meet both present and future demand for through capacity.

Also, an interlocal agreement between Addison and Dallas will be necessary in the future to define responsibilities associated with this project.

If you have any questions, please call Jack Antebi, P.E., at (214) 670-3267.

Sincerely,

Sam L. Wilson
Assistant Director
Public Works and Transportation

SLW/JDR/pnwp.3989

Enclosure



WAY

2 / 13 / 13

2 / 15 / 000

8 / 9 / 6

3



10 PARKING SPACE LOST

PROP. R.O.

ADDITION 440 M2

EXIST. R.O.



NORTH TEXAS TOLLWAY AUTHORITY

3015 RALEIGH STREET P.O. BOX 190369
DALLAS, TEXAS 75219
PHONE 214/522-6200 FAX 214/528-4826

December 8, 1997

HNTB Corporation
14114 Dallas Parkway, Suite 630
Dallas, Texas 75240

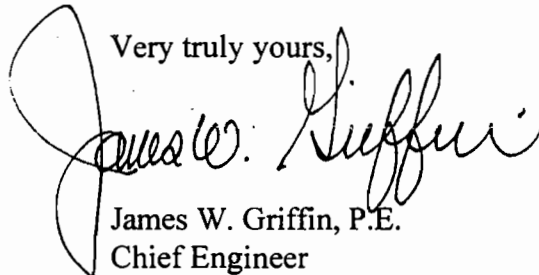
Attn: Mr. Dan Becker
Vice President

RE: DNT 240 General Consulting Civil Engineering Services
Dallas North Tollway

Ladies and Gentlemen:

The NTTA has received a second generation of conceptual plans prepared by Parsons Transportation Group for the Town of Addison concerning improvements to the intersection between Belt Line Road and the Dallas North Tollway service roads. Clearly the design proposed for these improvements affects the flow of traffic and the safety to patrons of the Dallas North Tollway. We are transmitting the plans that we have recently received and ask that you review and comment upon these plans.

Very truly yours,



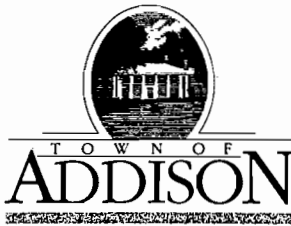
James W. Griffin, P.E.
Chief Engineer

JWG/mp

cc: John Baumgartner

JERE W. THOMPSON, JR., CHAIRMAN ♦♦♦ DONNA R. PARKER, VICE CHAIRMAN
DAVID D. BLAIR, JR. ♦ DONALD D. DILLARD ♦ THE HONORABLE RON HARRIS ♦ THE HONORABLE LEE JACKSON
A. DAVID JIMENEZ ♦ KIRK WILSON ♦ LEAH RAY S. WROTEN
JAMES W. GRIFFIN, EXECUTIVE DIRECTOR ♦ JIMME G. NEWTON, SECRETARY ♦ SUSAN A. BUSE, TREASURER

A POLITICAL SUBDIVISION OF THE STATE OF TEXAS



PUBLIC WORKS DEPARTMENT

(972) 450-2871

Post Office Box 144 Addison, Texas 75001

16801 Westgrove

November 3, 1997

Mr. Pete Davis, P.E.
Director of Engineering
North Texas Turnpike Authority
P.O. Box 190369
Dallas, TX 75219-0369

Tollway

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Davis:

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count approximately one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection.

I have enclosed 2 sets of plans that shows the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997.

A concept cost estimate is also enclosed.

Please perform a "technical" review of this submittal so that we may have the benefit of your comments. After you have had time for your review, we would like to meet with you to receive your comments. In the meantime, if you have any questions, please call me at 972-450-2886.

Very truly yours,

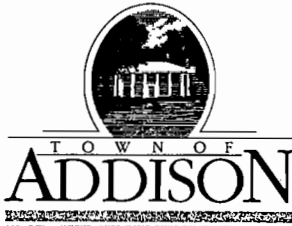
Town of Addison

John Baumgartner, P.E.
Director of Public Works

cc: James C. Pierce, Jr., P.E., Assistant City Engineer

Enclosures

*12-3-97 Telcon Jim Griffin;
Concerned with
this as to how it
will affect traffic.
Sending to HNTB
for their comment*



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(972) 450-2871

16801 Westgrove

November 3, 1997

Mr. Jack Antebi, P.E.
Dallas Public Works & Transportation Department
1500 Marilla Street, Room L1-B-N
Dallas, Texas 75201

Re: Single Point Urban Interchange, Belt Line Road at Dallas Parkway

Dear Mr. Antebi:

As you may know, the Town of Addison is continually seeking ways to improve the flow of traffic through the Town. Our busiest east-west thoroughfare is Belt Line Road, which carried 67,000 vehicles per day at our last count approximately one year ago. Accordingly, we are proposing to convert the Belt Line/Dallas Parkway intersection into a Single Point Urban Interchange to improve the efficiency of the intersection.

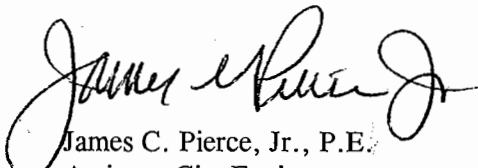
I have enclosed 2 sets of plans that show the concept we propose. The plans include a plan view that shows an expansion of the bridge deck to accommodate the left turn lanes, a drawing showing the drilled shaft and cantilever bent concept of support for the expanded deck, and a drawing showing the resulting clearances between the cantilever bent and the outside curb lane. Counts of pedestrian crossings are recorded on the plan view for one mid-week day in September, 1997.

A concept cost estimate is also enclosed.

Please perform a "technical" review of this submittal so that we may have the benefit of your comments. After you have had time for your review, we would like to meet with you to receive your comments. In the meantime, if you have any questions, please call me at 972-450-2879.

Very truly yours,

Town of Addison


James C. Pierce, Jr., P.E.
Assistant City Engineer

11-25-97 Spoke to Jack. This has been put on the back burner due to Arlana Project Downtown. Would not have to go to Council for approval but maybe just a briefing. His Director will determine.

cc: John Baumgartner, P.E.
Director of Public Works

Enclosures



Barton-Aschman Associates, Inc.

5485 Belt Line Road
Suite 199
Dallas, Texas 75240

Telephone #: (214) 991-1900
FAX #: (214) 490-9261

LETTER OF TRANSMITTAL

DATE	10/16/97	JOB NO.
ATTENTION		
RE:	Beltline/Tollway SPUJ	
	Inwood/Quorum Connection	

TO Mr. Jim Pierce
Town of Addison

GENTLEMEN:

- WE ARE SENDING YOU**
- Attached
 - Under separate cover via _____ the following items:
 - Shop drawings
 - Prints
 - Plans
 - Samples
 - Specifications
 - Copy of letter
 - Change order
 - _____

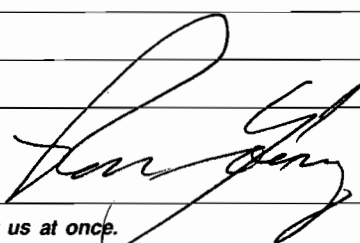
COPIES	DATE	NO.	DESCRIPTION
12			Color Sets of SPUJ, Profile, Section
2			Cost Estimate - SPUJ
1			Additional Alternative for Inwood/Quorum
2			Base drawings for Inwood/Quorum

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 19_____
- Approved as submitted
- Approved as noted
- Returned for corrections
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS _____

COPY TO _____

SIGNED: 

If enclosures are not as noted, kindly notify us at once.

COST ESTIMATE *By Barton Aschman*

ADDISON - SPUI :BELT LINE ROAD AND DALLAS NORTH TOLLWAY

October 15, 1997

ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
100-5002	PREP R.O.W.	KM	\$50,000.00	0.5	\$25,000.00
104-5001	REMOV CONC (PAV)	M2	\$11.43	1000	\$11,430.00
104-5005	REMOV CONC (MEDIAN)	M2	\$20.00	750	\$15,000.00
104-5009	REMOV CONC (SDWLK)	M2	\$12.00	100	\$1,200.00
104-5011	REMOV CONC (DRIVEWAY)	M2	\$11.00	200	\$2,200.00
104-5013	REMOV CONC (CURB&GUTTER)	M	\$4.72	1500	\$7,080.00
260-5010	LIME TREAT SUBGR (DC) (200 MM)	M2	\$1.65	2500	\$4,125.00
360-5011	CONC CURB (TY II) (MONO)	M	\$6.56	1500	\$9,840.00
360-5017	CONC PAV (CPCD) (200MM)	M2	\$27.81	2000	\$55,620.00
416-0506	DRILL SHAFT (36 IN)	LF	\$77.49	400	\$30,996.00
420-0551	CL C CONC (PARAPET WALL)	CY	\$882.86	105	\$92,700.30
420-5014	CL C CONC BENT	M3	\$395.00	150	\$59,250.00
422-5001	REINF CONC SLAB	M2	\$71.79	1000	\$71,790.00
423-5007	RET WALL	M2	\$375.00	200	\$75,000.00
450-0695	RAIL (TY C411)	M	\$209.98	200	\$41,996.00
464-5005	RC PIPE (CL III) (600MM)	M	\$124.32	30	\$3,729.60
465-0741	INLET (COMPL) (TY II) (10')	EA	\$2,400.00	3	\$7,200.00
496-0502	REMOV INLET	EA	\$572.00	3	\$1,716.00
5004-5001	TEMP SED FNC	M	\$1.00	2000	\$2,000.00
5004-5003	TEMP SED FNC (REMOV)	M	\$1.00	2000	\$2,000.00
500-5001	MOBILIZATION	LS	\$75,000.00	1	\$75,000.00
502-5001	BARRICADE, SIGNS, TRAFF	MO	\$4,000.00	12	\$48,000.00
530-5001	DRVWY'S (Conc)(150mm)	M2	\$30.08	200	\$6,016.00
531-5002	CONCRETE SIDEWALK	M2	\$19.27	150	\$2,890.50
531-5004	SIDEWALK RAMP (TY 4)	EA	\$463.00	16	\$7,408.00
536-5002	CONC MEDIAN	M2	\$40.00	800	\$32,000.00
610	RDWY ILL ASSEM	EA	\$2,120.00	6	\$12,720.00
649-5003	FND LG RDS D SIGN SUPPORT	EA	\$292.35	20	\$5,847.00
650	OVERHEAD SIGN SUPPORT	EA	\$28,200.00	1	\$28,200.00
662-0542	WZPM (CLB)	EA	\$2.30	500	\$1,150.00
662-0543	WZPM (CLB)	EA	\$2.33	200	\$466.00
662-0581	WZPM (TAB)	EA	\$6.83	1500	\$10,245.00
662-0582	WZPM (TAB)	EA	\$1.00	750	\$750.00
666-0517	REFL	EA	\$99.48	24	\$2,387.52

ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
666-0549	REFL	EA	\$35.45	24	\$850.80
666-5012	REFL	M	\$12.50	75	\$937.50
666-5013	REFL	RA	\$89.02	24	\$2,136.48
666-5036	REFL	M	\$1.24	150	\$186.00
666-5041	REFL	M	\$2.50	250	\$625.00
666-5044	REFL	M	\$8.63	75	\$647.25
666-5045	REFL	EA	\$36.32	24	\$871.68
666-5201	REFL	M	\$0.67	150	\$100.50
666-5209	REFL	M	\$7.76	250	\$1,940.00
672-0504	RPM (CLA)	EA	\$6.43	160	\$1,028.80
672-0507	RPM (CLB)	EA	\$2.43	360	\$874.80
672-5016	RPM BTN	EA	\$2.88	370	\$1,065.60
678-5001	PAV SURV & PREP	M	\$0.13	150	\$19.50
678-5004	PAV SURV & PREP	M	\$2.72	250	\$680.00
678-5006	PAV SURV & PREP	M	\$5.73	75	\$429.75
678-5007	PAV SURV & PREP	EA	\$31.70	24	\$760.80
678-5008	PAV SURV & PREP	EA	\$40.00	24	\$960.00
686	SIGNAL SYSTEM	LS	\$125,000.00	1	\$125,000.00
	LANDSCAPE	LS	\$75,000.00	1	\$75,000.00
	UTIL RELOC	LS	\$175,000.00	1	\$175,000.00
SUBTOTAL					\$1,142,067.38
CONTINGENCY AND ENGINEERING					\$342,620.21
RIGHT-OF-WAY					\$540,000.00
TOTAL					\$2,024,687.59

COST ESTIMATE

ADDISON - SPUI :BELT LINE ROAD AND DALLAS NORTH TOLLWAY

October 1, 1997

ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
100-5002	PREP R.O.W.	KM	\$22,730.00	0.5	\$11,365.00
104-5001	REMOV CONC (PAV)	M2	\$11.43	750	\$8,572.50
104-5005	REMOV CONC (MEDIAN)	M2	\$20.00	500	\$10,000.00
104-5009	REMOV CONC (SDWLK)	M2	\$12.00	75	\$900.00
104-5011	REMOV CONC (DRIVEWAY)	M2	\$11.00	140	\$1,540.00
104-5013	REMOV CONC (CURB&GUTTER)	M	\$4.72	1350	\$6,372.00
260-5010	LIME TREAT SUBGR (DC) (200 MM)	M2	\$1.65	2200	\$3,630.00
360-5011	CONC CURB (TY II) (MONO)	M	\$6.56	1200	\$7,872.00
360-5017	CONC PAV (CPCD) (200MM)	M2	\$27.81	1650	\$45,886.50
416-0506	DRILL SHAFT (36 IN)	LF	\$77.49	360	\$27,896.40
420-0551	CL C CONC (PARAPET WALL)	CY	\$882.86	35	\$30,900.10
420-5014	CL C CONC BENT	M3	\$395.00	60	\$23,700.00
422-5001	REINF CONC SLAB	M2	\$71.79	700	\$50,253.00
423-5007	RET WALL	M2	\$375.00	100	\$37,500.00
450-0695	RAIL (TY C411)	M	\$209.98	153	\$32,126.94
464-5005	RC PIPE (CL III) (600MM)	M	\$124.32	30	\$3,729.60
465-0741	INLET (COMPL) (TY II) (10')	EA	\$2,400.00	3	\$7,200.00
496-0502	REMOV INLET	EA	\$572.00	3	\$1,716.00
5004-5001	TEMP SED FNC	M	\$1.00	1000	\$1,000.00
5004-5003	TEMP SED FNC (REMOV)	M	\$1.00	1000	\$1,000.00
500-5001	MOBILIZATION	LS	\$1.00	30275	\$30,275.00
502-5001	BARRICADE, SIGNS, TRAFF	MO	\$12.00	2187	\$26,244.00
530-5001	DRVWY'S (Conc)(150mm)	M2	\$30.08	140	\$4,211.20
531-5002	CONCRETE SIDEWALK	M2	\$19.27	75	\$1,445.25
531-5004	SIDEWALK RAMP (TY 4)	EA	\$463.00	16	\$7,408.00
536-5002	CONC MEDIAN	M2	\$40.00	800	\$32,000.00
610	RDWY ILL ASSEM	EA	\$2,120.00	6	\$12,720.00
649-5003	FND LG RDSG SIGN SUPPORT	EA	\$292.35	20	\$5,847.00
650	OVERHEAD SIGN SUPPORT	EA	\$28,200.00	1	\$28,200.00
662-0542	WZPM (CLB)	EA	\$2.30	360	\$828.00
662-0543	WZPM (CLB)	EA	\$2.33	160	\$372.80
662-0581	WZPM (TAB)	EA	\$6.83	1140	\$7,786.20
662-0582	WZPM (TAB)	EA	\$1.00	500	\$500.00
666-0517	REFL	EA	\$99.48	24	\$2,387.52

ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
666-0549	REFL	EA	\$35.45	24	\$850.80
666-5012	REFL	M	\$12.50	75	\$937.50
666-5013	REFL	RA	\$89.02	24	\$2,136.48
666-5036	REFL	M	\$1.24	150	\$186.00
666-5041	REFL	M	\$2.50	250	\$625.00
666-5044	REFL	M	\$8.63	75	\$647.25
666-5045	REFL	EA	\$36.32	24	\$871.68
666-5201	REFL	M	\$0.67	150	\$100.50
666-5209	REFL	M	\$7.76	250	\$1,940.00
672-0504	RPM (CLA)	EA	\$6.43	160	\$1,028.80
672-0507	RPM (CLB)	EA	\$2.43	360	\$874.80
672-5016	RPM BTN	EA	\$2.88	370	\$1,065.60
678-5001	PAV SURV & PREP	M	\$0.13	150	\$19.50
678-5004	PAV SURV & PREP	M	\$2.72	250	\$680.00
678-5006	PAV SURV & PREP	M	\$5.73	75	\$429.75
678-5007	PAV SURV & PREP	EA	\$31.70	24	\$760.80
678-5008	PAV SURV & PREP	EA	\$40.00	24	\$960.00
686	SIGNAL SYSTEM	LS	\$75,000.00	1	\$75,000.00
	LANDSCAPE	LS	\$50,000.00	1	\$50,000.00
	UTIL RELOC	LS	\$100,000.00	1	\$100,000.00
SUBTOTAL					\$712,499.47
CONTINGENCY AND ENGINEERING					\$142,499.89
TOTAL					\$854,999.36

Row 200,000
Parking 340,000

 \$ 1,395,000

Beltline/Toll Road Single Point

9-18-97

Bryan Moen Ron Young, John, Jim
Parsons (Barbara Acheiman)

Need

- Need to count pedestrians crossing
- Pedestrian flow plan
- Haz Mat issues
- Cost Estimates
- Meet in 2 weeks

John will schedule a meeting with Davis in 3 wks.

214-522-6200

10/7/97

Update Estimate

N. TX Turnpike Auth

3015 Raleigh St PO Box 190369

D TX 75219-0369

Send
Plans
to

- { DART — Technical Review — ~~Funding~~
- { NTTA — Pete Davis — Dir & Engr
- { Dallas — Jack Antebi — ~~Funding~~
- { Addison

12 sets

cost

Send Simultaneously to above L.O.T.

Funding - DART
CMAC

Every pay 1/3 ?? Signed by Ron W.

Joe Renaud, Jeff, Jim, John, Ron Young

8-20-97

Belt Line Rd/Toll Rd - Single Point
Urban Interchange

15L7"

Is there enough roadway clearance on
South side for expanded Bridge.
N. side should be OK.

Pedestrians are a problem

TU Electric affected.

Corner Property Owners are affected

Joel will take a copy of the drawing
to Jack Antebec

Next Step — Surveyors will measure clearance
for expanded bridge.

Ron will do Schematics & profiles for clearance
Meet week after Labor Day.

9-5-97 called Ron. Wanted meeting for 9/15. Jeff
& Johnson. Scheduled for 9-18-97 @ 1:30



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(972) 450-2871

16801 Westgrove

May 8, 1997

MEMORANDUM

TO: Ron Whitehead, City Manager

FROM: John Baumgartner, Director of Public Works *DCN for JRB*

SUBJECT: Engineering Services Contract with Barton-Aschman

Attached is a proposal from Barton Aschman Associates, Inc. to provide engineering and surveying services for the schematic designs of a Single Point Urban Interchange and pedestrian bridges at the intersection of Belt Line Road and Dallas Parkway. The proposal is in the amount of \$50,247.95. The project is a budgeted item.

The proposed Single Point Urban Interchange will allow the intersection to operate like a normal four approach intersection. (i.e. Midway/Belt Line) This will reduce the length of the traffic signal cycle and will increase the capacity of the intersection approximately twenty-five percent. The proposed improvements will require the widening of the existing bridge, which is owned by the Texas Turnpike Authority and controlled by the city of Dallas. The new configuration of the intersection will also make it difficult for pedestrian traffic to safely cross the intersection. Pedestrian bridges across the tollroad will be investigated as part of this contract.

The scope of the project will be the preparation of schematic designs, cost estimates, preliminary environmental assessment, and potential sources of construction funding. This information will allow the Town to decide whether or not to proceed with this project. If the Council elects to proceed with the project, staff will enter into discussions with the TTA, DART, and the city of Dallas.

Staff requests that the Council approve the proposal from Barton-Aschman Associates and authorize the City Manager to execute the agreement in the amount of \$50, 247.95.

PARSONS

Barton-Aschman Associates, Inc. • A Unit of Parsons Transportation Group, Inc.
5485 Belt Line Road • Suite 199 • Dallas • Texas • 75240 USA • (972) 991-1900 • (972) 490-9261 fax

March 28, 1997

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

RE: Belt Line Road/Dallas Parkway
Single Point Urban Interchange

Dear Mr. Baumgartner:

We are pleased to submit this proposal to provide Civil Engineering and Surveying Services to the Town of Addison for the Schematic Design of a Single Point Urban Interchange (SPUI) at the Belt Line Road and Dallas Parkway intersection. Our proposal is based on our understanding of the requirements identified by your meeting with Mr. Gary Jost.

If accepted, this proposal will become a Letter of Agreement between the Town of Addison (Client) and Barton-Aschman Associates, Inc. (BA) to provide the scope of services described below.

PROJECT UNDERSTANDING

Barton-Aschman has previously prepared traffic studies and analyses using an SPUI as an alternative. The analyses indicated that the SPUI would be an effective and appropriate traffic enhancement at this intersection. The purpose of this project is to prepare a schematic design, estimate costs, provide environmental assessment documentation, and identify potential sources of construction funding.

SCOPE OF SERVICES

The attachment includes the services to be provided for this project.

SCHEDULE

We estimate that we can complete this project within four (4) months (exclusive of review time) following receipt of a signed copy of this Letter of Agreement. We are prepared to begin work on this project immediately.

MEETINGS

For the purpose of our fee estimate, we have included the cost of attending five (5) meetings with the Town of Addison. This cost for BA to attend additional meetings, if authorized, will be billed separately on a cost and expense basis.



FEE FOR SERVICES AND METHOD OF PAYMENT

The fee for completing the project will be on a Lump Sum basis for services rendered. We estimate the cost to perform the scope of services, outlined in the scope of services, is \$50,247.95. This fee will not be exceeded without authorization from the Client. Direct reimbursement for out-of-pocket expenses such as mileage, reproduction, etc. will be billed at cost and is included in the quoted fee for this project.

The fee for extra meetings, work sessions, and presentations (and work in addition to the tasks indicated in the Scope of Services) will be billed separately based on our hourly rates for staff time and expense.

Invoices will be submitted monthly and will indicate charges incurred during the preceding month. Billings are due and payable within thirty (30) days of invoice date. A one and one-half (1.5) percent carrying charge will be added each month to all past due accounts.

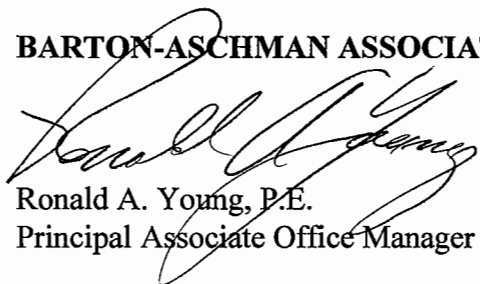
AUTHORIZATION

We are prepared to initiate work on this project immediately upon receipt of a signed copy of this Letter of Agreement. This proposal will remain valid for thirty (30) days.

We appreciate the opportunity to submit this proposal and look forward to assisting you on this project. If you have any questions regarding this proposal, please do not hesitate to call.

Sincerely,

BARTON-ASCHMAN ASSOCIATES, INC.


Ronald A. Young, P.E.
Principal Associate Office Manager

Date: 3/28/97

ACCEPTED AND APPROVED BY

Ron Whitehead
(Signature)

Ron Whitehead
(Printed or Typed Name)

City Manager
(Title)

AUTHORIZED TO EXECUTE AGREEMENTS FOR:

Town of Addison
(Organization)

(Title)

**SERVICES TO BE PROVIDED BY THE ENGINEER
FOR
A SINGLE POINT URBAN INTERCHANGE AND PEDESTRIAN ACCESS
DALLAS PARKWAY AT BELT LINE ROAD
ADDISON, TEXAS**

**ADVANCED PLANNING & DETERMINATION OF RIGHT-OF-WAY AND
SCHEMATIC REQUIREMENTS**

This project will provide a schematic design of a Single Point Urban Interchange (SPUI) in the Town of Addison and recommendations for pedestrian crossings from the east side of Dallas Parkway to the west side of Dallas Parkway.

PROJECT LIMITS:

Dallas Parkway of Belt Line Road - 400 feet east and west of Dallas Parkway and 400 feet north and south of Belt Line Road.

WORK PROGRAM:

A schematic design will be prepared for the SPUI and Pedestrian Crossings. An environment assessment will be performed for the project once the schematic design is complete.

TASK 1 PROJECT INITIATION

Purpose: To initiate the project with a meeting of the Project Team, including; Town of Addison, Texas Turnpike Authority (TTA), City of Dallas, and Barton-Aschman Associates.

Activities:

- 1.1 Meet with involved parties to review project scope of services.
- 1.2 Discuss available data and additional data needs. It is assumed that data will be supplied by others at no cost to Barton Aschman. Data required will include but not be limited to the following:
 - Proposed roadway improvements nearing construction phase and schedule of construction.
 - As-built plans of the intersection indicating curb locations, existing right-of-way location and utilities. Intersection geometries including right-of-way, number of lanes, land assignments, and turn lane storage lengths.
 - Pedestrian volumes and further demands.
- 1.3 Provide meeting minutes for review.

Task 1 Deliverables:

1. Memorandum detailing meeting minutes and information provided to Barton-Aschman Associates, Inc. at the meeting.

TASK 2 DATA ASSEMBLY, AND REVIEW

Purpose: To assemble all data necessary to accomplish project goals.

Activities:

- 2.1 Assemble data identified in Task 1.
- 2.2 Assemble and review data supplied by the Town and TTA. Identify any additional data needs.
- 2.3 Discuss additional data needs with the Town staff.
- 2.4 Provide draft technical memorandum detailing any additional data collection requirements if necessary for review by the Town.

Task 2 Deliverable:

1. Technical memo identifying any additional needs and costs if necessary.

TASK 3 SURVEYING AND RIGHT-OF-WAY

Purpose: To obtain recent, accurate physical information covering the intersection to be used in schematic drawing preparation. Detailed information will typically be provided within 85 meters of the roadway centerline and will extend up to 135 meter along each leg of the intersections.

Activities:

- 3.1 Provide survey services necessary to accurately locate existing horizontal features (i.e. curbs, street lights, traffic signals, medians, bridge structure, etc.).
- 3.2 Provide survey services necessary to provide elevations in the intersection area and along the Dallas North Tollway under Belt Line Road.
- 3.3 Identify the existing ownership of the properties adjacent to the intersection.
- 3.4 Locate existing right-of-way.

Task 3 Deliverables:

1. One set of hard copy plots of a 200 meter band at a 1:500 scale, with contours at .5 meter intervals along each roadway segment.
2. One set of 3 1/2" diskettes containing the AutoCAD Release 13 drawing files.

TASK 4 PREPARE SCHEMATICS, ESTIMATE OF CONSTRUCTION COSTS

Purpose: To provide cost data necessary to evaluate relative benefits versus costs for specific improvements. To transmit study results to the Town and provide a permanent record of the study.

Activities:

- 4.1 Prepare list of preliminary unit construction costs and review with Town staff.
- 4.2 Obtain right-of-way costs from the Town to be used for study estimates and agree with Town staff on the method to be utilized.
- 4.3 Estimate construction and right-of-way costs and prepare table of estimated costs and discuss with Town staff.
- 4.4 Review and adjust in work session with Town staff. Discuss items to be addressed in the Environmental Assessment (Task 6).
- 4.5 Prepare summary table for input to draft report.
- 4.6 Provide draft memorandum for review by the Town.
- 4.7 Prepare intersection schematic drawings in accordance with Town and TTA design criteria. Schematics will include plan view, typical sections, traffic counts, lane lines, traffic directions, title blocks and existing features. Profiles will be provided.

Task 4 Deliverables:

1. Table of estimated construction and right-of-way costs.
2. Meeting minutes.
3. Five copies of the schematic design.

TASK 5: PEDESTRIAN ACCESS

Purpose: To investigate means of providing pedestrian crossings across Dallas North Tollway and at the Single Point Urban Interchange. To provide schematic designs of pedestrian crossings.

Activities:

- 5.1 Prepare schematic design for a pedestrian crossing north of Belt Line Road and south of Belt Line Road after evaluating potential crossing locations.
- 5.2 Estimate impact on existing parking and probable right-of-way needs.
- 5.3 Prepare conceptual pedestrian crossing at the Single Point Urban Interchange (SPUI).
- 5.4 Identify potential utility conflicts and the need for adjustments.

5.5 Prepare estimate of construction and right-of-way costs.

Task 5 Deliverables:

1. Schematic designs for 2 pedestrian crossings.
2. Conceptual design of a pedestrian crossing at the SPUI.
3. Table of estimated construction costs.

TASK 6: PREPARE ENVIRONMENTAL ASSESSMENT REPORT

Purpose: To prepare an environmental assessment report suitable for submission to TxDOT, TTA, or the FHWA.

Activities:

- 6.1 Environmental documents will be prepared with the expectation that they will result in a EA/FONSI on projects requiring new Right-of-Way. EA/FONSIs are typically 25-30 pages long and contain thorough element discussion.
- 6.2 Perform Noise Quality survey and analysis.
- 6.3 Perform Air Quality analysis as required.
- 6.4 Perform Hazardous Materials and Wetlands investigation.
- 6.5 Attend three public participation meetings.
- 6.6 Utilize public input to revise the Environmental Assessments and Schematics.
- 6.7 Submit the Environmental Assessments and Schematics to the Town. The Town will submit them for further approved by TxDOT, TTA or FHWA.

Task 6 Deliverables:

1. Five bound copies of the Draft Environmental Assessment report.
2. Five bluelines at 1:500 of the design schematics.
3. Ten bound copies of the Final Environmental Assessment report.
4. Ten blueline copies at 1:500 of the design schematics.

TASK 7: INVESTIGATE FUNDING SOURCES

Purpose: To determine the availability and sources of construction funding.

Activities:

- 7.1 Meet with DART, TxDOT, TTA, City of Dallas and NCTCOG to determine available construction funding sources.
- 7.2 Meet with the Town of Addison to review funding sources.

Task 7 Deliverables:

1. Memorandum specifying the results of interview with DART, TxDOT, TTA, City of Dallas and NCTCOG.
2. Table of funding sources and participation amounts.

Task	Man Hour Estimate					Estimated Cost	Sub-Total
	Project Manager	Senior Engineer	Engineer	Technician	Clerical		
1. Prepare initiation							
Prepare for meeting	2			4		465.92	
Attend meeting	2	2			2	478.48	
Prepare minutes		2				172.80	1,117.20
2. Data assembly and review							
Secure data from City of Dallas	1	4	2			564.10	
Secure data from Town of Addison	1	4	2			564.10	
Secure data and right-of-entry from Turnpike Authority	1	4	2			564.10	1,692.30
3. Surveying and right-of-way							
Survey field work by Arredondo, Brunz & Associates						15,000.00	
Review and assimilate	2	2	4	4		858.13	
Survey information							15,858.13
4. Prepare schematics & estimates							
Prepare unit cost list		2	4			392.20	
Meet with Town staff	2	2				397.44	
Prepare schematic designs	2	16	32	40		5,648.26	
Prepare estimates	2	8	8			1,340.58	
Meet with Town staff	4	4				794.88	
Prepare minutes		2			6	414.72	8,988.08
5. Pedestrian Access							
Schematic Design		4	8	8		1,238.78	
Conceptual Design		4	8	8		1,238.78	
Cost Estimates		4	8	8	4	1,400.06	3,877.62
6. Environmental assessment							
Secure Haz Mat report						2,000.00	
Perform noise quality analysis		4	8	4		1,018.64	
Perform air quality analysis		4	8	4		1,018.64	
Prepare draft EA	2	8	12	12	24	4,151.49	
Meet with Town, TxDOT, DART, etc.	2	4				794.88	
Finalize EA & schematics	2	4	4	8	8	1,587.73	
Final meeting on EA	2	0			2	305.28	10,876.66
7. Investigate funding sources							
Meet with DART		4	4			557.96	
Meet with TxDOT		4	4			557.96	
Meet with City of Dallas		4	4			557.96	
Meet with NCTCOG		4	4			557.96	
Meet with Town of Addison	4	4				794.88	
Prepare memo		4			2	426.24	3,452.96

Total Labor & Subs \$45,862.95

Estimated Expenses:

Computer Time \$2,000.00

Reproduction \$2,000.00

Travel & Mileage \$310.00

Deliveries \$75.00

Total \$50,247.95

cc Ron Whitehead
Gary Jost
7-15-96

**TEXAS
TURNPIKE
AUTHORITY**



3015 Raleigh Street • P.O. Box 190369
Dallas, Texas 75219
Phone 214/522-6200
Fax 214/528-4826

July 5, 1996

A-
Send a copy
to Ron W. Jost with
BA JJK 9B

Town of Addison
P. O. Box 144
Addison, TX 75001

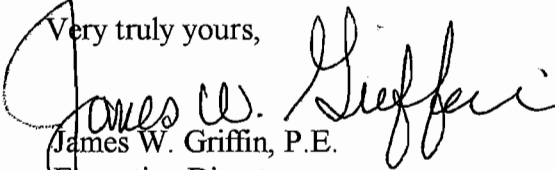
Attn: Mr. John Baumgartner
City Engineer

Ladies and Gentlemen:

HNTB Corporation has reviewed for the TTA the Barton Aschman study of potential traffic flow improvements at Belt Line Road and Dallas Parkway. I have attached HNTB's review comments for your consideration.

The TTA will be supportive of the improvements proposed by Barton Aschman, provided they do not adversely affect traffic flow on the Tollway. Northbound P.M. traffic flow on the Tollway at Belt Line is so heavy that the TTA cannot tolerate any structural modifications that would produce Tollway operational flow problems in that location.

Very truly yours,


James W. Griffin, P.E.
Executive Director

ek
Enc.

cc: HNTB
Engineering



ARCHITECTS ENGINEERS PLANNERS

14114 Dallas
Parkway, Suite 1500
Dallas, Texas
75244-1500
(214) 661-5620
FAX (214) 661-5611

June 17, 1996

Texas Turnpike Authority
P.O. Box 190369
Dallas, Texas 75219

Attn: Mr. James W. Griffin, P.E.
Executive Director

DALLAS NORTH TOLLWAY
DNT-240 General Consulting Services
Belt Line Road Traffic Revisions

Dear Mr. Griffin:

We have reviewed the Design Report prepared by Barton Aschman for improvement of the efficiency of traffic flow at the intersection of Belt Line Road and the Dallas Parkway. Three alternatives are presented in the report with each having an affect on the Texas Turnpike Authority (TTA) facilities.

Alternative 1 has the least effect on the TTA's, facilities and apparently would only require modification of the island separating U-turn traffic from the through traffic on Belt Line Road. As noted in the report, though, this alternative does little to improve traffic efficiency.

Alternatives 2 and 3 are essentially the same insofar as the effect on the tollway bridge structure at Belt Line Road. The right-of-way needs for Alternative 3 appear to be somewhat greater than for Alternative 2, but since the additional property is to the right of the frontage road, that issue should not affect the Authority.

The Single Point Urban Interchange introduces significantly larger turning radii on the left turn lanes through the intersection. Due to the close proximity of the left turn lanes to the retaining wall and bridge structure and the larger radii, the resulting left-turn roadway will overhang the wall and require a radius corner extension at each corner of the bridge. Radius corners already exist on the bridge, and it would not be practical to introduce a bridge slab projection or cantilever in excess of that currently constructed on this prestressed concrete beam structure. It may be possible to remove a portion of the existing bridge under the U-turn lane and reconstruct this portion of the bridge to accommodate the radius corner utilizing a post-tensioned concrete box structure with a center median support pier.

23756

The HNTB Companies

MEMPHIS, TN; WASHINGTON, DC; BOSTON, MA; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; CONCORD, CA; DALLAS, TX; DENVER, CO; FORT WORTH, TX; HOUSTON, TX; IRVINE, CA; KANSAS CITY, MO; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MIAMI, FL; MEMPHIS, TN; MINNEAPOLIS, MN; NEW YORK, NY; OMAHA, NE; ORLANDO, FL; OVERLAND PARK, KS; PHOENIX, AZ; RALEIGH, NC; ROCKLAND COUNTY, NY; SEATTLE, WA; TAMPA, FL; TULSA, OK; WASHINGTON, DC

Texas Turnpike Authority
Dallas, Texas 75219

-2-

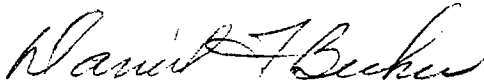
Dallas North Tollway
June 17, 1996

Bridge modification would require cast-in-place construction over the Tollway and would restrict clearance to about 12 feet. Retaining walls at each corner of the bridge would require modification, and traffic on lanes adjacent to the median would need to be controlled during construction of the median support. These construction operations would create significant congestion for the tollway traffic.

With respect to the cost estimate, we note the unit price for bridge modification is probably too low for the relatively small area of structure and difficulty of construction in the severely restricted area. Please call and we will be pleased to discuss the proposed plan in more detail if you wish.

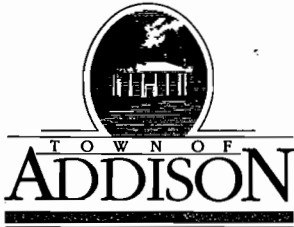
Very truly yours,

HNTB CORPORATION



Daniel F. Becker, P.E.
Vice President, Central Division

DFB/kkg



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

February 7, 1995

MEMORANDUM

To: Ron Whitehead, City Manager

From: John Baumgartner, Director of Public Works

JRB

Re: Dallas North Tollway at Belt Line Rd.

Attached is a proposal from Barton-Aschman to provide professional engineering services to study the possible alternatives to reconfigure the Belt Line Road/Dallas Parkway intersection to obtain additional capacity.

This intersection is located in both the Town of Addison and the City of Dallas and currently operates at a "level of service E or F". Barton-Aschman's proposal will examine the possibility of separating to north and south bound movement while still providing for multiple turning movements at Belt Line; at grade improvements, and the use of a modern urban interchange.

The fee proposed for this initial phase of the project is a time and materials fee not to exceed \$19,700. Because this study was not budgeted, funding will come from an unencumbered portion of the existing general fund balance.

Staff recommends the council consider the proposal and authorize the City Manager to execute the Agreement with Barton-Aschman for a time and materials fee not to exceed \$19,700.

JRB/amh

Attachments

1. Barton-Aschman Proposal
2. Level of service descriptions

January 17, 1995

Mr. John Baumgartner, P.E.
Director of Public Works
Town of Addison
16801 Westgrove Dr.
P.O. Box 144
Addison, Texas 75001

Re: Letter of Agreement for the Dallas North Tollway at Belt Line Road Study

Dear Mr. Baumgartner:

Barton-Aschman Associates, Inc. is pleased to submit this proposal to provide professional transportation planning and engineering services in connection with the proposed access roadway associated with the Dallas North Tollway at Belt Line Road Study in Addison, Texas. Based on our discussions and understanding of the project, we have prepared a Scope of Services for this project. Our study approach and Scope of Services are presented below in this proposal.

If accepted, this letter will become an agreement between Town of Addison and Barton-Aschman Associates, Inc. to provide the services described in the Scope of Services below.

SCOPE OF SERVICES

Our Scope of Services includes the following work tasks.

Task 1.0 PROJECT INITIATION MEETING

We will meet with the Town of Addison (Town) staff to discuss the proposed scope of services, project schedule, data collection activities, unit cost information, evaluation criteria, and simulation procedures and outputs. We will also discuss possible roadway improvement alternatives to be analyzed in subsequent tasks.

- Output:**
1. Finalized Scope of Services and Schedule.
 2. Evaluation criteria for analysis.
 3. Alternatives to be evaluated.
 4. One meeting with Town staff.

Task 2.0 DATA COLLECTION

We will collect the following data to form a sound basis for subsequent analysis:

- P.M. Peak Hour turning movement counts. These counts will be conducted on a Friday between the hours of 4:00 P.M. and 6:30 P.M.
- "As Built" plans for the study intersection.
- Existing utility information.
- Existing Right-of-Way information.
- Toll Plaza discharge rates for entering and exiting toll booths south of Belt Line Road.
- Existing Signal Timing plans for the Belt Line Road/Dallas North Tollway Intersection.
- Existing lane configurations.
- Saturation Flow Rates for all approach movements to the intersection.
- Vehicle delay studies for each approach to the intersection.
- Site plans for adjacent properties.
- Design plans for proposed right turn lane for eastbound Belt Line Road traffic.

Output: 1. Database of existing transportation infrastructure and traffic characteristics for the study intersection.

TASK 3.0 SIMULATE EXISTING CONDITIONS

We will conduct an analysis of existing conditions during the P.M. peak hour at the intersection using the TRAF-NETSIM microscopic traffic simulation model. The model will be calibrated to existing conditions observed in the field. Model outputs include vehicle delays and stops, number of failed cycles during the design period, and vehicle emission information. These existing measures of effectiveness (MOEs) as the base conditions in the utility/cost analysis of each of the alternatives.

Mr. Baumgartner
January 18, 1995
Page 3

Output: 1. Calibrated simulation model.
2. Existing conditions MOEs.

TASK 4.0 PREPARE BASE MAPS

We will prepare base maps for the study intersection using the data collected in Task 2.0 Base maps will be prepared in AUTOCADD (v12.0) at a scale of 1"=50' on 24"x36" sheets. The base maps will include existing roadway curb lines, R.O.W. information, lane configurations, utilities (including drainage), and prominent features (i.e. parking lots, building footprints, etc.) on adjacent properties.

Output: 1. Base maps of existing conditions.

TASK 5.0 DEVELOP INTERSECTION IMPROVEMENT ALTERNATIVES

We will develop three intersections improvement alternatives for further analysis. Up to five conceptual alternative sketches will be developed for Town of Addison review based on discussions with Town staff included in Task 1.0. The three alternatives selected for further development and analysis will be chosen during a work session with Town staff. It is anticipated that the three alternatives will include the following:

- At-grade improvements only.
- Depression of the Northbound and Southbound Dallas North Tollway Frontage Roads.
- Modern urban interchange.

The three alternatives will be developed on the existing base maps using AUTOCADD. The alternatives will be submitted to Town staff for review and comments and finalized during a work session with staff.

Output: 1. Three improvement alternatives for analysis.
2. Two work sessions with Town staff.

TASK 6.0 PREPARE ENGINEER'S OPINION OF COST

We will prepare an engineer's opinion of cost for each of the three alternatives developed in Task 5.0.

Output: 1. Spreadsheet showing the engineer's opinion of cost for each alternative.

TASK 7.0 SIMULATE EACH ALTERNATIVE

We will simulate traffic conditions for each of the three alternatives using the calibrated simulation model developed on Task 3.0. Measures of Effectiveness for each alternative will be the output of each of the simulation. We will also video tape the simulation graphics developed by the TRAF NETSIM model for each of the alternatives.

Output: 1. MOEs for each of the alternatives.
2. Video tape of simulation graphics for each alternative.

TASK 8.0 CONDUCT UTILITY/COST ANALYSIS

We will conduct a utility/cost analysis of each of the alternatives using the evaluation (utility) criteria identified in Task 1.0 and the MOEs from the simulation tasks. This utility/cost analysis will identify the preferred alternative based on the criteria and need identified in previous tasks. The results of the utility/cost analysis will be submitted to Town staff for review and finalized in a work session with staff.

Output: 1. Utility/cost analysis of each alternative.
2. Preferred alternative.
3. One work session with the Town staff.

TASK 9.0 PRESENT TO TOWN COUNCIL

We will present the study procedures, findings, and conclusions to the Town Council for their review and comment.

Output: 1. Five copies of draft report.
2. Ten copies of final report.

Mr. Baumgartner
January 18, 1995
Page 5

TASK 11.0 MEETINGS

For purposes of our fee estimate, we have assumed our attendance at two meetings in addition to the meeting and work sessions identified in the previous tasks. We are certainly available to attend any meetings deemed necessary. However, additional meetings will be beyond the scope of this study and will be considered additional services. Additional meetings will be billed separately based on time and expenses incurred.

Output: 1. Two meetings with Town staff.

FEE FOR SERVICES AND METHOD OF PAYMENT

The fee for completing the project will be based on our hourly rates for staff personnel, current at the time of performance for staff services rendered. The maximum fee and expenses for completion of this project will not exceed \$19,700 without receiving written authorization.

Direct reimbursement for reasonable out-of-pocket expenses such as mileage, reproduction, etc., will be billed at cost and will be added to the staff time costs incurred on the project.

Invoices will be submitted monthly and will indicate charges incurred during the preceding month. Billings are due and payable within thirty (30) days of invoice date. A one and one-half (1.5) percent carrying charge will be added each month to all past due accounts.

Mr. Baumgartner
January 18, 1995
Page 6

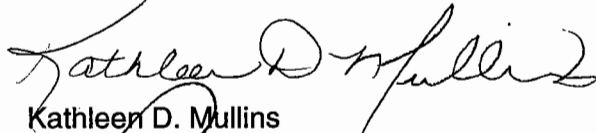
AUTHORIZATION

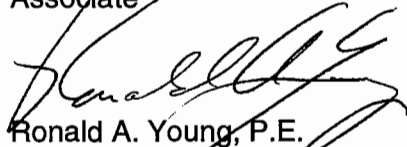
We are prepared to initiate work on this project immediately upon receipt of a signed copy of the Letter of Agreement. This proposal will remain valid for thirty days.

We appreciate the opportunity to submit this proposal and look forward to assisting you on this project. If you have any questions regarding this proposal, please do not hesitate to call.

Sincerely,

BARTON-ASCHMAN ASSOCIATES, INC.


Kathleen D. Mullins
Associate


Ronald A. Young, P.E.
Senior Associate

ACCEPTED AND APPROVED BY:

(Signature)

(Printed or Typed Name)

(Title)

AUTHORIZED TO EXECUTE

AGREEMENTS FOR:

(Organization)

(Title)

BARTON - ASCHMAN ASSOCIATES, INC.
 JOB ESTIMATE WORKSHEET

SUBCONSULTANT COSTS
 MULTIPLIER APPLIED TO SUBCONSULTANT COSTS = 1

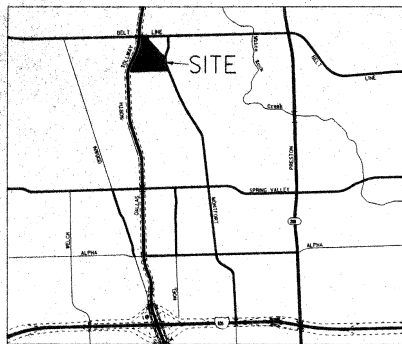
NAME	ACTUAL COST	BILLABLE COST
COUNTS	\$300.00	\$300.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
TOTAL COST	\$300.00	\$300.00

TOTAL FEE ESTIMATE

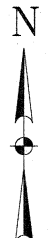
ITEM COST	COST
STAFF COSTS	\$14,286.27
DIRECT EXPENSES	\$2,045.00
SUBCONSULTANTS	\$300.00
SUBTOTAL	\$16,631.27
ADM CONTINGENCY	\$1,000.04
GEN CONTINGENCY	\$1,428.63
ACCOUNTING	\$357.16
TOTAL	\$19,417.09

PROJECT COST SUMMARY

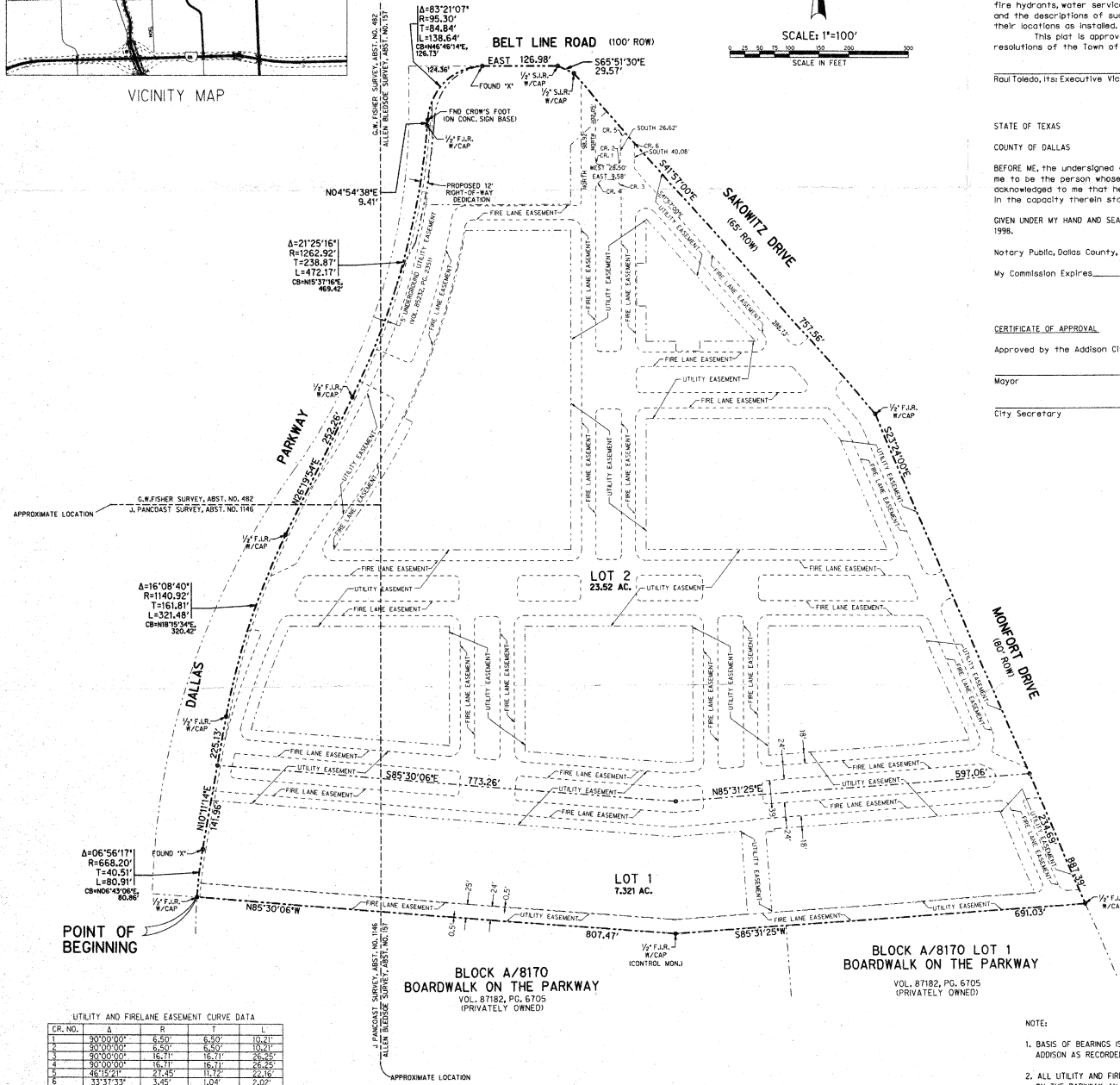
	BA CONTRACT BUDGET	BA PROJECT COSTS	GROSS PROFIT PRODUCED
STAFF	\$17,072.09	\$8,251.51	\$8,820.58
SUBCONSULTANTS	\$300.00	\$300.00	\$0.00
EXPENSES	\$2,045.00	\$2,045.00	\$0.00



VICINITY MAP



SCALE: 1"=100'
SCALE IN FEET



NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

That ADDISON VILLAGE PARTNERS, LTD. does hereby adopt this plat designating the hereinabove property as LOTS 1 AND 2, VILLAGE ON THE PARKWAY, an addition to the Town of Addison, Texas, and, subject to the conditions, restrictions, and reservations stated hereinafter, owner dedicates to the public use forever the streets and alleys shown thereon.

The easements shown on this plat are hereby reserved for the purposes as indicated, including, but not limited to, the installation and maintenance of water, sanitary sewer, storm sewer, drainage, electric, telephone, gas and cable television. Owner shall have the right to use these easements, provided however, that it does not unreasonably interfere or impede with the provision of the services to others. Said utility easements are hereby being reserved by mutual use and accommodation of all public utilities using or desiring to use the same. An express easement of ingress and egress is hereby expressly granted on, over and across all such easements for the benefit of the provider of services for which easements are granted.

Water main and sanitary sewer easements shall also include additional area of working space for construction and maintenance of the systems. Additional easement area is also conveyed for installation and maintenance of manholes, cleanouts, fire hydrants, water service and sewer services from the main to curb or pavement line, and the descriptions of such additional easements herein granted shall be determined by their locations as installed.

This plat is approved subject to all existing ordinances, rules, regulations and resolutions of the Town of Addison, Texas.

Raul Toledo, its Executive Vice President

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE ME, the undersigned authority, on this day personally appeared, Raul Toledo, known to me to be the person whose name is subscribed to the above and foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE on this the _____ day of _____, 1998.

Notary Public, Dallas County, Texas
My Commission Expires _____

CERTIFICATE OF APPROVAL

Approved by the Addison City Council on the _____ day of _____, 1998.

Mayor _____
City Secretary _____

BEING a tract of land in the G.W. Fisher Survey, Abstract No. 482, the Allen Bledsoe Survey, Abstract No. 157, and the J. Pancoast Survey, Abstract No. 1146, Dallas County, Texas, and being a part of the Village on the Parkway, an addition to the Town of Addison, Dallas County, Texas, according to the plat recorded in Volume 82069, Page 1553, Deed Records of Dallas County, Texas (D.R.D.C.T.), and being more particularly described as follows:

BEING at a 1/2-inch found iron rod with a cap stamped "HALFF ASSOC. INC." thereafter referred to as "with cap" for the northwest corner of City of Dallas Block A/8170, said corner being on the east line of a tract of land recorded in Volume 85232, Page 2361, D.R.D.C.T., said corner also being on a curve to the right having a radius of 668.20, whose chord bears North 06 degrees 43 minutes 06 seconds East, 80.86 feet;

THENCE Northeasterly, along the east line of said Texas Turnpike Authority tract and said curve to the right, through a central angle of 06 degrees 56 minutes 17 seconds, an arc distance of 80.91 feet to a found "X" out for the point of tangency;

THENCE North 10 degrees 11 minutes 14 seconds East, continuing along said east line, a distance of 225.13 feet to a 1/2-inch found iron rod with a cap for the point of curvature of a circular curve to the right, having a radius of 1140.92 feet;

THENCE Northeasterly, continuing along said east line and along said curve to the right, through a central angle of 16 degrees 08 minutes 40 seconds, an arc distance of 321.48 feet to a 1/2-inch found iron rod with a cap for the point of tangency;

THENCE North 25 degrees 19 minutes 54 seconds East, continuing along said east line, a distance of 252.26 feet to a 1/2-inch found iron rod with a cap for the point of curvature of a circular curve to the left, having a radius of 1262.92 feet;

THENCE Northeasterly, continuing along said east line and said curve to the left, through a central angle of 21 degrees 25 minutes 16 seconds, an arc distance of 472.17 feet to a 1/2-inch found iron rod with a cap for the point of tangency;

THENCE North 04 degrees 54 minutes 38 seconds East, continuing along said east line, a distance of 9.41 feet to a found crow's foot for the point of curvature of a circular curve to the right, having a radius of 95.30 feet;

THENCE Northeasterly, continuing along said east line and said curve to the right, through a central angle of 83 degrees 21 minutes 07 seconds, an arc distance of 138.64 feet to a found "X" cut for the northeast corner of said Texas Turnpike Authority tract;

THENCE East, along the south right-of-way line of Belt Line Road, a distance of 126.98 feet to a 1/2-inch set iron rod with cap for corner;

THENCE South 65 degrees 51 minutes 30 seconds East, continuing along said south right-of-way line, a distance of 157.56 feet to a 1/2-inch set iron rod with a cap for corner on the west right-of-way line of Sakowitz Drive 65 feet wide;

THENCE South 41 degrees 57 minutes 00 seconds East, along said west right-of-way line, a distance of 757.56 feet to a 1/2-inch found iron rod with a cap for corner at the intersection of said Sakowitz Drive and Montfort Drive 80 feet wide;

THENCE South 23 degrees 24 minutes 00 seconds East, along said west right-of-way line, a distance of 987.39 feet to a 1/2-inch found iron rod with a cap on the north line of said Block A/8170, Boardwalk on the Parkway Condos, an addition to the city of Dallas, Texas, as recorded in Volume 87182, Page 6705, D.R.D.C.T.;

THENCE South 85 degrees 31 minutes 25 seconds West, departing said west right-of-way line, and along said north line, a distance of 691.03 feet to a 1/2-inch found iron rod with cap for an angle point;

THENCE North 85 degrees 30 minutes 06 seconds West, continuing along said north line, a distance of 807.47 feet to the POINT OF BEGINNING and CONTAINING 1,343,465 square feet or 30.84 acres of land more or less.

SURVEYOR'S CERTIFICATE

This is to certify that Raul Wong Jr., a registered Professional Land Surveyor of the State of Texas, has plotted the above subdivision from an actual ground survey and that all corners, angle points, and points of curvature shall be properly marked on the ground, and that this plat correctly represents that survey made by me, or under my supervision.

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE ME, the undersigned authority, on this day personally appeared, Raul Wong Jr., known to me to be the person whose name is subscribed to the above and foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE on this the _____ day of _____, 1998.

Notary Public, Dallas County, Texas
My Commission Expires _____

REPLAT
OF
LOT 1 & LOT 2
VILLAGE ON THE PARKWAY
SITUATED IN THE
G.W. FISHER SURVEY, ABSTRACT NO. 482
ALLEN BLEDSOE SURVEY, ABSTRACT 157
J. PANCOAST SURVEY, ABSTRACT NO. 1146
CITY OF ADDISON
DALLAS COUNTY, TEXAS
FOR
ADDISON VILLAGE PARTNERS, LTD.
BY
HALFF ASSOCIATES, INC., ENGINEERS-SURVEYORS
8616 NORTHWEST PLAZA DR., DALLAS, TEXAS 75225
SCALE: 1"=100' (214739-0094 AVO, 11237-FF01 JULY, 1998
REF. AVO. 14616-JUNE 1995

NOTE:

1. BASIS OF BEARINGS IS VILLAGE ON THE PARKWAY, AN ADDITION TO THE TOWN OF ADDISON AS RECORDED IN VOLUME 82069, PAGE 1553 (D.R.D.C.T.)
2. ALL UTILITY AND FIRE LANE EASEMENTS ARE LOCATED ACCORDING TO VILLAGE ON THE PARKWAY, AN ADDITION TO THE TOWN OF ADDISON AS RECORDED IN VOLUME 82069, PAGE 1553 (D.R.D.C.T.)
3. FIRE LANE EASEMENTS NOT SHOWN ARE TO BE ABANDONED BY THIS PLAT.