

2000-1 Addison Circle
1995 Huit-Zollars Correspondence

1995

HUITT-ZOLLARS

Huitt-Zollars, Inc. / Engineers / Architects / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2416 / 214-871-3311 / FAX 214-871-0757

March 6, 1995

Mr. Bryant Nail
Columbus Realty Trust
15851 N. Dallas Parkway, Ste. 855
Dallas, TX 75248

RE: Addison Urban Center
Huitt-Zollars Project No. 01-1822-02

Dear Bryant:


Enclosed please find the street segment description and exhibit corresponding to the latest cost estimate on the Addison Urban Center. We hope this will clarify the street segments used in arriving at the costs for the project.

A copy of this information is also being provided to John Baumgartner and Nancy Armstrong.

Please call if we can be of additional assistance.

Sincerely,

HUITT-ZOLLARS, INC.



Andrew C. Oakley, P.E.
Senior Vice President

ACO:m

cc: John Baumgartner, Town of Addison
Nancy Armstrong, Sasaki

GAPRON01182202\BN03006.LTR

**ADDISON URBAN CENTER
PRELIMINARY OPINION OF PROBABLE COST**

CLIENT: COLUMBUS REALTY TRUST
JOB NO.: 01-1822-02

BY: HUTT-ZOLLARS, INC.
DATE: MARCH 6, 1995

PAGE: 1 OF 10

REVISED

STREET CATEGORY SUMMARY BASED ON COST PER FOOT OF STREET

STREET CATEGORY "A" - MAJOR RESIDENTIAL BLVD. (QUORUM DR.)	\$2,120,369
STREET CATEGORY "B" - PRINCIPAL COLLECTOR (SPECTRUM DR.)	\$1,871,292
STREET CATEGORY "C" - RESIDENTIAL STREET	\$5,547,921
STREET CATEGORY "D" - MEWS STREETS	\$2,512,276
STREET CATEGORY "E" - MILDRED ST. SPECIAL EVENTS PKWY.	\$1,345,280
STREET CATEGORY "F" - MILDRED ST. W/ANGLE PARKING	\$595,129
STREET CATEGORY "G" - MILDRED ST. W/PARALLEL PARKING	\$238,218
PARKS	\$1,174,850
SPECIAL EVENTS CORRIDOR PARKS	\$1,836,205
	<hr/>
PROJECT TOTAL	\$17,241,540

PHASE SUMMARY BASED ON COST PER FOOT OF STREET

PHASE I SPECIAL EVENTS CORRIDOR AND PARK	\$2,772,555
PHASE I INFRASTRUCTURE	\$1,391,955
PHASE II SPECIAL EVENTS CORRIDOR AND PARK	\$1,620,274
PHASE II INFRASTRUCTURE	\$1,767,108
PHASE III SPECIAL EVENTS CORRIDOR	\$724,936
REMAINING PARKS	\$1,174,850
REMAINING PHASES ONSITE	\$4,846,588
REMAINING PHASES OFFSITE	\$2,943,273
	<hr/>
PROJECT TOTAL	\$17,241,540

ADJUSTMENTS DUE TO PRELIMINARY ENGINEERING

DEDUCT STORM SEWER COST PER FOOT ALLOWANCE FOR ALL STREETS COMBINED:	(\$824,274)
ADD STORM SEWER COST BASED ON PREL. DESIGN AND ACTUAL QUANTITY TAKE-OFF	\$1,492,016
DEDUCT SANITARY SEWER & WATERLINE COST ON PREL. DESIGN AND ACTUAL QUANTITY TAKE-OFF	(\$1,037,388)
ADD SANITARY SEWER & WATERLINE COST BASED ON PREL. DESIGN AND ACTUAL QUANTITY TAKE-OFF	\$619,944
NET INCREASE IN PROJECT TOTAL COSTS	\$250,298
	<hr/>
NET PROJECT COST	\$17,491,838

***MAJOR REVISIONS:**

- INCREASED LIGHT FREQUENCY TO 75' OC
- DECREASED CONTINGENCY TO 5% ON PAVING & STREETScape
- ADJUSTED FOR MORE DETAILED UTILITY QUANTITIES
- CORRECTED ERROR IN SUMMARY WHERE TYPE G STREET WAS MISSING.
- ADDED CONCRETE BASE UNDER BRICK SIDEWALK
- REVISED BASED ON CURRENT PHASING SCHEME
- REMOVED CLARA ST. AND THE MEWS CONNECTING CLARA AND MILDRED
- REMOVED THE POCKET PARKS
- REVISED PARK ACREAGES BASED ON PHASE I DEVELOPMENT PLAN

	Phase I	170	Phase II
Is this even close for the rotary costs?	→	270	170
		170	170
		<u>145</u>	<u>145</u>
		755	485

Remaining	OFFSITE
290 ✓	340
<u>260</u>	<u>300</u>
590	600

	Rotary
780	750 ft long around
510	785 ft long at curb line
550	
640	

Copy to Carmen
3-27-95

HUITT-ZOLIARS

Huitt-Zollars, Inc. / Engineers / Architects / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2416 / 214-871-3311 / FAX 214-871-0757

March 17, 1995

FAX - 960-7684

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

RE: Columbus Realty Trust
Proposed Addison Urban Center
Concept Plan
Huitt-Zollars Project #01-1822-03

Dear John:

As a follow-up to our meeting of March 13, 1995, I am writing on behalf of Columbus Realty Trust with a formal response to your concerns about the Addison Urban Center Concept Plan as stated in your March 6, 1995 memorandum to Carmen Moran. As we discussed, there are only a very few items upon which we do not entirely agree. Columbus and their consultant team share your concerns about the remaining issues, most of which you have expressed in previous memoranda, however, we have been remiss in providing you with a plan for dealing with them. We would, therefore, like to propose the following approach to dealing with each issue, some of which can be resolved immediately and others which must wait until more detailed stages of the project development. The following items are numbered to correspond to your March 6, 1995 memorandum.

1. "Additional Information . . . "

Our aerial topographic survey can be expanded or we can obtain additional data to provide mapping of the off-site areas that will be affected by the District. We will provide this information, annotated to indicate how off-site conflicts are intended to be handled.

2. Quorum Drive

A. Rotary - The Concept Plan is intended only to indicate the fact of a rotary and its approximate total diameter. The detailed design of the approaches and travel lanes as well as all other aspects of its geometry will be subject to your review and approval as construction plans are developed. (See later item on curb vs. bollards, etc.).

B. Parallel Parking - We do not disagree that a wider parallel parking space along Quorum Drive would enhance the safety of entering and leaving vehicles. We still, however, disagree on what that width should be. The Concept Plan currently shows eight feet (or one-foot wider than we have allowed on the other streets). Considering the probable slow speeds on Quorum due to the introduction of the rotary and other intersections, it is my opinion that eight feet is adequate. To my knowledge, there is no formula or criteria we

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STREET CATEGORY "B" - PRINCIPAL COLLECTOR (SPECTRUM DR.)
TOTAL LENGTH OFFSITE: 760 LF TOTAL LENGTH ONSITE: 1140 LF

<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY/LF OF STREET:</u>	<u>PRICE:</u>	<u>COST/LF OF STREET:</u>
PAVING:				
8" CONCRETE PAVEMENT	SY	5.56	\$18.00	\$100.08
6" INTEGRAL CURB	LF	4.00	\$1.00	\$4.00
LIME STAB. SUBGRADE	SY	5.89	\$1.15	\$6.77
LIME	TON	0.08	\$90.00	\$7.16
EXCAVATION	CY	2.31	\$3.00	\$6.93
CROSSWALKS	EA	0.01	\$3,500.00	\$23.33

PAVING SUBTOTAL: \$148.27
CONTINGENCIES (5%) \$7.41

PAVING TOTAL \$155.69

STREETSCAPE (BOTH SIDES):

CHICAGO BRICK SIDEWALK	SF	19.20	\$3.50	\$67.20
CONCRETE SIDEWALK BASE	SF	22.00	\$2.30	\$50.60
SIDEWALK BRICK ACCENTS	SF	2.80	\$7.00	\$19.60
STREET LIGHT CONDUIT, IRRIG. SLEEVES	LF	5.00	\$3.00	\$15.00
IRRIGATION SYSTEM	LF	3.00	\$12.00	\$36.00
TREES	EA	0.12	\$1,500.00	\$180.00
TREE GRATES	EA	0.00	\$500.00	\$0.00
ANTIQUE STREET LIGHTS W/BASE	EA	0.03	\$1,900.00	\$50.67
SUBDRAIN SYSTEM	LF	3.00	\$10.60	\$31.80
BENCH, BIKE RACK, TRASH CAN	EA	2.00	\$33.64	\$67.28

STREETSCAPE SUBTOTAL: \$518.15
CONTINGENCIES (5%) \$25.91

STREETSCAPE TOTAL \$544.06

UTILITIES:

WATER	LF	1	\$30.00	\$30.00
SANITARY SEWER	LF	1	\$30.00	\$30.00
STORM SEWER	LF	1	\$50.00	\$50.00

UTILITIES SUBTOTAL: \$110.00
CONTINGENCIES (10%) \$11.00

UTILITIES TOTAL \$121.00

STREET CATEGORY "B" SUBTOTAL: \$820.74
DES., SURVEY, TESTING, ETC. (20%) \$164.15

COST PER LF \$984.89

STREET CATEGORY "B" TOTAL:

	<u>LF</u>	<u>PRICE</u>	<u>COST</u>
TOTAL COST OFFSITE (REMAINING PHASES)	760	\$984.89	\$748,517
TOTAL COST ONSITE (PHASE II)	720	\$984.89	\$709,121
TOTAL COST ONSITE (REMAINING PHASES)	420	\$984.89	\$413,654

GRAND TOTAL \$1,871,292

Where does the underpass figure into this?

**ADDISON URBAN CENTER
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STREET CATEGORY "C" - RESIDENTIAL STREET

TOTAL LENGTH OFFSITE: 1960 LF TOTAL LENGTH ONSITE: 4640 LF

<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY/LF OF STREET:</u>	<u>PRICE:</u>	<u>COST/LF OF STREET:</u>
PAVING:				
8" CONCRETE PAVEMENT	SY	4.11	\$18.00	\$74.00
6" INTEGRAL CURB	LF	2.00	\$1.00	\$2.00
LIME STAB. SUBGRADE	SY	5.17	\$1.15	\$5.94
LIME	TON	0.07	\$90.00	\$6.28
EXCAVATION	CY	1.71	\$3.00	\$5.13
CROSSWALKS	EA	0.01	\$2,700.00	\$18.00

PAVING SUBTOTAL: \$111.35
CONTINGENCIES (5%) \$5.57

PAVING TOTAL \$116.92

STREETSCAPE:(BOTH SIDES)

CHICAGO BRICK SIDEWALK	SF	19.20	\$3.50	\$67.20
CONCRETE SIDEWALK BASE	SF	22.00	\$2.30	\$50.60
SIDEWALK BRICK ACCENTS	SF	2.80	\$7.00	\$19.60
STREET LIGHT CONDUIT, IRRIG. SLEEVES	LF	4.00	\$3.00	\$12.00
IRRIGATION SYSTEM	LF	2.00	\$8.00	\$16.00
TREES	EA	0.08	\$1,500.00	\$120.00
TREE GUARDS	EA	0.08	\$200.00	\$16.00
ANTIQUE STREET LIGHTS W/ BASE	EA	0.03	\$1,900.00	\$50.67
SUBDRAIN SYSTEM	LF	2.00	\$10.60	\$21.20
BENCH, BIKE RACK, TRASH CAN	EA	2.00	\$33.64	\$67.28

STREETSCAPE SUBTOTAL: \$440.55
CONTINGENCIES (5%) \$22.03

STREETSCAPE TOTAL \$462.58

UTILITIES:

WATER	LF	1	\$30.00	\$30.00
SANITARY SEWER	LF	1	\$30.00	\$30.00
STORM SEWER	LF	1	\$50.00	\$50.00

UTILITIES SUBTOTAL: \$110.00
CONTINGENCIES (10%) \$11.00

UTILITIES TOTAL \$121.00

STREET CATEGORY "C" SUBTOTAL: \$700.50
DES., SURVEY, TESTING, ETC. (20%) \$140.10

COST PER LF \$840.59

STREET CATEGORY "C" TOTAL

	<u>LF</u>	<u>PRICE</u>	<u>COST</u>
TOTAL COST OFFSITE (REMAINING PHASES)	1960	\$840.59	\$1,647,564
TOTAL COST OFFSITE (PHASE I)	930	\$840.59	\$781,753
TOTAL COST ONSITE (PHASE II)	500	\$840.59	\$420,297
TOTAL COST ONSITE (REMAINING PHASES)	3210	\$840.59	\$2,698,307

GRAND TOTAL \$5,547,921

Ph I 400
580
980

Ph II 530

1235
-60

R1 1175
R2 1715
R3 1175
R4 1765
R5 1225
7055

**ADDISON URBAN CENTER
PRELIMINARY OPINION OF PROBABLE COST**

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STREET CATEGORY "D" - MEWS STREETS
TOTAL LENGTH ONSITE: 2285 LF

BY: HUTTT-ZOLLARS, INC.
DATE: MARCH 6, 1995

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<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY/LF OF STREET:</u>	<u>PRICE:</u>	<u>COST/LF OF STREET:</u>
PAVING:				
6" CONCRETE PAVEMENT	SY	2.67	\$16.00	\$42.72
SPECIAL PAVING ENHANCEMENTS	SF	24.00	\$8.00	\$192.00
6" BRICK RESTRAINT	LF	2.00	\$1.00	\$2.00
LIME STAB. SUBGRADE	SY	2.83	\$1.15	\$3.25
LIME	TON	0.38	\$90.00	\$34.47
EXCAVATION	CY	2.08	\$3.00	\$6.24
NECKDOWNS & CROSSWALKS	EA	0.00	\$5,000.00	\$0.00
BOLLARDS	EA	0.24	\$350.00	\$84.00

carb?

PAVING SUBTOTAL: \$364.68
CONTINGENCIES (5%): \$18.23

PAVING TOTAL: \$382.92

STREETSCAPE (BOTH SIDES)

CHICAGO BRICK SIDEWALK	SF	16.80	\$3.50	\$58.80
CONCRETE SIDEWALK BASE	SF	19.00	\$2.30	\$43.70
SIDEWALK BRICK ACCENTS	SF	2.20	\$7.00	\$15.40
STREET LIGHT CONDUIT, IRRIG. SLEEVES	LF	4.00	\$3.00	\$12.00
IRRIGATION SYSTEM	LF	2.00	\$8.00	\$16.00
TREES	EA	0.08	\$1,500.00	\$120.00
TREE GRATES	EA	0.08	\$500.00	\$40.00
ANTIQUE STREET LIGHTS W/ BASE	EA	0.03	\$1,900.00	\$50.67
SUBDRAIN SYSTEM	LF	2.00	\$10.60	\$21.20
BENCH, BIKE RACK, TRASH CAN	EA	2.00	\$33.64	\$67.28

STREETSCAPE SUBTOTAL: \$445.05
CONTINGENCIES (5%): \$22.25

STREETSCAPE TOTAL: \$467.30

UTILITIES:

WATER (1)	LF	1	\$20.00	\$20.00
SANITARY SEWER (1)	LF	1	\$20.00	\$20.00
STORM SEWER (1)	LF	1	\$20.00	\$20.00

UTILITIES SUBTOTAL: \$60.00
CONTINGENCIES (10%): \$6.00

UTILITIES TOTAL: \$66.00

STREET CATEGORY "D" SUBTOTAL: \$916.22
DES., SURVEY, TESTING, ETC. (20%): \$183.24

COST PER LF: \$1,099.46
STREET CATEGORY "D" TOTAL:

	<u>LF</u>	<u>PRICE</u>	<u>COST</u>
TOTAL COST OFFSITE	0	\$1,099.46	\$0
TOTAL COST ONSITE (PHASE I)	555	\$1,099.46	\$610,203
TOTAL COST ONSITE (PHASE II)	580	\$1,099.46	\$637,689
TOTAL COST ONSITE (REMAINING PHASES)	1150	\$1,099.46	\$1,264,384

GRAND TOTAL: \$1,512,766

(1) ASSUMES MINIMAL STORM SEWER AND REDUCED WATER AND SEWER REQUIREMENTS.

PH I	PH II	Remaining
270	390	
365	250	
635	640	1350

what happens along the railroad?

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STREET CATEGORY "E" - MILDRED ST. SPECIAL EVENTS PKWY.
TOTAL LENGTH OFFSITE: 410 LF TOTAL LENGTH ONSITE: 730 LF

<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY/LF OF STREET:</u>	<u>PRICE:</u>	<u>COST/LF OF STREET:</u>
PAVING:				
8" CONCRETE PAVEMENT	SY	6.67	\$18.00	\$120.00
SPECIAL PAVING ENHANCEMENT	SF	40.00	\$3.50	\$140.00
6" INTEGRAL CURB	LF	4.00	\$1.00	\$4.00
LIME STAB. SUBGRADE	SY	7.00	\$1.15	\$8.05
LIME	TON	0.09	\$90.00	\$8.51
EXCAVATION	CY	2.96	\$3.00	\$8.89
NECKDOWNS & CROSSWALKS	EA	0.01	\$5,000.00	\$33.33
PAVING SUBTOTAL:				\$322.78
CONTINGENCIES (5%)				\$16.14
PAVING TOTAL				\$338.91
STREETSCAPE (BOTH SIDES)				
CHICAGO BRICK SIDEWALK	SF	22.40	\$3.50	\$78.40
CONCRETE SIDEWALK BASE	SF	26.00	\$2.30	\$59.80
SIDEWALK BRICK ACCENTS	SF	3.60	\$7.00	\$25.20
STREET LIGHT CONDUIT, IRRIG. SLEEVES	LF	4.00	\$3.00	\$12.00
IRRIGATION SYSTEM	LF	2.00	\$8.00	\$16.00
TREES W/ELECTRICAL, ETC.	EA	0.08	\$1,600.00	\$128.00
TREE GRATES	EA	0.08	\$500.00	\$40.00
ANTIQUÉ STREET LIGHTS W/ BASE	EA	0.03	\$1,900.00	\$50.67
SUBDRAIN SYSTEM	LF	2.00	\$10.60	\$21.20
BENCH, BIKE RACK, TRASH CAN	EA	2.00	\$33.64	\$67.28
STREETSCAPE SUBTOTAL:				\$498.55
CONTINGENCIES (5%)				\$24.93
STREETSCAPE TOTAL				\$523.48
UTILITIES:				
WATER	LF	1	\$30.00	\$30.00
SANITARY SEWER	LF	1	\$30.00	\$30.00
STORM SEWER	LF	1	\$50.00	\$50.00
UTILITIES SUBTOTAL:				\$110.00
CONTINGENCIES (10%)				\$11.00
UTILITIES TOTAL				\$121.00
STREET CATEGORY "E" SUBTOTAL:				\$983.39
DES., SURVEY, TESTING, ETC. (20%)				\$196.68
COST PER LF				\$1,180.07
STREET CATEGORY "E" TOTAL				\$1,180.07
	<u>LF</u>	<u>PRICE</u>	<u>COST</u>	
TOTAL COST OFFSITE (PHASE I SPECIAL EVENTS)	410	\$1,180.07	\$483.829	
TOTAL COST ONSITE (PHASE I SPECIAL EVENTS)	210	\$1,180.07	\$247.815	
TOTAL COST ONSITE (PHASE II SPECIAL EVENTS)	410	\$1,180.07	\$483.829	
TOTAL COST ONSITE (PHASE III SPECIAL EVENTS)	110	\$1,180.07	\$129.808	
GRAND TOTAL				\$1,145,250

What happens between Addison Road & Beginning of the revised section?

**ADDISON URBAN CENTER
PRELIMINARY OPINION OF PROBABLE COST**

CLIENT: COLUMBUS REALTY TRUST
JOB NO.: 01-1822-02
STREET CATEGORY "F" - MILDRED ST. W/ ANGLE PARKING
TOTAL LENGTH ONSITE: 475 LF

BY: HUTT-ZOLLARS, INC.
DATE: MARCH 6, 1995

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<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY/LF OF STREET:</u>	<u>PRICE:</u>	<u>COST/LF OF STREET:</u>
PAVING:				
8" CONCRETE PAVEMENT	SY	9.89	\$18.00	\$178.02
SPECIAL PAVING ENHANCEMENT	SF	20.00	\$8.00	\$160.00
6" INTEGRAL CURB	LF	2.00	\$1.00	\$2.00
LIME STAB. SUBGRADE	SY	10.06	\$1.15	\$11.56
LIME	TON	0.14	\$90.00	\$12.29
EXCAVATION	CY	3.37	\$3.00	\$10.11
NECKDOWNS & CROSSWALKS	EA	0.01	\$6,000.00	\$40.00
				PAVING SUBTOTAL: \$413.98
				CONTINGENCIES (5%) \$20.70
				PAVING TOTAL \$434.68
STREETSCAPE (BOTH SIDES)				
CHICAGO BRICK SIDEWALK	SF	16.00	\$3.50	\$56.00
CONCRETE SIDEWALK BASE	SF	20.00	\$2.30	\$46.00
SIDEWALK BRICK ACCENTS	SF	4.00	\$7.00	\$28.00
STREET LIGHT CONDUIT, IRRIG. SLEEVES	LF	4.00	\$3.00	\$12.00
IRRIGATION SYSTEM	LF	2.00	\$8.00	\$16.00
TREES W/ELECTRICAL ETC.	EA	0.08	\$1,600.00	\$128.00
TREE GRATES	EA	0.08	\$500.00	\$40.00
ANTIQUE STREET LIGHTS	EA	0.03	\$1,900.00	\$50.67
SUBDRAIN SYSTEM	LF	2.00	\$10.60	\$21.20
BENCH, BIKE RACK, TRASH CAN	EA	2.00	\$33.64	\$67.28
				STREETSCAPE SUBTOTAL: \$465.15
				CONTINGENCIES (5%) \$23.26
				STREETSCAPE TOTAL \$488.41
UTILITIES:				
WATER	LF	1	\$30.00	\$30.00
SANITARY SEWER	LF	1	\$30.00	\$30.00
STORM SEWER	LF	1	\$50.00	\$50.00
				UTILITIES SUBTOTAL: \$110.00
				CONTINGENCIES (10%) \$11.00
				UTILITIES TOTAL \$121.00
				STREET CATEGORY "F" SUBTOTAL: \$1,044.09
				DES., SURVEY, TESTING, ETC. (20%) \$208.82
				STREET CATEGORY "F" TOTAL \$1,252.90
				COST PER LF \$1,252.90
				STREET CATEGORY "F" TOTAL \$1,252.90
		<u>LF</u>	<u>PRICE</u>	<u>COST</u>
TOTAL COST OFFSITE		0	\$1,252.90	\$0
TOTAL COST ONSITE (PHASE III SPECIAL EVENTS)		475	\$1,252.90	\$595,129
				GRAND TOTAL \$595,129

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STREET CATEGORY "G" - MILDRED ST. RETAIL W/PARALLEL PARKING
TOTAL LENGTH ONSITE: 220 LF

<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY/LF OF STREET:</u>	<u>PRICE:</u>	<u>COST/LF OF STREET:</u>
PAVING:				
8" CONCRETE PAVEMENT	SY	5.00	\$18.00	\$90.00
SPECIAL PAVING ENHANCEMENTS	SF	20.00	\$8.00	\$160.00
6" INTEGRAL CURB	LF	2.00	\$1.00	\$2.00
LIME STAB. SUBGRADE	SY	6.72	\$1.15	\$7.73
LIME	TON	0.07	\$90.00	\$6.28
EXCAVATION	CY	2.08	\$3.00	\$6.24
NECKDOWNS & CROSSWALKS	EA	0.01	\$5,000.00	\$33.33

PAVING SUBTOTAL: \$305.59
CONTINGENCIES (5%) \$15.28

PAVING TOTAL \$320.87

STREETSCAPE:(BOTH SIDES)

CHICAGO BRICK SIDEWALK	SF	16.00	\$3.50	\$56.00
CONCRETE SIDEWALK BASE	SF	18.00	\$2.30	\$41.40
SIDEWALK BRICK ACCENTS	SF	2.00	\$7.00	\$14.00
STREET LIGHT CONDUIT, IRRIG. SLEEVES	LF	4.00	\$3.00	\$12.00
IRRIGATION SYSTEM	LF	2.00	\$8.00	\$16.00
TREES	EA	0.08	\$1,500.00	\$120.00
TREE GRATES	EA	0.08	\$500.00	\$40.00
ANTIQUE STREET LIGHTS W/BASE	EA	0.03	\$1,900.00	\$50.67
SUBDRAIN SYSTEM	LF	2.00	\$10.60	\$21.20
BENCH, BIKE RACK, TRASH CAN	EA	2.00	\$33.64	\$67.28

STREETSCAPE SUBTOTAL: \$438.55
CONTINGENCIES (5%) \$21.93

STREETSCAPE TOTAL \$460.48

UTILITIES:

WATER	LF	1	\$30.00	\$30.00
SANITARY SEWER	LF	1	\$30.00	\$30.00
STORM SEWER	LF	1	\$50.00	\$50.00

UTILITIES SUBTOTAL: \$110.00
CONTINGENCIES (10%) \$11.00

UTILITIES TOTAL \$121.00

STREET CATEGORY "G" SUBTOTAL: \$902.34
DES., SURVEY, TESTING, ETC. (20%) \$180.47

COST PER LF \$1,082.81

STREET CATEGORY "G" TOTAL:

	<u>LF</u>	<u>PRICE</u>	<u>COST</u>
TOTAL COST OFFSITE	0	\$1,082.81	\$0
TOTAL COST ONSITE (PHASE I SPECIAL EVENTS)	155	\$1,082.81	\$167,836
TOTAL COST ONSITE (PHASE II SPECIAL EVENTS)	65	\$1,082.81	\$70,383

GRAND TOTAL \$238,219

**ADDISON URBAN CENTER
PRELIMINARY OPINION OF PROBABLE COST**

CLIENT: COLUMBUS REALTY TRUST
JOB NO.: 01-1822-02

BY: HUITT-ZOLLARS, INC.
DATE: MARCH 6, 1995

PAGE: 9 OF 10

PARKS

TOTAL ACREAGE: 2.23 ACRES

<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY:</u>	<u>PRICE:</u>	<u>COST:</u>
<u>MEWS PARK - 0.72 ACRES:</u>				
CLEARING/PRUNING/GRADING	SF	30600	\$2	\$61,200
PERIMETER TREATMENT	LF	760	\$100	\$76,000
SIDEWALKS	SF	9000	\$4	\$31,500
FURNITURE ALLOWANCE	LS	1	\$20,000	\$20,000
CENTRAL FEATURE ALLOWANCE	LS	1	\$75,000	\$75,000
PLANTING/IRRIGATION	SF	21600	\$3	\$64,800
				<hr/>
			MEWS PARK SUBTOTAL:	\$328,500
 <u>QUORUM NORTH PARK - 0.75 ACRES:</u>				
CLEARING/PRUNING/GRADING	SF	32670	\$2	\$65,340
PERIMETER TREATMENT	LF	770	\$100	\$77,000
SIDEWALKS	SF	10000	\$4	\$35,000
FURNITURE ALLOWANCE	LS	1	\$30,000	\$30,000
CENTRAL FEATURE ALLOWANCE	LS	1	\$50,000	\$50,000
PLANTING/IRRIGATION	SF	24800	\$3	\$74,400
				<hr/>
			QUORUM NORTH PARK SUBTOTAL:	\$331,740
 <u>BOSQUE PARK - 0.76 ACRES:</u>				
CLEARING/PRUNING/GRADING	SF	33105	\$2	\$66,210
PERIMETER TREATMENT	LF	870	\$150	\$130,500
SIDEWALKS	SF	12000	\$4	\$42,000
FURNITURE ALLOWANCE	LS	1	\$40,000	\$40,000
CENTRAL FEATURE ALLOWANCE	LS	1	\$110,000	\$110,000
PLANTING/IRRIGATION	SF	31475	\$4	\$125,900
				<hr/>
			BOSQUE PARK SUBTOTAL:	\$514,610
				<hr/>
			REMAINING PARKS TOTAL:	\$1,174,850

**ADDISON URBAN CENTER
PRELIMINARY OPINION OF PROBABLE COST**

CLIENT: COLUMBUS REALTY TRUST
JOB NO.: 01-1822-02
SPECIAL EVENTS CORRIDOR PARKS
TOTAL ACREAGE: 2.77 ACRES

BY: HUITT-ZOLLARS, INC.
DATE: MARCH 6, 1995

PAGE: 10 OF 10

*1.1 Ac. offsite
2.2 Ac. on-site*

<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY:</u>	<u>PRICE:</u>	<u>COST:</u>
WEST MILDRED PARK - 1.30 ACRES:				
CLEARING/PRUNING/GRADING	SF	53645	\$2	\$107,290
PERIM. DBL. ROW OF TREES W/LIGHTING	LF	1100	\$240	\$264,000
SIDEWALKS	SF	15000	\$4	\$52,500
FURNITURE ALLOWANCE	LS	1	\$40,000	\$40,000
TWIN SECONDARY MONUMENTS	LS	1	\$120,000	\$120,000
PLANTING/IRRIGATION	SF	39328	\$3	\$117,984
WEST MILDRED PARK SUBTOTAL:				\$701,774
PHASE I				
QUORUM ROTARY PARK - 0.41 ACRES:				
CLEARING/PRUNING/GRADING	SF	17672	\$2	\$35,344
PERIM. DBL. ROW OF TREES W/LIGHTING	LF	475	\$300	\$142,500
SIDEWALKS	SF	9500	\$10	\$95,000
FURNITURE ALLOWANCE	LS	1	\$20,000	\$20,000
CIVIC SCALE FOUNTAIN	LS	1	\$200,000	\$200,000
PLANTING/IRRIGATION	SF	1446	\$8	\$11,568
QUORUM ROTARY PARK SUBTOTAL:				\$504,412
PHASE I				
EAST MILDRED PARK - 1.06 ACRES:				
CLEARING/PRUNING/GRADING	SF	45254	\$2	\$90,508
PERIM. DBL. ROW OF TREES W/LIGHTING	LF	1000	\$240	\$240,000
SIDEWALKS	SF	15000	\$4	\$52,500
FURNITURE ALLOWANCE	LS	1	\$36,000	\$36,000
TWIN SECONDARY MONUMENTS	LS	1	\$109,500	\$109,500
PLANTING/IRRIGATION	SF	33837	\$3	\$101,511
EAST MILDRED PARK SUBTOTAL:				\$630,019
PHASE II				
TOTAL PARKS (PHASE I SPECIAL EVENTS)				\$1,206,186
TOTAL PARKS (PHASE II SPECIAL EVENTS)				\$630,019
SPECIAL EVENTS CORRIDOR				\$1,836,205
PARKS TOTAL:				

**ADDISON URBAN CENTER
STREET SEGMENTS**

Quorum Drive: Street Category "A" - 106' ROW

- From the north line of Arapaho Road to the north line of the Railroad ROW (south line of Columbus tract)
Length = 300 LF Off-site Remaining Phases
- From the north line of the Railroad ROW (south line of Columbus tract) to the south line of the Rotary
Length = 195 LF On-site Phase I Special Events
195 LF On-Site Phase II Special Events
- Quorum Rotary (270' Dia. ROW): Street Category N/A
Length = 270 LF On-site Phase I Special Events
- From the north line of the rotary to the north line of Street "R-4"
Length = 170 LF On-site Phase I Special Events
170 LF On-site Phase II Special Events
- From the north line of Street "R-4" to the north line of Street "R-3"
Length = 145 LF On-site Phase I Special Events
145 LF On-site Phase II Special Events
- From the north line of Street "R-3" to the north line of Street "R-2"
Length = 290 LF On-site Remaining Phases
- From the north line of Street "R-2" to the centerline of Street "R-1" (north line of Columbus tract)
Length = 260 LF On-site Remaining Phases
- From the centerline of Street "R-1" (north line of Columbus tract) to the south line of Airport Parkway
Length = 340 LF Off-site Remaining Phases

Spectrum Drive: Street Category "B" - 69' ROW

- From the north line of the Railroad ROW (south line of Columbus tract) to the north line of Street "R-4"
Length = 720 LF On-site Phase II
- From the north line of Street "R-4" to the north line of Street "R-2"
Length = 290 LF On-site Remaining Phases
290 LF Off-site Remaining Phases
- From the north line of Street "R-2" to the centerline of Street "R-1" (north line of Columbus tract)
Length = 130 LF On-site Remaining Phases
130 LF Off-site Remaining Phases

- Mews Street (M-2) East of Quorum Drive
 - From the north line of the Railroad ROW (south line of Columbus tract) to the south line of Mildred Street
Length = 370 LF On-site Phase II
 - From the north line of Mildred Street to the south line of Street "R-4"
Length = 210 LF On-site Phase II
 - From the north line of Street "R-4" to the south line of Street "R-3"
Length = 230 LF On-site Remaining Phases
 - From the north line of Street "R-3" to the south line of Street "R-2"
Length = 230 LF On-site Remaining Phases
 - From the north line of Street "R-2" to the south line of Street "R-1"
Length = 230 LF On-site Remaining Phases

Mildred Street Special Events: Street Category "E" - 198' ROW

- From a point 260 feet east of Addison Road to the west boundary line of the Columbus tract
Length = 410 LF Off-site Phase I Special Events
- From the west line of the Columbus tract to the east line of Street "M-1"
Length = 210 LF On-site Phase I Special Events
- From a point 65 feet east of the Quorum rotary to the west line of Spectrum Drive
Length = 410 LF On-site Phase II Special Events
- From the east line of Spectrum Drive to a point 110 LF east
Length = 110 LF On-site Phase III Special Events

Mildred Street w/Angle Parking: Street Category "F" - 109' ROW

- From a point 110 LF east of Spectrum Drive to the west line of the Dallas North Tollway
Length = 475 LF On-site Phase III Special Events

Mildred Street w/Parallel Parking: Street Category "G" - 69' ROW

- From the east line of Street "M-1" to the west line of Quorum Rotary
Length = 155 LF On-site Phase I Special Events
- From the east line of Quorum Rotary to a point 65 LF east
Length = 65 LF On-site Phase II Special Events

- From the centerline of Street "R-1" to the south line of Airport Parkway
Length = 340 LF Off-site Remaining Phases

Residential Streets: Street Category "C" - 61' ROW

- From the east line of Street "R-5" to the west line of Quorum Drive
Length (R1) = 300 LF On-site Remaining Phases
300 LF Off-site Remaining Phases
Length (R2) = 600 LF On-site Remaining Phases
Length (R3) = 380 LF On-site Phase I
220 LF On-site Remaining Phases
Length (R4) = 550 LF On-site Phase I
- From the east line of Quorum Drive to the west line of Spectrum Drive
Length (R1) = 250 LF On-site Remaining Phases
250 LF Off-site Remaining Phases
Length (R2) = 500 LF On-site Remaining Phases
Length (R3) = 500 LF On-site Remaining Phases
Length (R4) = 500 LF On-site Phase II
- From the east line of Spectrum Drive to the west line of Dallas North Tollway
Length (R2) = 480 LF Off-site Remaining Phases
- From the east line of Addison Road to the west line of the Columbus tract (just east of Street "R-5")
Length (R4) = 590 LF Off-site Remaining Phases
- From the north line of Street "R-4" to the centerline of Street "R-1" (North line of Columbus tract)
Length (R5) = 840 LF On-site Remaining Phases
- From the centerline of Street "R-1" to the south line of Airport Parkway
Length (R5) = 340 LF Off-site Remaining Phases

Mews Streets: Street Category "D" - 45' ROW

- Mews Street (M-1) west of Quorum Drive
 - From the north line of Mildred to the south line of Street "R-4"
Length = 325 LF On-site Phase I
 - From the north line of Street "R-4" to the south line of Street "R-3"
Length = 230 LF On-site Phase I
 - From the north line of Street "R-3" to the south line of Street "R-2"
Length = 230 LF On-site Remaining Phases
 - From the north line of Street "R-2" to the south line of Street "R-1"
Length = 230 LF On-site Remaining Phases

Cohanna cost questions?

3-11-95

1. Franchise Utilities
2. Street lengths
3. Unit prices
4. meter opening for low voltage
5. meter cabinet 750 vs 270
6. meter see tapping on Quorum
7. Eng./Inspection
8. Dead end streets
9. Land acquisition for office site
10. Commission from utility for installation of gas
11. Added more units to Bill
12. Detention?
13. Seasonal

14. ...

can apply to this issue and it must, therefore, be resolved in another manner. At this point, we are at an impasse and it is up to the Town to decide internally what will be required.

- C. Thoroughfare Plan - The introduction of parallel parking, the rotary, etc. does not necessarily preclude Quorum Drive from remaining a major arterial. It has always been envisioned as the spine of the development in this area and could reasonably be expected to have several intersections and slower traffic as a result of any development. Since the lane configuration is not changing due to the Urban Center concept, the primary question at issue is what the capacity of the roadway will be (or what level of service it will operate at) given the proposed development scenario. A conscious decision may be made to remove Quorum from the thoroughfare plan in order to protect the integrity of the District as it grows but not without understanding its consequences.

Columbus' traffic consultant could evaluate the roadway, but it is only meaningful in the context of the adjacent roadway system, especially in comparison to what you currently have envisioned for Quorum Drive. Since the proposed roadway network in the area was probably studied by the Town's traffic consultant in order to create the Thoroughfare Plan, it is more practical to have him re-run that model with the changes in both land use and street configuration brought about by the Urban Center. Columbus would participate at whatever level you believe to be appropriate.

3. Spectrum Drive

- A. R.O.W. - The eastern side of Spectrum Drive is not within the control of Columbus Realty Trust, however, it is our understanding that OPUBCO has committed to the dedication and Columbus will pursue confirmation of this in writing.
- B&C. Alignment & Railroad Crossing - The Concept Plan accurately reflects the proposed spectrum alignment based on a field survey of the existing buildings to the north ("The Madison"). It also takes into account the probable railroad underpass based on the alignment our firm developed independently for you as part of our Arapaho Road contract. A separate, more detailed corridor exhibit containing proposed calculated alignment geometry can be provided if desired.

4. Residential Streets

- A. Clara - The off-site corrected R.O.W. vacation will be reflected in future documents.
- B&E. Street R-4 - Your point is well taken and we will provide a localized study to illustrate an alternative scenario in case the proposed alignment cannot be realized. This could have an impact on the Phase I Development Plan, a fact which should be considered in its review so that some latitude is available for revision after the plan is approved. (Concept sketch enclosed.)
- C. Street R-1 - If the owner north of R-1 chooses not to participate in the Urban Center concept and will not donate right-of-way for half of the roadway, Columbus is prepared

to move Street R-1 thirty feet south, entirely onto their property. Correspondingly, they will not propose construction of parallel parking or enhanced streetscape on the north side. This option should be acknowledged in the approval of the Concept Plan. (Concept sketch enclosed).

- D. Street R-5 - This street, like R-1 and R-4 is ideally envisioned to include off-site extensions. However, an alternative scenario will be developed in case the necessary cooperation and participation of off-site owners cannot be obtained. (Concept sketch enclosed.)
- E. (See Above)
- F. Residential Street Geometry - We will develop appropriate intersection geometry for your review and approval during the construction drawing process.

5. Mews

A&B. Public vs. Private - The concept of the Mews is that of an enhanced two-way alley. Alleys are created routinely as public right-of-way for the express purposes of local access and service in order to remove these operations, both functionally and visually from the primary street network. While the most common use of alleys today is in suburban residential subdivisions, they have been employed for centuries in urban environments. Unfortunately, in the United States, the physical nature of the urban alley has become one of a dark, uninviting, trash-strewn, "back door" full of utility poles and devoid of any character. In many other parts of the world, these narrow corridors, though still service-oriented, are inviting, intimate "lanes" that offer a quiet alternative to the main streets and may house some small shops. The Mews are intended to expand on this concept by offering two-way vehicular access as well as an enhanced pedestrian environment through special paving and landscaping. The additional ambiance of the Mews comes from the intentional mixture of vehicles and pedestrians in the same space. Therefore, the absence of curbs is essential to their success. Trees and bollards will provide adequate delineation of the spaces without defeating the concept. Since this is somewhat unusual (though not unlike the way most parking areas and plazas function) certain special features may be advisable such as signage warning drivers of pedestrian activity, and posting of extremely low speed limits. Note, however, that the vehicular activity on the Mews is expected to be very low and the use of modular pavers will create a surface that tends to slow down the cars. A curb in this environment truly serves no purpose and the pavement will have an inverted crown to handle drainage.

- C. Dead End Mews - We agree that this situation is not acceptable, but believe there are several other options. One may be the use of the existing 20-foot wide easement along the railroad (plus additional width if necessary) as an emergency access route using "Grass-Crete" or similar material.
- D. Mews Just North of Mildred - The concept and development plans employ this Mews for circulation and fire coverage for the Phase I project.

6. Mildred

- A. Off-site - If the off-site portions of the Mildred Special Events Parkway cannot be obtained in time to meet Columbus' schedule for Phase I, an interim plan may be required which phases that work and uses a hybrid of the existing and proposed Mildred's for a while. (Concept sketch enclosed.)
- B. Parking - The Concept as submitted is for parallel parking in the outside lanes generally west of Spectrum and head-in parking east of Spectrum.
- C. Garage Access - It is important for Columbus' leasing efforts to have parking obvious and convenient adjacent to their proposed office at the northeast corner of Mildred and M-1 in Phase I. The parallel parking on Mildred will not be adequate for that purpose. However, you have a very valid point that, during a special event when Mildred is closed, the garage will be inaccessible. Therefore, the best compromise is probably to place the entrance on M-1 just north of Mildred. A location on R-4 would keep garage traffic further from a special event but would not serve Columbus' needs well at any other time.

7. Special Paving Materials

Despite the best efforts of the concrete products industry, they have yet to create a material that has the true warmth, charm and feel of clay brick or other natural materials such as granite cobbles. Some materials, such as the random cobble concrete unit pavers, can give a reasonably natural-product feel but most designers remain highly opinionated on what is appropriate in a given situation. Concrete pavers and colored, patterned concrete are very appropriate in many situations and may even have a place in the Addison Urban Center. The goal, however, is to avoid the effect of creating a slick, brand-new manufactured environment. Materials selection is critical to this goal and the use of materials such as brick and stone will contribute significantly to achieving it. Proper installation and structural support of these, or any, material are as important to serviceability as the choice of the material. We believe that the final selection of materials can be made during the design process and are confident that we can address your concerns with properly engineered installations.

8. Vehicular Visibility

It may be to our advantage to establish some standards for visibility triangles at typical intersection conditions as part of the first project (if not sooner) so that we do not have to re-address it over and over as the development progresses.

9. Utilities and Drainage

A-D. In all cases, the off-site areas that contribute stormwater or sanitary sewer flow to the Urban Center system have been included in the calculations for sizing the lines. The systems submitted with the Concept Plan are our first attempt at a masterplan for this area and we recognize the need to meet with you to discuss our assumptions, the issues and refinements necessary to create a plan which is a mutually agreeable and definitive tool

Mr. John Baumgartner
March 17, 1995
Page 5

for moving forward with the development. We can meet at your convenience to conduct this review.

10. Phasing Plan

This plan should be developed after we finalize the drainage and utility masterplans with input from the Town and the developer to differentiate between essential and desirable elements of infrastructure associated with each phase.

11. N/A

12. Bollards vs. Curbs

We, even as Columbus' engineer, have strong reservations about the lack of curb and use of bollards in the rotary. Though we are confident that the drainage can be dealt with, we believe that bollards will routinely be hit and require replacement due to the continuous curve movement. On the other hand, in the Mews, which are straight streets, we feel the bollards are an appropriate solution and that even a mountable curb negatively impacts the environment which is being created. In addition, if the curb is mountable, the bollards can be hit just as easily as if there were no curb at all, so the mountable curb only serves to interrupt the walking surface.


13. Off-Site Roadways

The conditions of approval of the Concept Plan should address who will be responsible for obtaining right-of-way.

I hope this information will be helpful in addressing your concerns so that the project may move forward as a truly joint effort between the Town and the developer. A lot has been accomplished in a short period of time and some details have suffered as a result. However, as Columbus' engineer, we take on the task of making the concepts a reality and we are committed to addressing your concerns in the process.

Sincerely,

HUITT-ZOLLARS, INC.


Andrew C. Oakley, P.E.
Senior Vice President

ACO:m

cc: Bryant Nail
John Gosling/Paris Rutherford

**ADDISON URBAN CENTER
PRELIMINARY OPINION OF PROBABLE COST**

CLIENT: COLUMBUS REALTY TRUST
JOB NO.: 01-1822-02
STREET CATEGORY "A" - MAJOR RESIDENTIAL BLVD. (QUORUM DR.)
TOTAL LENGTH OFFSITE: 640 LF TOTAL LENGTH ONSITE: 1840 LF

BY: HUITT-ZOLLARS, INC.
DATE: MARCH 6, 1995

PAGE: 2 OF 10

<u>ITEM:</u>	<u>UNITS:</u>	<u>QTY/LF OF STREET:</u>	<u>PRICE:</u>	<u>COST/LF OF STREET:</u>
PAVING:				
8" CONCRETE PAVEMENT (ADDED)	SY	1.78	\$18.00	\$32.04
6" INTEGRAL CURB (REPLACEMENT)	LF	2.00	\$1.00	\$2.00
LIME STAB. SUBGRADE	SY	2.00	\$1.15	\$2.30
LIME	TON	0.03	\$90.00	\$2.43
EXCAVATION	CY	0.90	\$3.00	\$2.70
NECKDOWNS & CROSSWALKS	EA	0.01	\$5,000.00	\$33.33
SAWCUT & REMOVALS	LF	2.00	\$5.00	\$10.00
				<hr/>
				PAVING SUBTOTAL: \$84.80
				CONTINGENCIES (5%) \$4.24
				<hr/>
				PAVING TOTAL \$89.04
STREETSCAPE (BOTH SIDES):				
CHICAGO BRICK SIDEWALK	SF	22.40	\$3.50	\$78.40
CONCRETE SIDEWALK BASE	SF	26.00	\$2.30	\$59.80
SIDEWALK BRICK ACCENTS	SF	3.60	\$7.00	\$25.20
STREET LIGHT CONDUIT, IRRIG. SLEEVES	LF	5.00	\$3.00	\$15.00
IRRIGATION SYSTEM	LF	3.00	\$9.33	\$27.99
TREES	EA	0.12	\$1,500.00	\$180.00
TREE GRATES	EA	0	\$500.00	\$0.00
ANTIQUE STREET LIGHTS W/ BASE	EA	0.03	\$1,900.00	\$50.67
SUBDRAIN SYSTEM	LF	3.00	\$10.60	\$31.80
BENCH, BIKE RACK, TRASH CAN	EA	2.00	\$33.64	\$67.28
				<hr/>
				STREETSCAPE SUBTOTAL: \$536.14
				CONTINGENCIES (5%) \$26.81
				<hr/>
				STREETSCAPE TOTAL \$562.95
UTILITIES:				
WATER	LF	1	\$15.00	\$15.00
SANITARY SEWER	LF	1	\$15.00	\$15.00
STORM SEWER	LF	1	\$25.00	\$25.00
				<hr/>
				UTILITIES SUB TOTAL: \$55.00
				CONTINGENCIES (10%) \$5.50
				<hr/>
				UTILITIES TOTAL \$60.50
				<hr/>
				STREET CATEGORY "A" SUBTOTAL: \$712.49
				DES., SURVEY, TESTING, ETC. (20%) \$142.50
				<hr/>
				COST PER LF \$854.99
				STREET CATEGORY "A" TOTAL
		<u>LF</u>	<u>PRICE</u>	<u>COST</u>
TOTAL COST OFFSITE (REMAINING PHASES)		640	\$854.99	\$547,192
TOTAL COST ONSITE (PHASE I SPECIAL EVENTS)		780	\$854.99	\$666,890
TOTAL COST ONSITE (PHASE II SPECIAL EVENTS)		510	\$854.99	\$436,044
TOTAL COST ONSITE (REMAINING PHASES)		550	\$854.99	\$470,243
				<hr/>
				GRAND TOTAL \$2,120,369

NOTES:

1. PAVING INVOLVES ONLY ADDITION OF PARALLEL PARKING AND NECKDOWNS TO EXISTING STREET.
2. WATER, SEWER AND DRAINAGE ALLOWANCES ARE FOR ADJUSTMENTS TO EXISTING SYSTEMS ONLY.

ALT R-1 SCENARIO

S 05'45" E 860.14'

4

R-5

NOTE:

THESE ALTERNATIVES ARE NOT THE ONLY OPTIONS

THE ONLY 21.255 ACRES

ALT. R-4 & R-5 SCENARIO

S 89°53'55" W 284.57'

R-4

INTERIM MILDRED SCENARIO

Δ = 06°05'10"
R = 1392.39'
L = 147.90'
CB = S 03°57'48" W
CD = 147.83'

Δ = 07°00'45"
R = 856.03'
L = 104.77'
CB = N 86°18'50" W
CD = 104.71'

S 07°00'23" W 12.27'
N 82°48'27" W 155.53'

N 89°49'12" W 209.14'

MILDRED

D STREET

S 89°49'12" W 209.14'

ADDISON URBAN CENTER

ALTERNATIVES FOR ONSITE ROADWAYS IF OFFSITE

RIGHT-OF-WAY CANNOT BE OBTAINED OR IS DELAYED

S 00°55'13" W 1089.96'

N 00°55'13" E 1089.99'

QUORUM DRIVE

S 07°00'23" W 226.99'

N 07°00'23" E 319.26'

THE GINN CORPORATION

Consulting Engineers

CC. Ken W.
Chris

3-27-95

March 22, 1995

John Baumgartner
Town of Addison
P.O. Box 144
Addison, Texas 75001-0144

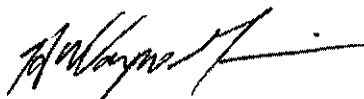
RE: Official Right of Way Map for the Addison Toll Tunnel

Dear Mr. Baumgartner:

Transmitted herewith are six (6) copies of the Official Right of Way Map for the Addison Toll Tunnel.

Should you have any questions, please contact me.

Sincerely,



H. Wayne Ginn, P.E.

HWG/lw
Enclosures

cc: file
reading

THE GINN CORPORATION
Consulting Engineers

CC: Ron W.
Chris

3-27-95

March 22, 1995

John Baumgartner
Town of Addison
P.O. Box 144
Addison, Texas 75001-0144

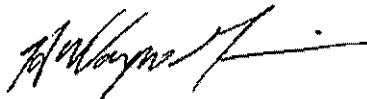
RE: Official Right of Way Map for the Addison Toll Tunnel

Dear Mr. Baumgartner:

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Should you have any questions, please contact me.

Sincerely,



H. Wayne Ginn, P.E.

HWG/lw
Enclosures

cc: file
reading

HUITT-ZOLIARS

Engineering / Architecture

Dallas • Fort Worth • Houston • El Paso • Phoenix • Orange County

FACSIMILE TRANSMITTAL

Date: 10/27/95

Fax No.: 931-6643

H-Z Proj. No. 01-1822-04

No. of Pages: 2
(Including Cover Sheet)

TO: Town of Addison

Public Works

Attn: John Baumgartner

URGENT For Your Review Please Call Upon Receipt Orig. To Follow By Mail

Possible Draw Schedule for Addison
Circle Project

FROM: Andy Oakley

SENT BY: _____ TIME: _____ DATE: _____

If you had any problems receiving the Facsimile Transmittal, please contact Ms. James Willis or the individual listed above at (214) 871-3311. Thank you.

3151 McKinney Avenue • Suite 600 • Dallas, Texas 75204 • (214) 871-3311 • FAX (214) 871-0757

ADDENDUM CONTRACT ESTIMATE

Project PIP 10
 Client Dallas Est
 Task TIP Ph III
 Contract Amount 1,118,276.84
 5% Retainage 55,913.84



Job No. 01-1289-03
 By Kbr Date 10-23-95
 Chkd _____ Date _____
 Sheet 1 of _____

State Thomas TIP Ph III - Uptown Village

DESIGN ETC

400,000

200K

300

400

300

1200

200

200

200

250

350

500

1,300*

Pay Estimate No.	Estimate Amount	Work Complete To Date
1	73,477.75	77,345.00
2	106,549.03	189,501.87
3	233,292.14	435,072.55
4	88,477.09	528,206.33
5	87,532.95	620,346.27
6	85,740.45	710,599.38
7	76,610.34	791,241.84
8	88,475.70	884,374.16
9	70,657.68	958,750.66
10	75,026.42	1,037,725.84
11		
12		

4,800,000 (Includes Phase I @ 4.5 & Ph II @ 0.3)

* (Sculpture placement)

KATCHO, STREE ISOLATE
PAINT, ETC

HUITT-ZOLIARS

Huitt-Zollars, Inc. / Engineering / Architecture / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2416 / 214-871-3311 / FAX 214-871-0757

November 13, 1995

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

Re: Addison Circle
HZI Project No. 01-1822-04

Dear John:

Attached for your review are three sets of plans for the Addison Circle project. This submittal includes horizontal control plans, demolition plan, paving typical sections, utility sections, paving plans & profiles, drainage area maps, stormwater calculations, stormwater plans & profiles, water plans & profiles, wastewater plans & profiles, pollution control plans, and standard details. There are a few items I wanted to call to your attention as you review the plans. The items are:

1. Street names have not been selected by Columbus at this time.
2. The quantity sheets will be added to the final submittal as we determine the final construction quantities.
3. Normally we would include the sidewalk paving patterns on the streetscape plans. However, there is too much information needed on these plans to clearly show everything so we are going to prepare separate sidewalk plans. These detailed sidewalk plans indicating the types of materials to be used, the sidewalk patterns, and the limits of the public contract are currently being drafted based on the conceptual streetscape plans prepared by Newman, Jackson & Bierberstein, a copy of which are enclosed for your use in reviewing these plans. Also, the edge restraint for the brick sidewalk will be modified to show a soldier course, brick turned on end, constructed at the back edge of the concrete sidewalk base.
4. Details of the brick pavement in vehicular areas indicating the types of materials to be used, the brick patterns, and the limits of the brick pavers are also still being drafted. The jointing plan for the roundabout will be revised to reflect the brick patterns based on the conceptual plans.
5. Additional detail will be added to the roundabout; geometry, grades, cross-section, striping, signage, etc.; upon approval of the roundabout study (submitted under separate cover).

Mr. John Baumgartner, P.E.
November 13, 1995

6. A sidewalk easement will need to be added at the southwest corner of the roundabout or the abandonment of the Mildred Street right-of-way will need to be revised to accommodate the sidewalk.
7. Grading at the water tower and the grading of temporary swales draining existing offsite runoff into temporary "Y" inlets is currently being worked on and will be submitted when complete.
8. Roadway cross-sections and earthwork quantities will be included in the final submittal.
9. We are currently developing a detail of the residential street / mews intersection depicting the limits of street paving, sidewalk paving, curb limits, barrier free ramp provisions, and no parking areas. We will submit the detail as soon as it is finished.
10. We will be meeting with the Town Special Events Committee this week to discuss the construction of the project and the scheduling and coordination between the Town and the contractor. After the meeting we will be preparing a detailed sequence of construction including narrative and plans. We will submit the construction sequencing as soon as it is finished.
11. We are currently putting the bid documents together and will submit them for review when the construction sequencing and bid schedules are complete.
12. The design of the T.U.E. electric duct bank will be complete within a week and submitted to the Town and T.U.E. for review.
13. Planting and irrigation plans are currently being prepared by Newman, Jackson & Bieberstein and will be submitted within 2 weeks.

Please give me a call if you have any questions.

Sincerely,

HUITT-ZOLLARS, INC.



Kenneth A. Roberts, P.E.
Associate

HUITT-ZOLLARS

Huitt-Zollars, Inc. / Engineering / Architecture / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2416 / 214-871-3311 / FAX 214-871-0757

November 13, 1995

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

RE: Addison Circle Phase I
Public Infrastructure
H-Z Project No. 01-1822-04

Dear John:

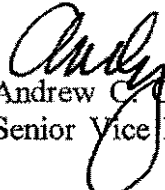
I am transmitting herewith three copies of the design study for the Addison Circle Modern Roundabout prepared by Ourston and Doctors with contributions by Huitt-Zollars. You will note that both Peter Doctors and I have sealed the report, however, Peter has not signed it. He tells me that it is not conventional in California to seal reports of this nature and those that are sealed are not typically signed.

The figure in the report that illustrates the roundabout is an accurately and precisely drawn CADD image. However, it does not contain very much information about the geometry of the intersection. A greater level of detail can be found in the set of construction plans that is being submitted with the report. Note, however, that the construction plans do not yet reflect Peter Doctors' design input on the vertical geometry of the roundabout. The curb and pavement grades shown are Huitt-Zollars' design based on conventional roadway drainage and will change in the final submittal.

Please give me a call if you have any questions and if I cannot answer them, I will put you in touch with Peter or other contributors to the report.

Sincerely,

HUITT-ZOLLARS, INC.
Engineering/Architecture


Andrew C. Oakley, P.E.
Senior Vice President

ACO/psp

Enclosures

GAPROJ01182204UB1113.LTR

HUITT-ZOLLARS

Huitt-Zollars, Inc. / Engineering / Architecture / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2416 / 214-871-3311 / FAX 214-871-0757

December 19, 1995

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

Re: Addison Circle Phase I Public Infrastructure
Huitt-Zollars Project No. 01-1822-04

Dear John:

With this letter we are transmitting construction drawings, bid documents and specifications for Addison Circle Phase I for your review pursuant to advertising for bids. Due to the complexity of the project and the nature of past comments on the plans, it is most likely that there will be a few additional comments generated by this submittal. However, it is our belief that these plans are ready for bidding, with exceptions as noted below, and we will work with you for quick resolution of any issues that your feel are not adequately addressed.

In order to more easily facilitate your review, we have prepared an item by item response to your comments beginning with your September 5th, 1995 memo to Carmen Moran. In some cases, our resolution of an issue is not entirely consistent with your recommendation and we have presented our justification as the engineer of record on the project. Where we have changed our response since the Draft dated December 12th, we have shown the change in bold type. In addition, the following is a list of items we believe still need to be addressed on these plans prior to issuance for bids. We will be completing these items during and following your review process.

- Plans will be signed and sealed when they are plotted on mylar for bidding purposes following your final review.
- Landscape (Planting and Street Furniture) and Irrigation plans were to have been reviewed with Slade Strickland this morning and will be coordinated with Slade for final submittal when his comments have been addressed.
- Sheet numbers will be finalized with necessary references between sheets when the landscape and irrigation plans have been incorporated.

- The bid quantities are currently being pulled and quantity sheets will be included in the bid set.
- Certain elements, such as water meter and vault placement, precise transformer and switchgear locations and interface between public and private installations still need some clarification for construction but should be adequate for review purposes.
- We usually include additional clarification of some bid items in the text preceding the Bid Form. We intend to do so while you are reviewing the plans and will transmit that information separately.

Please give either of us a call if we can be of any assistance as you review the plans.

Sincerely,

HUITT-ZOLLARS, INC.
Engineering/Architecture



Andrew C. Oakley, P.E.
Senior Vice President



Kenneth A. Roberts, P.E.
Associate

ACO/psp

Enclosures

ADDISON CIRCLE
RESPONSE TO CITY REVIEW COMMENTS IN MEMO DATED SEPTEMBER 5, 1995
FROM JOHN BAUMGARTNER

1. *Utility and Drainage:*

- A. *A water and sanitary sewer study prepared by a professional engineer is necessary to verify the adequacy of the proposed system. This study shall include all property included in the approved concept plan and its respective drainage basin.*

The water and sanitary sewer study has been prepared and reviewed by City Staff- See separate response to review comments.

- B. *A storm-water study prepared by a professional engineer is necessary to verify the adequacy of the system. As a minimum this study shall include all property included in the approved concept plan and its respective drainage basins.*

The storm-water study has been prepared and reviewed by City Staff - See separate response to review comments.

- C. *Storm drainage system shall be extended to provide for the properties north and west of the proposed development. The design engineers shall demonstrate that the downstream system has sufficient capacity for the 100-year storm event or provide storm water detention.*

Done and addressed in study.

- D. *The sanitary sewer shall be extended to provide service to the properties north and west of the proposed development.*

Done and addressed in study.

- E. *No residential water, irrigation, or fire sprinkler service is available from the transmission mains in Quorum and Mildred.*

Acknowledged - Plans reflect this limitation.

- F. *A sewer line extension is necessary to provide service to the properties on the northwest and southwest corners of Mildred and Quorum.*

Done and reflected on plans.

- G. *The actual location within the road right-of-way of the various utilities will be determined at the time of development. These locations must provide for the installation of private utilities (electric, gas, telephone, fiber, television, etc...) with franchise or license agreements.*

Acknowledged and reflected on plans, **however, additional coordination with**

franchised utilities is necessary but should not affect the bidding process.

H. Additional utility and storm drainage easements are required.

Shown on Plat and Plans.

I. What happens with the storm drainage east of the rotary? Does it affect the existing residence on the northwest corner of the tollway and railroad?

There is no effect on the existing residence.

2. *Quorum Drive:*

A. A design report should be provided that details the appropriate roadway geometrics, traffic control, markings, signage and parking for the proposed rotary prior to finalizing the lot layout. See the attached review provided by Barton Aschman.

Plans now indicate all elements of the roundabout necessary for its construction and operation as dictated by the study.

B. The street section should be revised to reflect the minimum roadway dimensions indicated in the ordinance which provides for two 11 foot lanes and an 8 foot parking lane from face of curb to face of curb.

Done and reflected on Plans.

C. Quorum Drive is currently identified as a major arterial on the thoroughfare plan. The developer should provide evidence from his traffic consultants to verify the proposed revision to the plan.

The changes to Quorum Drive do not preclude its use as a major arterial and our plans neither contemplate nor address such a revision to the thoroughfare plan. The level of service provided by the introduction of the roundabout is consistent with arterial operation.

D. The additional right-of-way required for Quorum Drive corridor should be dedicated with Phase I from the railroad to the northern district boundary. Because this development is the first phase of a multi-phase project, this corridor is necessary for utilities and possible roadway expansion.

Due to the complex arrangements of the partnership between Gaylord and Columbus, the dedication of all right-of-way for Quorum Drive at this time is not possible. However, the dedication of easements for utility, landscape, sidewalk and related purposes over the future R.O.W. area is possible and has been reflected on the final plat and plans.

E. Ingress, egress, and parking shall be situated so they do not interfere with the operation of the rotary. Additional design information is required to determine

the appropriate location.

Done - Refer to Roundabout Study and Final Design.

3. *Residential:*

- A. *All streets shall be designated by a name or number.*

Done and reflected on Plat and Plans (~~Currently as numbers names are pending~~).

- B. *If some of the property accessing the proposed streets is not residential, alternative cross sections are required.*

All property accessing the residential streets in Phase I is residential with the exception of some ground floor retail near Quorum Drive which was contemplated by the ordinance. No office buildings or other major deviations exist.

- C. *With the exception of the double parking where people were moving into apartments and the parking in the neck-down areas, we were comfortable with the residential street widths of 37 feet from back of curb to back of curb with neck-down areas at intersections being 23 feet (back to back). However, this assumes the appropriate radius is provided for emergency/service vehicles and street lights, furniture, trees, etc., are set back sufficiently to avoid any conflicts with turning vehicles and visibility at the intersections.*

35' visibility triangles and 30' radii provided have been coordinated with City fire officials.

- D. *Where the residential streets dead-end, provisions should be made to provide a vehicular turnaround until the roadway are continued.*

Done and shown on plans for Phase I and Concept Plan for future phases.

4. *Mew's:*

- A. *If the mew's are going to be dedicated as public streets then a standard curb and gutter section is recommended to control traffic and drainage. As a compromise, a section with a roll up curb may be acceptable.*

See Below

- B. *The current cross-section proposed in the preliminary constructions plans does not match the concept plan cross-section. Has this changed? Please revise as necessary.*

The inverted, curbless section for the mews has now been recommended for approval by staff and P & Z **and approved in concept by Council**. The final plans reflect this cross-section. (See further discussion under later comments).

5. *Mildred:*

- A. *The approved concept plan does not reflect a reduction in Mildred's cross-section to approximately 60 feet. This reduction appears inconsistent with the current use of the street and will limit our ability to add additional parking or lanes if the demand warrants at the approach to the rotary.*

The 61' (B-B) section for Mildred has now been recommended for approval by staff and P & Z **and approved by Council.**

- B. *If the reduced cross-section is approved, the relocation of the existing 24" waterline is required.*

The 24-inch waterline is being relocated.

- C. *Ingress, egress and parking adjacent to the rotary shall be located so that they do not interfere with the operation of the rotary. Additional design information is required to determine the appropriate location.*

Refer to Roundabout Study and Final Design.

6. *Alternate material for brick accents bands, crosswalks, sidewalks, streets, etc..., should be considered. In the past, the Town has successfully used patterned concrete or pave stone (placed on a concrete base) to give an appearance of brick with more durability, serviceability, and less susceptibility to settlement.*

It has been the developer's and the designer's opinion that certain materials, such as brick and granite cobbles, impart a more established feel to the urban environment that helps keep the project from looking so new and "manufactured". Pavestone-type products are not as compatible with the intended feel of this district and patterned concrete has its own set of maintenance and durability problems. Therefore, the chosen accent paver material is (clay) brick, with different ratings for pedestrian and vehicular applications.

7. *Vehicular visibility should be provided for all streets, mews and driveway approaches/intersections.*

The required 35' visibility triangles have been honored at all public street intersections, including the mews. As we have discussed, garage exits with limited visibility onto the streets are a common urban issue and will be dealt with in the architectural plans using signage, gates, lights, mirrors and other typical mechanisms for pedestrian safety.

8. *Miscellaneous Plat:*

- A. *Lot 1 Block "B" does not meet the minimum lot width of 200 feet required in the concept plan ordinance.*

Variance recommended by P & Z **and approved by Council.**

- B. *Additional right-of-way is required to provide sufficient sidewalk width at the street-street and street-mew intersections.*

Based on the final design, the only location that additional width may be required is at the southwest corner of Mildred and Quorum on the Town's (future) property. **We have therefore not proceeded with the previously discussed right-of-way abandonment in this location.**

9. *Private Utilities:*

- A. *Provide details regarding the location and access to the TU facilities serving the district.*

Complete construction plans for the **primary** T.U. Electric facilities to serve Phase I of the district are included in our submittal. **Secondary facilities to serve individual buildings and other points of demand are still being finalized but are not part of the public infrastructure.**

- B. *Provide sign-off from private utilities to approval of easements and cross-sections for the district.*

Letters we have received from the franchised utility companies concerning their need for facilities within the district are enclosed. Note, however, that telephone and CATV service throughout the district will be handled by a secondary provider who will install his own duct system under license agreement.

10. *Preliminary Construction Plans:*

- A. *Provide additional information from rotary consultant regarding markings, parking, signage, transitions associated with the Quorum/Mildred intersection.*

Refer to Roundabout Study and Final Design.

- B. *Provide details and design information regarding bricks/pavers being considered for use in the public open space. Of particular concern is the hardness, durability and friction provided by the proposed material. This report shall be prepared by a professional engineer and submitted to our design consultants for review and recommendation.*

Test results on the pedestrian brick (**which is suitable for light duty vehicular loads**) are enclosed for your review. Test results on the vehicular brick are (**heavy duty**) pending.

- C. *Additional material submittals may be required prior to bidding for review of street lights, furniture, etc...*

Catalog cuts and other details are enclosed herein or included in the plans for the following streetscape elements. **We are currently attempting to obtain better**

copies of some of these details from the manufacturer.

Benches
Street Lights
Trash Cans
Tree Grates
Tree Fences
Bollards
Drinking Fountains
Bike Racks

- D. Pavement marking/signage plan is required for the roadway and parking areas.*

Pavement markings and signage are shown on the final plans as follows:

Signs are indicated individually
Striping is indicated by typical detail

- E. Sidewalk eyebrows are required at the intersection of the mews with Mildred and the residential streets. This provides protection of the site visibility areas and turning radii for commercial and emergency vehicles.*

Raised neckdowns (or sidewalk eyebrows) have not been used because they negatively impact the street hierarchy that the urban designers are trying to establish. However, a brick pattern flush with the driving lanes which delineates the clear zone, coupled with a "No Parking" sign on each side of the intersection is proposed.

- F. Site visibility areas shall be protected from encroachment at all intersections and driveways. The minimum requirement calls for a 35' visibility triangle in some cases additional protection may be necessary. This requires revision to the proposed buildings and the starting location of the parking.*

Done and reflected on plans. (Note: Showing the visibility triangles on every intersection cluttered up the plans and is of no use to the Contractor so the lines have been deleted).

- G. Provide details regarding loading and unloading of deliveries for commercial property, household furnishings, etc... The current preliminary plans do not seem to provide for these elements.*

Final plans reflect areas to be marked as loading zones. **(20 minute parking)**

- H. Our current ordinance requires hydrant spacing of 300 feet in retail/commercial areas and 500 feet in residential areas. Hydrant spacing and location requires the approval of both the Fire Department and Public Works Department.*

Our general approach to the urban center district is that all of the property is commercial for the purposes of fire coverage and similar issues. Though we refer

to "residential" streets, these are not residential in the traditional sense. Therefore, our goal is to achieve approximately 300 foot fire hydrant spacing. However, the block lengths are such that the usual positioning of fire hydrants at intersections results in some cases of slightly over 300 foot spacing. Considering the fact that all structures are sprinklered, we felt it would be excessive to add mid-block fire hydrants. We can do so if the fire marshal believes it is necessary.

- I. *The proposed plans seem to encumber property owned by others to provide service to this district. Particularly Building "B" and the provisions for TU Electric and drainage.*

The encumbrance to City property for transformer access to building B has been eliminated. The storm sewer line west of building B serves primarily to collect the runoff from the City property and is located to provide for your future use without physically encumbering other uses of the property. Easements are indicated as required.

- J. *Are the plans for the public space enhancement within the rotary consistent with the existing and proposed utilities?*

All existing and proposed utilities have been routed around the central island of the roundabout except the 24-inch waterline. If the waterline must be moved to accommodate the central feature, the plans can be modified.

- K. *What are the plans for trash collection?*

The procedures for trash collection have been described in separate correspondence to your environmental official. Our plans reflect thickened pavement in the areas adjacent to the compactors as requested.

- L. *Drainage from the buildings and mews shall be collected prior to entering the streets.*

A complete system of downspouts and private collection pipes is proposed in the "onsite" civil drawings to capture roof drainage. Without this contribution of runoff from the buildings, the mews generate between 0.7 & 2.5 cfs of runoff in a 100 year event. We did not feel that these flows justified the addition of 4 inlets and pipes at the four entrances to the mews, however, they can be added if you prefer.

- M. *A more detailed utility plan is required.*

Done and included in plans.

- N. *The minimum curb return radii for fire vehicles is 30 feet. Variances to this requirement are approved by the Fire Department.*

All curb radii (or theoretical turning radii where no continuous curb exists) have been increased to 30 feet.

- O. *It is necessary to recess the inlets in the parking areas to prevent encroachment of the parking in the traffic lanes.*

The primary purposes of recessed inlets are the increase in capture that they allow and the area they provide outside the driving lane for the concentrated depth of flow. They are a suburban thoroughfare-type detail and are not used in highly urbanized areas, particularly with parallel parking and significant pedestrian activity. Whether the inlets are recessed or not will not affect how cars are parked. We believe that recessed inlets in this environment are a hazard to pedestrians and those that are getting out of vehicles. We therefore recommend and have designed standard curb inlets throughout Phase I, except along the portions of Quorum Drive where there is no parallel parking.

- P. *The minimum throat width for the residential streets shall be 23 feet back to back.*

Shown on plans.

- Q. *It was our understanding that significant portions of the mews is going to have a brick overlay. In addition, some areas of the residential streets Mildred and Quorum were going to be brick enhancements. Has this changed?*

The mews have substantial areas of brick while the remaining streets have only brick crosswalks and sidewalks.

- R. *The cross-sections do not seem to provide for all licensed utilities and any additional private utilities (i.e., private electric, cable and communications between buildings "A" and "B"). What is the status of additional private utilities?*

A sleeving plan for private utilities will be included in the onsite civil plans and its installation will be coordinated with the public contractor. (License agreements are being handled by Columbus' attorney).

- S. *Turn lane on Quorum requires 150 feet of storage, 150 feet of transition and a width of 11 feet.*

Done and shown on plans.

- T. *What is the status of the landscaping, irrigation and street treatment plans?*

Full streetscape plans are included in this submittal. Planting and irrigation plans are nearing completion and will be **reviewed with Slade Strickland at a meeting on December 19th. Plans will be submitted directly to Slade when his comments have been addressed.**

- U. *Additional drainage information is required to verify inlet/line locations and sizes.*

Done

- V. *Inlets are required uphill from the intersection of Quorum and Mildred to*

eliminate stormwater runoff in the rotary.

This has been done on Quorum Drive but we feel the configuration shown on the plans for Mildred is the best design solution.

W. What are the plans for Mildred east of Quorum? Would it be advisable to add to the rotary during the next phase rather than installing barricades today?

Plans have been changed to reflect a closed rotary to the east so that no barricades will be required.

X. Fire hydrants and gate valves are required at the end of all water lines.

Done

Y. Insufficient vehicular visibility is provided at all garage motor court entrances and several street intersections.

See response to #7.

Z. Retail use and driveway access may not be consistent with the existing or proposed use of Mildred Street. This is an issue that will be addressed on the development plan.

No Comment

AA. The boiler plate construction contract requires the review of our City Attorney. Of particular concern are issues regarding the assignment of the agreement to Columbus insurance coverage, additional insured's, etc...

Acknowledged

BB. The sidewalk pavers/bricks shall have a concrete base. This is not provided for in the current cross-sections.

All sidewalks are now shown with a concrete base.

CC. Additional water valves are necessary to provide for proper isolation in the event of a line break.

Done

DD. Provide street lighting plans. Show the proposed location of lights, transformers and switch gear.

Street lights **and conduit** are shown on the streetscape plans. Switchgears ~~and transformers~~ are shown on the electrical duct plans. The connection between the street light runs and the transformers is dependent upon T.U. Electric's proposed circuitry which has not yet been developed. (T.U. also needs to comment on the

handhole locations and other aspects of the conduit routing). We have not asked T.U. to perform this design work yet because of the possibility that the system will be owned by the City.

It is now our understanding that the street lights will be owned and maintained by the Town of Addison. This will require a set of electrical plans for the system circuitry which we can prepare if authorized by the Town and/or Columbus. These plans should be included in the bid package with the other public improvements.

11. *Additional review is necessary upon submittal of the required information.*

Acknowledged

ADDISON CIRCLE
RESPONSE TO CITY REVIEW COMMENTS IN MEMO DATED OCTOBER 16, 1995
FROM JOHN BAUMGARTNER

1. *Utilities and Drainage:*

- A. *The master utility and drainage reports require refinement and resubmittal. Comments sent to Huitt-Zollars under separate cover on 10/11/95.*

Done - See separate response to those comments.

- B. *Storm drainage system shall be extended to provide for the properties north and west of the proposed development. The design engineers shall demonstrate that the downstream system has sufficient capacity for the 100-year storm event or provide storm water detention.*

Done

- C. *No residential water, irrigation or fire sprinkler service is available from the transmission mains in Quorum and Mildred.*

Acknowledged

- D. *A sewer line extension is necessary to provide service to the properties on the northwest and southwest corners of Mildred and Quorum.*

Done and shown on plans.

- E. *The actual location within the road right-of-way of the various utilities will be determined at the time of development. These locations must provide for the installation of private utilities (electric, gas, telephone, fiber, television, etc...) with franchise or license agreements.*

Acknowledged

- F. *Additional utility and storm drainage easements are required.*

Shown on plat and plans.

- G. *What happens with the storm drainage east of the rotary? Does it affect the existing residence on the northwest corner of the tollway and railroad?*

No effect.

- H. *All dead-end wastewater lines shall have clean outs or manholes and all dead-end water lines shall have fire hydrants.*

Done

- I. *Storm sewer inlet is proposed on property used for Town's water tower. This will encumber this property and requires approval by the Town.*

See comment #10I on September 5th memo. This item was recommended for acceptance by P & Z at their November 21st meeting subject to staff approval of final plans **and was conceptually approved by Council on December 12th.**

2. *Quorum Drive:*

- A. *A design report should be provided that details the appropriate roadway geometric, traffic control, markings, signage, lighting and parking for the proposed rotary prior to finalizing the lot layout. See review provided by Barton Aschman.*

Report has been submitted and reviewed. See separate response to comments and final design.

- B. *The street section should be revised to reflect the minimum roadway dimensions indicated in the ordinance which provides for two 11 foot lanes and an 8 foot parking lane from face of curb to face of curb.*

Done

- C. *Quorum Drive is currently identified as a major arterial on the thoroughfare plan. The developer should provide evidence from his traffic consultants to verify the proposed revision to the plan.*

See Item #2C on September 5th memo.

- D. *The additional right-of-way required for Quorum Drive corridor should be dedicated with Phase I from the railroad to the northern district boundary. Because this development is the first phase of a multi-phase project, this corridor is necessary for utilities and possible roadway expansion.*

See Item #2D on September 5th memo.

- E. *Ingress, egress and parking shall be situated so they do not interfere with the operation of the rotary. Additional design information is required to determine the appropriate location.*

See Item #2E on September 5th memo.

- F. *Turn lane should include a transition of 150 feet with 150 feet of storage.*

Done and shown on plans.

3. *Residential:*

- A. *All streets shall be designated by a name or number. There are different*

designations for each street that appear throughout the plans.

There may be a need to go back to the development plan and concept plan and add the street names when they are selected.

- B. *If some of the property accessing the proposed streets is not residential, alternative cross sections are required.*

See Item #3B on September 5th memo.

- C. *With the exception of the double parking where people were moving into apartments and the parking in the neck-down areas, we were comfortable with the residential street widths of 37 feet from back of curb to back of curb with neck-down areas at intersections being 23 feet (back to back). However, this assumes the appropriate radius is provided for emergency/service vehicles and street lights, furniture, trees, etc., are set back sufficiently to avoid any conflicts with turning vehicles and visibility at the intersections.*

Acknowledged

- D. *Where the residential streets dead-end, provisions should be made to provide a vehicular turnaround until the roadway are continued. A concrete cross-section is required. Turnaround shall be in a dedicated easement.*

Done and shown on plans.

4. *Mews:*

- A. *The building overhangs shown encroach into the public street. Recommend City Attorney's office be contacted to determine if street license agreement is appropriate and what, if any, insurance/indemnification is required and what provisions are appropriate to provide for future maintenance.*

Though not applicable to the public infrastructure plans, this item was recommended for approval by P & Z on November 21st, with qualifications, **and approved by Council on December 12th.** Columbus' attorney is preparing license agreements **in conversation with the City Attorney.**

- B. *Portecochere between building "A" & "B" encroaches into the public right-of-way. Street license agreement seems necessary. Recommend City Attorney's office develop appropriate license and advise regarding insurance, indemnification and maintenance requirements. If concept is approved, we recommend a minimum vertical clearance of 18 feet and that the developer locate all columns outside of the right-of-way.*

Architectural issue (See 4A)

- C. *The current proposal requests that the mew's be constructed with a swale down the middle. If this section is approved, then an additional variance may be*

required from our drainage standards to vary from our requirement to maintain one (1) lane clear of concentrated storm water. The developer has proposed to allow a maximum depth of 3" in the mews. It appears that the maximum spread of water would be approximately 25 feet with a "V" section and 35 to 45 feet with a parabolic section. If the swale in the middle of the mews is approved, Public Works recommend a concrete swale be placed in the center to facilitate the conveyance of the irrigation, washing, and drainage water; and to protect the deterioration of the bricks and joints where water may regularly traverse.

The concrete drainage way is a variance from the original proposal that showed 100% brick mews but does not appear to be a dramatic departure from their current proposal.

As a minimum, the current pointed concrete elements should be eliminated to avoid spalling and breaking. As proposed, they may be difficult to maintain if they get chipped or broken.

The inverted mews section has been recommended for approval by P & Z **and approved conceptually by Council on December 12th**. We have eliminated most of the brick in the valley area of the pavement but still have bands which cross at several locations. It is possible that some deterioration of the binder between the bricks could occur over time due to concentrated runoff. However, there are several other issues to consider:

- Stormwater flows in the mews are extremely minimal.
- The bricks are set in an asphaltic binder course and swept with cement stabilized sand.
- A continuous concrete valley in the mews would make it look like a wide flat drainage ditch rather than an intimate public space.
- Periodic maintenance of all streets will be required anyway and the potential need for repair seems relatively minor compared to the importance of creating the right kind of space.

We have, therefore, shown the periodic brick crossings of the mews as designed and requested by the landscape architect, which eliminates the pointed pattern in favor of a more practical rectangular pattern. Please let us know if this is acceptable.

5. *Mildred:*

- A. *If the reduced cross-section is approved, the relocation of the existing 24" waterline is recommended.*

Done

- B. *Ingress, egress and parking adjacent to the rotary shall be located so that they do not interfere with the operation of the rotary. Additional design information is required to determine the appropriate location.*

See Roundabout Study

- C. *Recommend conferring with the City Attorney's office to determine the steps necessary to effectuate the right-of-way abandonment, if conceptually approved by the Council.*

Abandonment documents are being prepared by Columbus' attorney for City Council approval concurrent with final plat approval.

- D. *The current proposal shows an encroachment into the public right-of-way. Recommend City Attorney's office be contacted to determine if street license agreement is appropriate and what, if any, insurance/indemnifications required and what provisions are appropriate to provide for future maintenance.*

Architectural issue - not pertinent to infrastructure plans.

- 6. *Alternate material for brick accents bands, crosswalks, sidewalks, streets, etc... should be considered. In the past, the Town has successfully used patterned concrete or pave stone (placed on a concrete base) to give an appearance of brick with more durability, serviceability and less susceptibility to settlement.*

See Item #6 on September 5th memo.

- 7. *Vehicular visibility should be provided for all streets, mews and driveway approaches/intersections. Our current standards require a minimum visibility triangle of 35 feet be maintained at all entrances/intersections to the street. Recommend our urban planners evaluate this practice to determine if under urban standards an alternative design is appropriate where the garage exits intersect the streets.*

See Item #7 on September 5th memo.

- 8. *Site Plan:*

- A. *The current proposal encumbers Conference Centre property to access garbage and electrical facilities for building "B".*

Encumbrance and access from city property is no longer required.

- B. *Garbage collection utilizes public right-of-way for dumpster pick-up and consolidation. If approved, recommend a thickened section of pavement to prevent future deterioration of roadway/sidewalks sections. How are the dumpsters serviced when there is a car parked in front of the doors adjacent to the park or Quorum?*

Pavement has been thickened in these areas. **If parked cars become a management problem, parking restrictions can be instituted in certain locations.**

- C. *Provision for loading and unloading of vehicles is not apparent on information*

provided.

Loading zones will be posted throughout the property and are shown on the plans.

- D. There appear several inconsistencies between the development plans, civil plans and landscape plans regarding the location of median opening, pavers/bricks and crosswalks. Recommend revising plans to provide consistency and allow complete review.*

The definitive plans for most elements are the public infrastructure plans by Huitt-Zollars. Any differences between these plans and the concept or development plans are due to refinements inherent in final design. There should be some latitude for staff to judge if the construction plans meet the intent of the more conceptual prior plans. Please let us know if there are any remaining discrepancies that pose a problem.

- E. Parking is not permitted in crosswalks. Recommend the use of sidewalk eyebrows to protect pedestrians and minimize crossing widths. Parking areas should be located so they do not shield the pedestrians prior to crossing. Recommend that out urban planners provide appropriate detail for the eyebrow.*

Parking is not intended in crosswalks and we believe that final plans address the safety of pedestrians at these crossings.

- F. Recommend that a sidewalk eyebrow be provided on street "A" ('R-4') for the garage entrance to prevent encroachment of parking on the minimal driveway width.*

Parking will be restricted by signage as shown on the plans.

- G. The plan appears to detail tree diameters of 4". This is not consistent with the proposal to place 8" diameter mature trees within the right-of-way. Our estimates for infrastructure improvements were based on 8" diameter trees.*

200 gallon trees are proposed in all locations except the mews which will have 100 gallon trees. This has been approved by Slade Strickland.

- H. The original details for Quorum Drive illustrated a double row of trees in the median. Estimates for infrastructure participation was based on a double row of trees in Quorum.*

The City Manager has stated that wholesale removal of the existing trees in the Quorum median is undesirable. In addition, there is not adequate space for a double row of large canopy trees. Therefore, the plan, as acknowledged by Slade Strickland, is to selectively remove existing trees and supplement them for a more uniform look.

- I. The plans appear to indicate light fixtures strung across the mews on wire. Our cost estimates for public participation assumed pole mounted fixtures. If this*

assembly is approved, Public Works recommends that TU be contacted regarding whose lights they are and the Fire Department determine what impact they have on their ability to provide service. If they are a private facility, we recommend the City Attorney's office be contacted to develop the appropriate license.

The plans indicate fixtures in the mews strung on cables attached either to the buildings or, where future buildings are proposed, temporary poles. The fixtures will be maintained by the developer but will be part of the overall system, whether it belongs to T.U.E. or the City. Columbus' attorney is working on license requirements.

J. Provide survey seal by licensed surveyor with closure documentation.

As we have discussed, the majority of the district has been surveyed and a certified drawing is available. This does not, however, include the Gaylord property adjacent to the tollway which was delineated based on deed records. We cannot, therefore, sign and seal a boundary survey of the entire district at this time but have provided a boundary "exhibit" which we believe meets the intent of the requirements.

K. The Park dimensions on the site plan do not appear to match the survey. Does Building "A" encroach into the park space?

The public sidewalk between building A and the park wall is on park property, therefore, the park space enclosed by the proposed wall is somewhat smaller than the space on the boundary exhibit.

L. What are the dimensions of the proposed parallel parking spaces?

The length of a parallel parking space was considered 22 feet, however, we do not intend to stripe them.

M. What do the dashed lines on Mildred and the residential streets represent?

These have been clarified on final plans but they were the limits of parking (or an imaginary eyebrow).

N. It is difficult to determine where the curbs stop and start. If a curbless section is desired for the mews, recommend stopping the curbs after the curb returns to control drainage, traffic and parking.

Clarified on final plans.

O. Typical street sections are required.

Done

P. Additional information required on utility locations. See preliminary plat comments.

Done

- Q. Provide data regarding width of streets, driveways, entrances to parking areas/structures and calculations of impervious cover.*

Done

- R. Provide plan of existing and proposed gas, electric, telephone and cable necessary to serve this development.*

Existing facilities are shown on final plans and an allocations of space for proposed extensions in each roadway is shown in typical sections. **With exception of electric duct**, the final layouts of these systems are still being developed by the utility providers **who will construct and maintain them**.

- 9. Additional comments associated with the preliminary plat/construction plan submittal dated September 5, 1995.*

Acknowledged

- 10. Resubmittal to address review comments recommended.*

Acknowledged

ADDISON CIRCLE
RESPONSE TO CITY REVIEW COMMENTS IN MEETING OF NOVEMBER 21, 1995
FROM JOHN BAUMGARTNER

1. *Material cut sheets with engineer's certification regarding application, operation and maintenance (i.e. bricks, pavestone, street furniture, etc.)*

Materials Cut Sheets are provided in the bid documents or are detailed on plans for the following items:

Benches
Street Lights
Trash Cans
Tree Grates
Tree Fences
Bollards
Bike Racks
Drinking Fountains

Our inclusion of these items, either referenced on the signed and sealed plans or in the signed and sealed bid documents is our certification that, to the best of our professional knowledge and belief, they are suitable for the applications indicated. Please let us know if the Town feels otherwise or if there is insufficient information for your own evaluation.

2. *Funds for Phase 2 improvements are not available - Phase 2 improvements can be included but must be separately identified in bid tabulation.*

A separate bid schedule has been provided.

3. *Offsite easements required.*

Offsite easements are indicated on the plat with special language calling attention to the fact that they are outside the boundaries of the platted lots. All owners of property affected by these easements will execute the plat (Columbus, Gaylord and the Town of Addison).

4. *Utility company sign-off see list.*

Please clarify what is required.

5. *Pavement markings and signage plan.*

Pavement markings and signage are now shown on the plans.

6. *Hydrant details (i.e. specific location paint, etc.)*

Specifications cover the locations and color of fire hydrants.

7. *Overall water/wastewater plan that depicts lines, hydrants services, sizes, etc.*

An overall water and wastewater plan has been added.

8. *Thicken sidewalk and designed bricks for areas servicing garbage transformers, switchgear, loading traffic, etc.*

Sidewalks adjacent to service areas have been thickened to 6-inches of concrete under the brick. The sidewalk brick is designed for light duty vehicular loads and is appropriate for these locations (except at the 40 yard compactor where heavy duty materials are specified).

9. *Meter installations/back flow prevention devices - private property improvement - details required.*

Why 2-2" - use compound meter 3" or 4"?

What is a service?

Traffic safe boxes? Typical detail - materials sheet - engineering certification, bollards location detail.

We have reviewed the proposed domestic water meter configurations with the mechanical engineer for the private development work. He prefers to stay with multiple 2-inch meters because they are more cost effective than larger meters and they are easier to fit into the streetscape.

The purposes for the various services have been clarified on our plans and the responsibility between public and private work has been better defined.

There is nothing proposed that is other than standard municipal construction for water meters. There is no reason to use heavy duty boxes or bollards for these elements.

10. *Services to future phases.*

Where appropriate, service stubs have been provided to future development areas.

11. *Hydrant location/detail turn radius - bollard protection.*

Fire hydrants have been located outside the required 30-foot turning radius at all intersections and are set back from the edge of pavement or curb. We do not believe special bollard protection is justified.

12. *What happens to existing lights and trees?*

The disposition of existing lights ~~and trees~~ is now noted on the plans. **Specific tree removal and/or relocation will be shown on a plan being prepared by the Landscape Architect which is not yet in our set.**

13. *Spoils disposals.*

The specifications indicate that the Contractor is to dispose excess street excavation onsite to be used by the private contractor to fill the building pads. Excess spoil from the storm drainage outfall is to be stockpiled adjacent to the channel per the plans. Excess utility spoil is to be coordinated with the private construction but is ultimately to be hauled off for disposal, if not needed elsewhere.

14. *Typical details.*

Typical details for items not covered by City or other applicable standards are included in the plans.

15. *Typical notes.*

Typical notes for items not covered by City or other applicable standards are included in the plans.

16. *What type of information is available for contractor to establish and maintain control.*

The horizontal control plan indicates the points which will be set for the Contractor. It will be his responsibility to maintain this control however he sees fit or pay to have it reset.

17. *Quality control plan for contractor.*

The Contractor is responsible for his own quality control.

18. *Waterline under the rotary?*

The existing 24-inch waterline under the roundabout is to remain unless otherwise instructed by the Town following refinement of the design for the central feature.

19. *Street light design - private system.*

We are prepared to perform a complete electrical design for the street light system if the Town chooses to take it over. However, our plans currently reflect fixtures and details relating to a system to be owned by T.U. Electric.

20. *Mews street lights?*

Details for the mews lighting have been added to the plans.

21. *Plan submittals to Carmen, Sasaki, fire, police, and Slade Strickland.*

Separate customized sets of partial plans will be supplied **within 24 hours** of this transmittal to each of the reviewers listed. **We will send you copies of the transmittal letter indicating which sheets were sent.**

22. *Seal before submittal.*

We will sign and seal the drawings following response to your comments when we plot them on mylar for bidding.

23. *Who is providing survey control throughout the project? (i.e. for franchise utilities?)*

All entities and contractors are responsible for their own control based on our horizontal control plan and the plat (R.O.W.) monumentation.

24. *Location of switchgear/transformer.*

Switchgear locations are shown on the plans ~~along with several transformers that will serve public functions. All other transformers are on the developer's property, most in parking garages.~~ **The architects and landscape architects have not successfully solved the transformer issue but several transformers for public functions will most likely end up next to the switchgear.**

25. *Quorum crosswalks?*

We have consulted with the landscape architect and further considered the proposed brick crosswalks across Quorum Drive. We believe that the crosswalks should remain for the following reasons:

It will be better to do all of our crossings of Quorum Drive now while traffic is the lowest it will ever be and there are no residents in the district.

There is adequate sight distance at the railroad crossing and this crosswalk is intended to work with the Town's proposed hike and bike trail.

26. *Water tower property line?*

Our surveys reflect the water tower (Town) propertyline correctly to the best of our professional knowledge and belief. It appears that the fence is constructed in the wrong location.

27. *Signed survey.*

See response to Item #8J from the October 16th memo.

28. *2 year maintenance bond.*

The instructions to bidders and contract requirements specify a 2 year maintenance bond.

29. *Street bores.*

Based on location within the construction zone, the primary candidate for street boring is electrical duct across Quorum Drive. However, due to the nature of a concrete-encased duct system with its multiple conduits and spacers, boring is very difficult and costly. We have positioned the ducts to take advantage of pavement removal for crosswalks and recommend that they be installed by cut and cover methods.

ADDISON CIRCLE
RESPONSE TO OTHER ITEMS MENTIONED IN THE REVIEW MEETING OF
NOVEMBER 21, 1995 AND IN VARIOUS TELEPHONE CONVERSATIONS
WITH JOHN BAUMGARTNER

1. Proximity of parallel parking to intersections/or, length of neckdown area. (Per AASHTO and MUTCD.)

AASHTO and MUTCD differ somewhat in their rationale and in the detail of their approach to this issue. However, the common element seems to be a desire for a minimum of 20 feet of clear area between crosswalks and the beginning of parallel parking. We have provided 20 feet from crosswalk to parking transition which provides 26 minimum feet to the first car to the crosswalk and up to 46 feet from the first car to the curb line of the intersecting street.

2. We have added an 8-inch waterline stub-out across Mildred to the Special Events Area.
3. Overhead power line (and other utilities) to elevated water storage tank, conference center, etc.

We are coordinating with the utility companies to provide interim service during construction and permanent service once the duct systems are in place. Our plans currently reflect early removal of the overhead line through coordination between the contractor and the utility companies. **We met with T.U.E. on December 18th and they assure us that they will maintain service during construction. The overhead line is fed from Addison Road so only the residence at the Tollway is affected.**

HUITT-ZOLLARS, INC.
 3131 McKinney Avenue, Suite 600
 DALLAS, TEXAS 75204

LETTER OF TRANSMITTAL

Deliv. # 01182210

(214) 871-3311

TO Town of Addison Service Center
16801 Westgrove
Addison, Tx. 75001

DATE	12/19/95	JOB NO.	01182204
ATTENTION	JOHN BAUMGARTNER		
RE:	ADDISON CIRCLE		

WE ARE SENDING YOU Attached Under separate cover via Carrier the following items:

- Shop drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
3		112	BLUELINE SETS OF ADDISON CIRCLE PUBLIC INFRASTRUCTURE
3			COPY OF PUBLIC INFRASTRUCTURE SPECIFICATIONS
5			COPIES OF ADDISON CIRCLE DESIGN REPORTS (FINAL)
1			1 Blueline ^{set} of Addison Preliminary Review

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: David Meyers

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

HUITT-ZOLIARS

Engineering / Architecture

Dallas • Fort Worth • Houston • El Paso • Phoenix • Orange County

FACSIMILE TRANSMITTAL

Date: 12/20/95

Fax No.: _____

H-Z Proj. No. 01182204

No. of Pages: 5
(Including Cover Sheet)

TO: JOHN BAWM-GARTNER ~~450-2871~~ 931-6643
Bryant Ncdl 770-5129

URGENT For Your Review Please Call Upon Receipt Orig. To Follow By Mail

IN ADDITION TO THE SETS YOU RECEIVED
ON 12/19/95 THE FOLLOWING HAVE BEEN SENT
TO OTHER TEAM MEMBERS.

JEFF NIGHT - RTKL - FULL SET

PAUL SHAW - NSB - FULL SET

CARMEL MORAN - TOWN OF ADDISON - FULL SET

DAN KENNEY - SISKIYOU - PARTIAL SET

CORRINE REBBINS - TOWN OF ADDISON - PARTIAL SET

SLATE STRICKLAND - TOWN OF ADDISON - PARTIAL SET

SCOTT COULG - BFE - PARTIAL SET

FROM: David Meyer

SENT BY: _____ TIME: _____ DATE: _____

If you had any problems receiving the Facsimile Transmittal, please contact Ms. Janet Willis or the individual listed above at (214) 871-3311. Thank you.

3131 McKinney Avenue • Suite 600 • Dallas, Texas 75204 • (214) 871-3311 • FAX (214) 871-0757

SUAE STRICKLAND - TOWN OF ADDISON

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*** PARTIAL SET**

GORDON ROBBINS - TOWN OF ADDISON

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* PARTIAL SET

DAN KENNEY - SASAKI

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SCOTT GILKÉ - RFI

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~~*~~ - PARTIAL SET

HUITT-ZOLLARS

CONFIRMATION OF WORK AUTHORIZATION

Date: 08/05/96

RE: Project Name: ADDISON CIRCLE PH I
Location: ADDISON, TX
Huitt-Zollars, Inc. Job #: 01182214

Client's Agent: JOHN BAUMGARTNER, P.E.
Phone #: (214) 450-2871 Fax #: (214) 450-2837

Dear JOHN BAUMGARTNER, P.E.:

In response to your request for our services, we have written the following work order.

MISCELLANEOUS TASKS RELATING TO THE PREPARATION OF AN EXHIBIT FOR THE TOWN'S SPECIAL EVENTS INCLUDING DIGITIZING INFORMATION FROM DRAWINGS SUPPLIED BY THE TOWN.

HZI FEE: (HOURLY) \$750.00

Huitt-Zollars, Inc. fee is Hourly (Estimate) \$750.00 (See rate schedule)
The total estimated fee is \$750.00

Project Manager: OAKLEY, ANDREW C

Huitt-Zollars, Inc. Officer (Signature):

Andrew C Oakley

Name and Title: OAKLEY, ANDREW C, P.E. SR. VICE PRESIDENT

Client's Invoicing Instructions: NAME: JOHN BAUMGARTNER, P.E.
COMPANY: TOWN OF ADDISON-DEPT. OF PUBLIC WORKS
ADDRESS: 16801 WESTGROVE
P.O. BOX 144
ADDISON, TX 75001

Please indicate additional instructions:

We will proceed with the work upon receipt of this signed authorization.
I have read and initialed the TERMS AND CONDITIONS on Page 2 of this document.

Approved (Signature): _____ Date: _____

Print Name and Title: _____

Retain copy and return signed copy to Huitt-Zollars, Inc. Accounting

HUITT-ZOLLARS, INC.
TERMS AND CONDITIONS

1. AUTHORIZATION FOR WORK TO PROCEED

Signing of this AGREEMENT for services shall be authorization by the CLIENT for Huitt-Zollars, Inc. (HZI) to proceed with the work, unless stated otherwise in the WORK AUTHORIZATION/AGREEMENT.

2. COST ESTIMATES FOR PROPOSED CONSTRUCTION

Construction cost estimates provided by HZI are prepared from experience and judgement. HZI has no control over market conditions or construction procedures and does not warrant that proposals, bids, or actual construction costs will not vary from HZI estimates.

3. STANDARD OF PRACTICE

Services performed by HZI under this AGREEMENT will be conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. No other representation, expressed or implied, and no warranty or guarantee is included or intended in this AGREEMENT, or in any report, opinion, document or otherwise.

4. SALES TAXES

All sales taxes required to be paid by HZI will be billed to the client in addition to fees.

5. BILLING AND PAYMENT

The CLIENT, recognizing that timely payment is a material part of the consideration of this AGREEMENT, shall pay HZI for services performed in accordance with the rates and charges set forth herein. Invoices will be submitted by HZI on a monthly basis and shall be due and payable within thirty (30) calendar days of invoice date. If the CLIENT objects to all or any portion of an invoice, the CLIENT shall so notify HZI in writing within ten (10) calendar days of receipt of the bill in question, and pay when due that portion of the invoice, not in dispute.

The CLIENT shall pay an additional charge of one-and-one-half (1.5) percent (or the maximum percentage allowed by law, whichever is lower) of the invoiced amount per month for any payment received by HZI more than thirty (30) calendar days from receipt of the invoice, excepting any portion of the invoiced amount in dispute and resolved in favor of CLIENT. Payment thereafter shall first be applied to accrued interest and then to the principal unpaid amount.

If CLIENT for any reason fails to pay the undisputed portion of Huitt-Zollars, Inc. (HZI) invoices within 30 days of presentation, HZI shall cease work on the project and CLIENT shall waive any claim against HZI, and shall defend and indemnify HZI from and against any claims for injury or loss stemming from HZI's cessation of service. CLIENT shall also pay HZI the cost associated with premature project demobilization. In the event the project is remobilized, CLIENT shall also pay the cost of remobilization, and shall renegotiate appropriate contract terms and conditions, such as those associated with budget, schedule or scope of service.

CLIENT, CLIENT shall notify HZI within ten days of receipt of the bill in question, and CLIENT and HZI shall work together to resolve the matter within 60 days of its being called to HZI's attention. If resolution of the matter is not attained within 60 days, either party may terminate this AGREEMENT.

6. LIMITATION OF LIABILITY

In order for the CLIENT to obtain the benefits of a fee which includes a lesser allowance for risk funding, the CLIENT agrees to limit HZI's liability arising from HZI's professional acts, errors or omissions, such that the total aggregate liability of HZI shall not exceed HZI's total fee for the services rendered on this project.

7. CONSEQUENTIAL DAMAGES

The CLIENT shall not be liable to HZI and HZI shall not be liable to the CLIENT for any consequential damages incurred by either due to the fault of the other, regardless of the nature of this fault, or whether it was committed by the CLIENT or HZI, their employees, agents or subcontractors. Consequential damages include, but are not limited to loss of use and loss of profit.

8. TERMINATION

In the event termination becomes necessary, the party (CLIENT or HZI) effecting termination shall so notify the other party, and termination will become effective fourteen (14) calendar days after receipt of the termination notice. Irrespective of which party shall effect termination or the cause of termination, the CLIENT shall within thirty (30) calendar days of termination remunerate HZI for services rendered and costs incurred up to the effective time of termination, in accordance with HZI's prevailing fee schedule and expense reimbursement policy.

9. ADDITIONAL SERVICES

Any services beyond those specified will be provided for separately under an additional Work Authorization or amended Work Authorization.

IF ANY ONE OR MORE OF THE PROVISIONS CONTAINED IN THIS AGREEMENT SHALL BE HELD UNENFORCEABLE, THE ENFORCEABILITY OF THE REMAINING PROVISIONS SHALL NOT BE IMPAIRED.

Client Int. _____

In the event any bill or portion thereof is disputed by

HUITT-ZOLLARS

CONFIRMATION OF WORK AUTHORIZATION

Date: 08/05/96

RE: Project Name: ADDISON CIRCLE PH I
Location: ADDISON, TX
Huitt-Zollars, Inc. Job #: 01182214

Client's Agent: JOHN BAUMGARTNER, P.E.
Phone #: (214) 450-2871 Fax #: (214) 450-2837

Dear JOHN BAUMGARTNER, P.E.:

In response to your request for our services, we have written the following work order.

MISCELLANEOUS TASKS RELATING TO THE PREPARATION OF AN EXHIBIT FOR THE TOWN'S SPECIAL EVENTS INCLUDING DIGITIZING INFORMATION FROM DRAWINGS SUPPLIED BY THE TOWN.

HZI FEE: (HOURLY) \$750.00

Huitt-Zollars, Inc. fee is Hourly (Estimate) \$750.00 (See rate schedule)
The total estimated fee is \$750.00

Project Manager: OAKLEY, ANDREW C

Huitt-Zollars, Inc. Officer (Signature): Andrew Oakley

Name and Title: OAKLEY, ANDREW C, P.E. SR. VICE PRESIDENT

Client's Invoicing Instructions: NAME: JOHN BAUMGARTNER, P.E.
COMPANY: TOWN OF ADDISON-DEPT. OF PUBLIC WORKS
ADDRESS: 16801 WESTGROVE
P.O. BOX 144
ADDISON, TX 75001

Please indicate additional instructions:

We will proceed with the work upon receipt of this signed authorization.
I have read and initialed the TERMS AND CONDITIONS on Page 2 of this document.

Approved (Signature): _____ Date: _____

Print Name and Title: _____

Retain copy and return signed copy to Huitt-Zollars, Inc. Accounting

HUITT-ZOLLARS, INC.
BASIS FOR PROFESSIONAL FEES AND CHARGES
JANUARY 1, 1995

Projects indicated to be performed on a "Time and Materials" basis will be invoiced monthly using actual direct salary cost for the persons working on the project times a multiplier which is an overhead factor, including profit. The current year multiplier is 2.1. The general ranges of direct salary cost for various employees are as follows:

Senior Officer, Principal	\$54.00 to \$96.00
Architect/Engineer VII, VIII, Officer	\$40.00 to \$54.00
Architect/Engineer IV, V, VI	\$30.00 to \$40.00
Architect/Engineer I, II, III	\$21.00 to \$30.00
Designer I through Designer Manager	\$21.00 to \$38.00
Tech I through Supervisor	\$10.00 to \$35.00
CADD I through Supervisor	\$10.00 to \$25.00
Document Control Support through Supervisor	\$10.00 to \$20.00
Clerical, Project Support	\$7.00 to \$28.00

SURVEY CREWS WILL BE INVOICED ON AN HOURLY RATE BASIS:

2 Person Total Station Crew	\$85.00
3 Person Crew	\$95.00
4 Person Crew	\$115.00

HOURLY BILLING RATES
EXPERT WITNESS

Testimony	\$250.00
Standby	\$100.00
Preparation	\$100.00

REIMBURSABLE EXPENSES WILL BE INVOICED AS FOLLOWS:

CADD/Computer CPU	\$17.00/hour
Plotter	\$0.10/minute
In House Blue Prints	\$0.15/ft ²
In House Photocopies	\$0.06/page
Outside Services	Cost + 10%
Mileage	\$0.28/mile
FAX (Transmittal)	\$2.00/1st page
FAX (Transmittal)	\$1.00/page after
FAX (Receive)	\$0.50/page

HUNTZOLLER

Engineers / Architects

Dallas • Fort Worth • Houston • El Paso • Phoenix • Orange County

FACSIMILE TRANSMITTAL

Date: 2/20/95

Fax No.: ⁶⁶⁴³931-8643

H-Z Proj. No. 0182202

No. of Pages: 7
(Including Cover Sheet)

TO: JOHN BRUNGARTEN
TOWN OF ADDISON

URGENT For Your Review Please Call Upon Receipt Orig. To Follow By Mail

Best Test. Section For Upper Village

FROM: David Meyers

SENT BY: SHIN FUJIKAWA TIME: 4:15 PM DATE: 2/20/95

If you had any problems receiving the Facsimile Transmittal, please contact Ms. Janet Willis or the individual listed above at (214) 871-3311. Thank you.

TABULATION OF BIDS BIDS RECEIVED-NOVEMBER 15, 1993
 TIME-180-WORKING DAYS

PAVING, DRAINAGE,
 WATER AND WASTEWATER IMPROVEMENTS
 STATE-THOMAS T.I.F. DIST. PHASE III

JIM BOLMAN CONST. CO GIBSON & ASSOCIATES
 10209 PLANO RD #101 P.O. BOX 800579
 DALLAS, TEXAS 75238 BALCH SPRINGS, TEXAS
 75180

FILE NO.-311D-3575 & 4210-5169 & 4110-51A

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
START SCH. I -PAVING							
102	1289	CJ. YD.	UNCLASSIFIED STREET EXCAVATION	20.320	26192.48	5.250	6767.25
201	1690	SQ. YD.	REMOVE CONC PAVE DRIVE AND APRON	6.580	11120.20	6.300	10647.00
202	1260	LIN. FT.	REMOVE SEP CONC CURB W/HO GUTTER	1.580	1990.80	1.050	1323.00
203	6390	SQ. FT.	REMOVE CONCRETE SIDEWALK	1.010	6453.90	0.650	4153.50
326	260	SQ. YD.	CEMENT TREATED BASE	13.250	3445.00	10.000	2600.00
357	2800	SQ. FT.	4" THICK NON-REINF CONC WALK	1.750	4900.00	2.400	6720.00
407	230	LIN. FT.	6" HI RC SEPARATE CURB W/12" GUT	8.700	2001.00	10.000	2300.00
427	2000	SQ. YD.	REINFORCED CONCRET BASE	22.300	44600.00	28.700	57400.00
457	130	SQ. YD.	6" THICK REINF CONC DRIVEWAY	22.000	2860.00	25.000	3250.00
458	3520	LIN. FT.	6" HIGH CONCRETE INTEGRAL CURB	1.000	3520.00	1.500	5280.00
460	70	LIN. FT.	REINF CONC STREET HEADER	15.000	1050.00	5.000	350.00
463	7430	SQ. YD.	8" THICK REINF CONC PAVEMENT	23.300	173119.00	23.700	176091.00
504	110	TON	ASPH CONC FINE GRADE SURF COURSE	81.900	9009.00	55.000	6050.00
514	9740	SQ. YD.	LIME STABILIZATION BASE COURSE	1.140	11103.60	2.200	21428.00
515	150	TON	HYDRATED LIME	117.600	17640.00	95.000	14250.00
520	225	CJ. YD.	MAT'L FOR TEMP MAINT OF TRAFFIC	25.000	5625.00	30.000	6750.00
604	540	LIN. FT.	SAWED BREAKOUT GROOVE	1.650	891.00	2.750	1485.00
605	480	SQ. YD.	BERMUDA OR ST AUG GRASS SPOT SOD	3.500	1680.00	3.150	1512.00
643	1200	SQ. FT.	PRECAST CONCRETE PAVERS	4.700	5640.00	6.250	7500.00
642	1154	LIN. FT.	CAST IN PLACE 12" CONC. BAND	3.000	3462.00	4.150	4789.10
644	18000	SQ. FT.	BRICK PAVEMENT	5.880	105840.00	5.350	96300.00
645	200	LIN. FT.	GEOTEXTILE SILT FENCING	1.580	316.00	4.000	800.00
646	670	LIN. FT.	HAY SALES FOR SILT CONTROL	1.660	1112.20	4.000	2680.00
719	5	EACH	4-IN FIRE/HYD-STR/MARK	7.350	36.75	7.350	36.75

TOTAL AMOUNT BID FOR ITEMS 102 THRU 719 SCH. I -PAVING \$ 443607.93 \$ 440462.60
 END SCH. I -PAVING

START SCH. II-DRAIN							
1003	475	LIN. FT.	21 IN CLASS III REINF CONC PIPE	30.160	14326.00	33.000	15675.00
1004	345	LIN. FT.	24 IN CLASS III REINF CONC PIPE	33.280	11481.60	36.000	12420.00
1005	50	LIN. FT.	27 IN CLASS III REINF CONC PIPE	36.400	1820.00	41.000	2050.00
1006	20	LIN. FT.	30 IN CLASS III REINF CONC PIPE	40.560	811.20	46.000	920.00
1008	55	LIN. FT.	36 IN CLASS III REINF CONC PIPE	49.920	2745.60	56.000	3080.00
1014	125	LIN. FT.	54 IN CLASS III REINF CONC PIPE	93.600	11700.00	100.000	12500.00
1015	320	LIN. FT.	60 IN CLASS III REINF CONC PIPE	114.400	36608.00	113.000	36160.00
1017	40	LIN. FT.	72 IN CLASS III REINF CONC PIPE	163.520	6540.80	149.000	5960.00
1019	475	LIN. FT.	84 IN CLASS III REINF CONC PIPE	205.920	97812.00	194.000	93100.00
1201	1	EACH	10 FOOT INLET	1794.000	1794.00	1820.000	1820.00
1218	1	EACH	TRIPLE GRATE INLET	2444.000	2444.00	2470.000	2470.00
1226	13	EACH	14-FOOT INLET	2392.000	31096.00	2415.000	31395.00
1230	3	FT DEPTH	EXTRA DEPTH OF INLETS	104.000	312.00	105.000	315.00
1245	16	EACH	PREFAB RCP PIPE TO PIPE CONNCT	416.000	6656.00	450.000	7200.00
1247	4	EACH	PIPE TO STRUCTURE CONNECTION	832.000	3328.00	630.000	2520.00
1253	1	EACH	ADJUST STORM DRAINAGE MANHOLE	468.000	468.00	275.000	275.00
1388	38	CJ. YD.	REINF C TRANS STRUCT & JUNCT BOX	404.000	18772.00	430.000	16340.00
1310	24	CJ. YD.	REINF CONC MISCELLANEOUS STRUCT	494.000	11856.00	360.000	8640.00
1418	1875	LIN. FT.	SHEETING, SHORING & BRACING	1.040	1950.00	1.000	1875.00
1504	3	EACH	REMOVE MANHOLES	312.000	936.00	470.000	1410.00
1505	11	EACH	REMOVE INLETS	416.000	4576.00	250.000	2750.00
1610	1	LUMP SUM	REMOVE AND SALVAGE REINF C PIPE	8952.000	8952.00	3013.000	5013.00
1620	1	LUMP SUM	REMOVE 7" HORSESHOE	19040.000	19040.00	101800.000	101800.00
1650	1	LUMP SUM	TELEVISION INSPECTION	4160.000	4160.00	3810.000	3810.00
1652	30	EACH	LOCATE UNGO. UTY NOT UND PAVE	260.000	7800.00	100.000	3000.00

TOTAL AMOUNT BID FOR ITEMS 1003 THRU 1652 SCH. II-DRAIN \$ 307185.20 \$ 372498.00
 END SCH. II-DRAIN

START SCH. III-GRADIN							
102	2932	CJ. YD.	UNCLASSIFIED STREET EXCAVATION	6.380	18706.16	7.450	21843.40

TOTAL AMOUNT BID FOR ITEMS 102 THRU 102 SCH. III-GRADIN \$ 18706.16 \$ 21843.40
 END SCH. III-GRADIN

START SCH. IV-O. F.							
355	2040	SQ. FT.	4" THICK REINF CONC WALK	2.250	4590.00	2.500	5100.00

TOTAL AMOUNT BID FOR ITEMS 355 THRU 355 SCH. IV-B. F. \$ 4590.00 \$ 5100.00
 END SCH. IV-B. F.

START SCH. V-LIGHTI							
680	3600	LIN. FT.	2IN PVC STREET LIGHT CONDUIT	3.260	11736.00	3.350	12060.00
683	52	EACH	ST LIGHT FOUND 15" DIA/RNG	362.250	18837.00	375.000	19500.00
688	18	EACH	STREET LIGHT PULL BOXES	173.250	3118.50	180.000	3240.00

TOTAL AMOUNT BID FOR ITEMS 680 THRU 688 SCH. V-LIGHTI \$ 33691.50 \$ 34800.00
 END SCH. V-LIGHTI

START SCH. VI-ENTRY							
4002	1	EACH	ENTRY PORTAL MONUMENT TYPE 11	7624.500	7624.50	10600.000	10600.00

TOTAL AMOUNT BID FOR ITEMS 4002 THRU 4002 SCH. VI-ENTRY \$ 7624.50 \$ 10600.00
 END SCH. VI-ENTRY

START SCH.VII-BOLLAR							
466	14	EACH	PIPE BOLLARD	309.750	4336.50	215.000	3010.00

TOTAL AMOUNT BID FOR ITEMS 466 THRU 466 SCH.VII-BOLLAR \$ 4336.50 \$ 3010.00
 END SCH.VII-BOLLAR

START SCH.VIII-SP. 1							
1228	1	EACH	10' INLET W/RECESS FOR BRICK TOP	1837.500	1837.50	1850.000	1850.00
1229	5	EACH	14' INLET W/RECESS FOR BRICK TOP	2467.500	12337.50	2475.000	12375.00

TOTAL AMOUNT BID FOR ITEMS 1228 THRU 1229 SCH.VIII-SP. 1 \$ 14175.00 \$ 14225.00
 END SCH.VIII-SP. 1

START SCH. IX-DEC. C							
465	80	LIN. FT.	PRECAST DECORATIVE CURB	30.000	2400.00	66.000	5280.00

TOTAL AMOUNT BID FOR ITEMS 465 THRU 465 SCH. IX-DEC. C \$ 2400.00 \$ 5280.00
 END SCH. IX-DEC. C

START SCH. X-IRR SL							
467	600	LIN. FT.	4" SCH 40 IRRIGATION SLEEVE	4.460	2676.00	4.600	2760.00
468	350	LIN. FT.	6" SCH 40 IRRIGATION SLEEVE	6.200	2170.00	6.350	2222.50

TOTAL AMOUNT BID FOR ITEMS 467 THRU 468 SCH. X-IRR SL \$ 4846.00 \$ 4982.50
 END SCH. X-IRR SL

START WATER DEPT ITEMS							
150L	10	LIN. FT.	4" DUCTILE IRON WATER PIPE	91.520	915.20	25.000	250.00
150M	40	LIN. FT.	6" DUCTILE IRON WATER PIPE	57.200	2288.00	27.000	1080.00
150N	300	LIN. FT.	8" DUCTILE IRON WATER PIPE	31.200	9360.00	31.000	9300.00
1500	1450	LIN. FT.	12" DUCTILE IRON WATER PIPE	46.800	67860.00	36.000	52200.00
3001	80	LIN. FT.	6" CLAY WASTEWATER PIPE	35.360	2828.80	22.000	1760.00
310S	300	LIN. FT.	8" PVC WASTEWATER PIPE	33.280	9984.00	22.000	6600.00
310U	250	LIN. FT.	12" PVC WASTEWATER PIPE	33.360	8340.00	27.000	6750.00
310V	870	LIN. FT.	15" PVC WASTEWATER PIPE	45.760	39811.20	36.000	31320.00
502	1	TON	IRON FITTINGS	2080.000	2080.00	1850.000	1850.00
505	38	EACH	WATER SERVICE	884.000	33592.00	1470.000	55860.00
509A	3	EACH	INSTALL FIRE HYDRANT	1092.000	3460.00	1265.000	6325.00
509B	2	EACH	REMOVE FIRE HYDRANT	52.000	104.00	150.000	300.00
509C	2	EACH	DELIVER FIRE HYDRANT	52.000	104.00	65.000	130.00
510B	5	EACH	6" GATE VALVE	379.600	1898.00	420.000	2100.00
510C	4	EACH	8" GATE VALVE	499.200	1996.80	540.000	2160.00
510E	13	EACH	12" GATE VALVE	780.000	10140.00	990.000	12870.00
511E	1	EACH	8"x 8" TAPPING SLEEVE	2080.000	2080.00	1180.000	1180.00
560A	2	EACH	CUT AND PLUG EXIST WATER MAIN	520.000	1040.00	500.000	1000.00
560B	5	EACH	CUT & PLUG WATER MAIN FOR TEST	520.000	2600.00	480.000	2400.00
606	20	EACH	FURNISH AND PLACE LATERAL	644.800	12896.00	690.000	13800.00
608A	1	EACH	FURN & PLC STAND MAINLINE C/OUT	187.200	187.20	469.000	469.00
611A	2	EACH	48" DIAMETER DROP CONN MANHOLE	2340.000	4680.00	2405.000	4810.00
613A	6	EACH	48" DIAMETER MANHOLE	1716.000	10296.00	1530.000	9180.00
614A	3	EACH	ABANDONING EXIST MANHOLE	312.000	936.00	416.000	1248.00
614B	8	EACH	VACUUM TEST FOR WASTEWTR MANHOLE	156.000	1248.00	175.000	1400.00
692B	3000	LIN. FT.	PERFORMING TELEVISION INSPECTION	2.080	6240.00	2.000	6000.00
692C	3250	LIN. FT.	TRENCH EXCAVATION SAFE & SUPPORT	1.040	3380.00	1.000	3250.00
698A	20	LIN. FT.	ENCASE 6" WASTEWTR PIPE STORM SE	83.200	1664.00	24.000	480.00
698E	15	LIN. FT.	ENCASE 15" WASTEWTR PIPE STD/SRW	124.800	1872.00	36.000	540.00
700	60	CU. YD.	ROCK FOR PIPE EMBEDMENT	22.800	1372.80	13.000	780.00
701	170	CU. YD.	GRANULAR MATERIAL	6.240	1060.80	6.000	1020.00
703	25	CU. YD.	ROCK FOUNDATION	24.960	624.00	13.000	325.00
704B	10	CU. YD.	FLOWABLE BACKFILL	57.200	572.00	63.000	630.00
705A	155	CU. YD.	SAND BACKFILL	6.240	967.20	6.000	930.00
707B	45	CU. YD.	CLASS B CONCRETE	83.200	3744.00	72.000	3240.00
750A	20	TON	TEMP PAVING (HOT OR COLD MIX)	46.800	936.00	28.000	560.00

7500	20	TON	COLD MIX STOCKPILE	41.600	832.00	27.000	540.00
771C	200	LIN. FT.	SILT FENCES & HAY BALES	2.000	416.00	3.000	600.00
800C	3250	LIN. FT.	BARRICADE ETR & WASTEWTR MAINS	0.100	325.00	1.000	3250.00
2030	11	EACH	RELOC WATER METER BOXES	78.000	858.00	320.000	3520.00
2033	22	EACH	WATER VALVE COVS & VALVE STACK	62.420	1373.24	130.000	2860.00
2034	18	EACH	WASTEWATER LATERAL CLEANOUT	62.400	1123.20	160.000	2880.00
2035	1	EACH	WASTEWATER MAINLINE CLEANOUT	52.000	52.00	205.000	205.00
2036	8	EACH	WASTEWTR MANHOLE W/24" LID	312.000	2496.00	250.000	2000.00
2043	5	EACH	INSTALL FIRE HYDRANT EXTENSION	416.000	2080.00	210.000	1050.00
2044	5	EACH	REMOVE FIRE HYDRANT EXTENSION	78.000	390.00	50.000	250.00
2050	8	EACH	INVESTIGATION	416.000	3328.00	100.000	800.00
2054	22	EACH	ALT WTR VALVE COVS & VALVE STCK	93.600	2059.20	140.000	3080.00
2055	1	EACH	ALT WASTEWTR MAINLINE CLEANOUT	124.800	124.80	150.000	150.00
2056	8	EACH	ALT WASTEWTR MANHOLE W/24" LID	676.000	5408.00	250.000	2000.00

TOTAL AMOUNT BID FOR ITEMS 1301 THRU 2056 WATER DEPT ITEMS \$ 277064.24 \$ 267642.00
END WATER DEPT ITEMS

TOTAL AMOUNT BID FOR ITEMS 102 THRU 2056 \$118227.03 \$1180443.50

START SCH. V-LIGHTI	3.500	12600.00	3.400	12240.00	3.300	11880.00	3.500	12600.00	3.500	12600.00
	375.000	19500.00	300.000	19760.00	370.000	19240.00	380.000	19760.00	390.000	20280.00
	180.000	3240.00	180.000	3240.00	165.000	2970.00	185.000	3330.00	190.000	3420.00

\$ 35340.00 \$ 35240.00 \$ 34090.00 \$ 35690.00 \$ 36300.00
 END SCH. V-LIGHTI

START SCH. VI-ENTRY	5700.000	5700.00	7000.000	7000.00	10000.000	10000.00	11700.000	11700.00	8000.000	8000.00
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\$ 5700.00 \$ 7000.00 \$ 10000.00 \$ 11700.00 \$ 8000.00
 END SCH. VI-ENTRY

START SCH. VII-BOLLAR	500.000	7000.00	300.000	4200.00	300.000	4200.00	275.000	3850.00	340.000	4760.00
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\$ 7000.00 \$ 4200.00 \$ 4200.00 \$ 3850.00 \$ 4760.00
 END SCH. VII-BOLLAR

START SCH. VIII-SP. I	2000.000	2000.00	2700.000	2700.00	2400.000	2400.00	2600.000	2600.00	2300.000	2300.00
	2650.000	13250.00	3000.000	15000.00	2880.000	14400.00	3100.000	15500.00	3000.000	15000.00

\$ 15250.00 \$ 17700.00 \$ 16880.00 \$ 18100.00 \$ 17300.00
 END SCH. VIII-SP. I

START SCH. IX-DEC. C	60.000	4800.00	90.000	7200.00	200.000	16000.00	100.000	8000.00	62.000	4960.00
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\$ 4800.00 \$ 7200.00 \$ 16000.00 \$ 8000.00 \$ 4960.00
 END SCH. IX-DEC. C

START SCH. X-IRR SL	4.700	2620.00	5.000	3000.00	4.400	2640.00	2.250	1350.00	4.800	2880.00
	6.500	2275.00	6.500	2275.00	6.000	2100.00	3.500	1225.00	6.750	2362.50

\$ 5095.00 \$ 5275.00 \$ 4740.00 \$ 2575.00 \$ 5242.50
 END SCH. X-IRR SL

START WATER DEPT ITEMS

26.750	267.50	25.000	250.00	43.000	430.00	93.000	930.00	40.000	400.00
29.000	1160.00	27.000	1080.00	40.400	1616.00	58.000	2320.00	41.000	1640.00
33.200	9960.00	31.000	9300.00	32.800	9840.00	32.000	9600.00	42.000	12600.00
38.500	55825.00	36.000	52200.00	42.800	62060.00	47.250	68512.50	56.000	81200.00
23.500	1880.00	22.000	1760.00	34.800	2784.00	38.000	3040.00	24.000	1920.00
23.500	7050.00	22.000	6600.00	32.800	9840.00	34.000	10200.00	26.000	7800.00
29.000	7250.00	27.000	6750.00	41.000	10250.00	36.000	9000.00	30.000	7900.00
38.500	33495.00	37.000	31320.00	47.000	40870.00	49.000	42630.00	32.000	27880.00
1980.000	1980.00	1850.000	1850.00	1900.000	1900.00	2100.000	2100.00	4400.000	4400.00
1575.000	59850.00	1470.000	55860.00	1100.000	41800.00	895.000	33934.00	585.000	22230.00
1360.000	6800.00	1265.000	6325.00	1100.000	5500.00	1200.000	6000.00	1500.000	7500.00
160.000	320.00	150.000	300.00	100.000	200.00	55.000	110.00	300.000	600.00
70.000	140.00	65.000	130.00	100.000	200.00	55.000	110.00	100.000	200.00
450.000	2250.00	420.000	2100.00	400.000	2000.00	385.000	1925.00	400.000	2000.00
580.000	2320.00	540.000	2160.00	450.000	1800.00	504.000	2016.00	500.000	2000.00
1060.000	13780.00	990.000	12870.00	740.000	9620.00	790.000	10270.00	800.000	10400.00
1265.000	1265.00	1180.000	1180.00	1000.000	1000.00	2100.000	2100.00	2000.000	2000.00
535.000	1070.00	500.000	1000.00	800.000	1600.00	525.000	1050.00	300.000	600.00
515.000	2575.00	480.000	2400.00	500.000	2500.00	525.000	2625.00	200.000	1000.00
740.000	14800.00	690.000	13800.00	1000.000	20000.00	651.000	13020.00	710.000	14200.00
500.000	500.00	449.000	449.00	310.000	310.00	189.000	189.00	600.000	600.00
2575.000	3150.00	2405.000	4810.00	2000.000	4000.00	2400.000	4800.00	1600.000	3200.00
1637.000	9822.00	1530.000	9180.00	1800.000	10800.00	1735.000	10410.00	1100.000	6600.00
445.000	1335.00	416.000	1248.00	1000.000	3000.00	315.000	945.00	500.000	1500.00
180.000	1504.00	175.000	1400.00	200.000	1600.00	158.000	1264.00	125.000	1000.00
2.150	6450.00	2.000	6000.00	2.100	6300.00	2.100	6300.00	3.000	9000.00
1.100	3575.00	1.000	3250.00	2.100	6825.00	1.050	3412.50	0.500	1625.00
25.700	514.00	24.000	480.00	40.000	800.00	84.000	1680.00	42.000	840.00
38.500	577.50	36.000	540.00	60.000	900.00	126.000	1890.00	51.000	765.00
14.000	840.00	13.000	780.00	21.500	1290.00	23.500	1410.00	25.000	1900.00
4.500	1105.00	6.000	1020.00	8.200	1394.00	6.300	1071.00	7.000	1190.00
14.000	350.00	13.000	325.00	21.500	537.50	25.500	637.50	25.000	625.00
67.500	675.00	63.000	630.00	90.000	900.00	58.000	580.00	65.000	650.00
6.500	1007.50	6.000	930.00	8.200	1271.00	6.300	976.50	7.000	1085.00
77.000	3465.00	72.000	3240.00	80.000	3600.00	84.000	3780.00	100.000	4500.00
30.000	600.00	28.000	560.00	80.000	1600.00	48.000	960.00	100.000	2000.00
14.000	280.00	13.000	260.00	60.000	1200.00	27.500	550.00	63.000	1300.00

JESKE CONSTRUCTION
P.O. BOX 59025
DALLAS, TEXAS
75229

REBCOM INC.
1868 W. NORTHWEST HWY
DALLAS, TEXAS
75220

ED BELL CONSTRUCT CO
P.O. BOX 540787
DALLAS, TEXAS
75354

TISEO PAVING CO.
P.O. BOX 270040
DALLAS, TEXAS
75227

ARCHITECT UTILITIES
300 WEST RAMSEY
FORT WORTH, TEXAS
76110

UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
START SCH. I -PAVING									
13.600	17530.40	30.000	38670.00	7.000	9023.00	7.000	9023.00	7.400	9538.60
7.000	11830.00	3.300	5577.00	9.000	15210.00	7.000	11830.00	15.000	25350.00
2.550	3213.00	2.700	3402.00	3.000	3780.00	2.000	2520.00	4.000	5040.00
0.700	4473.00	0.450	2875.50	1.000	6390.00	1.000	6390.00	1.300	8307.00
16.000	4160.00	9.000	2340.00	22.000	5720.00	25.000	6500.00	18.500	4810.00
2.900	8120.00	2.000	5600.00	2.500	7000.00	2.300	6640.00	2.900	8120.00
11.000	2530.00	13.000	2990.00	10.000	2300.00	15.000	3450.00	10.700	2461.00
29.800	59600.00	25.000	50000.00	25.000	50000.00	27.000	54000.00	21.800	43600.00
26.000	3380.00	24.000	3120.00	28.000	3250.00	28.000	3640.00	26.350	3425.50
1.700	5984.00	1.000	3520.00	1.500	5280.00	1.000	3520.00	1.650	5808.00
5.000	350.00	5.000	350.00	7.000	490.00	5.000	350.00	11.500	805.00
26.900	199867.00	26.000	193180.00	25.000	185750.00	27.000	200610.00	25.700	190951.00
55.000	6050.00	50.000	5500.00	75.000	8250.00	75.000	8250.00	60.000	6600.00
3.350	32629.00	2.100	20434.00	2.000	19480.00	1.500	14610.00	0.100	974.00
83.000	12450.00	80.000	12000.00	90.000	13500.00	100.000	15000.00	95.000	14250.00
18.000	4050.00	20.000	4500.00	25.000	5625.00	20.000	4500.00	30.000	6750.00
3.000	1620.00	2.500	1350.00	3.000	1620.00	2.000	1080.00	2.400	1296.00
3.000	1440.00	3.000	1440.00	3.000	1440.00	4.250	2040.00	3.000	1440.00
5.000	6000.00	6.000	7200.00	6.000	7200.00	6.750	8100.00	5.300	6360.00
5.600	6462.40	2.000	2308.00	3.500	4039.00	3.500	4039.00	9.200	10616.80
6.200	111600.00	5.100	91800.00	5.100	91800.00	5.600	100800.00	6.450	116100.00
2.500	500.00	2.000	400.00	2.700	540.00	3.000	600.00	2.000	400.00
3.000	2010.00	3.000	2010.00	4.000	2680.00	2.650	1775.50	3.100	2077.00
12.000	60.00	20.000	100.00	10.000	50.00	10.000	50.00	20.000	100.00
\$ 505908.80		\$ 460686.50		\$ 450417.00		\$ 469117.50		\$ 475179.90	

END SCH. I -PAVING

START SCH. II-DRAINAGE									
35.500	16862.50	33.000	15675.00	34.000	16150.00	32.000	15200.00	45.250	21495.75
38.500	13282.50	36.000	12420.00	36.000	12420.00	36.000	12420.00	50.700	17491.50
44.000	2200.00	41.000	2050.00	40.000	2000.00	39.000	1950.00	56.150	2807.50
50.000	1000.00	46.000	920.00	44.000	880.00	43.000	860.00	88.600	1772.00
60.000	3300.00	56.000	3080.00	53.000	3025.00	53.000	2915.00	94.400	5192.00
107.000	13375.00	100.000	12500.00	102.000	12750.00	99.000	12375.00	142.500	17812.50
121.000	38720.00	113.000	36160.00	118.000	37760.00	121.000	38720.00	151.900	49508.00
160.000	6400.00	149.000	5960.00	146.000	5840.00	152.000	6080.00	215.500	8620.00
210.000	99750.00	196.000	93100.00	202.000	95950.00	218.000	103550.00	251.300	119367.50
1880.000	1880.00	1978.850	1978.85	2000.000	2000.00	2000.000	2000.00	2200.000	2200.00
2560.000	2560.00	2695.100	2695.10	3000.000	3000.00	2700.000	2700.00	2600.000	2600.00
2600.000	33800.00	2635.800	34265.40	3500.000	49500.00	2800.000	33800.00	2900.000	37700.00
90.000	270.00	100.000	300.00	400.000	1200.00	550.000	1650.00	600.000	1800.00
481.500	7704.00	450.000	7200.00	400.000	6400.00	440.000	7040.00	800.000	12800.00
675.000	2700.00	1970.100	7880.40	2000.000	8000.00	880.000	3520.00	800.000	3200.00
295.000	295.00	859.970	859.97	1000.000	1000.00	500.000	500.00	600.000	600.00
500.000	19000.00	400.000	15200.00	420.000	15960.00	525.000	19950.00	950.000	36100.00
500.000	12000.00	360.000	8640.00	380.000	9120.00	525.000	12600.00	300.000	7200.00
1.100	2062.50	1.000	1875.00	2.000	3750.00	1.100	2062.50	1.600	3000.00
505.000	1509.00	470.000	1410.00	1000.000	3000.00	330.000	990.00	700.000	2100.00
267.500	2942.50	781.790	8599.69	1000.000	11000.00	440.000	4840.00	300.000	3300.00
5365.000	5365.00	30000.000	30000.00	10000.000	10000.00	35000.000	35000.00	1700.000	1700.00
10000.000	10000.00	50000.000	50000.00	18000.000	18000.00	27500.000	27500.00	25000.000	25000.00
4076.000	4076.00	20000.000	20000.00	5000.000	5000.00	4400.000	4400.00	2500.000	2500.00
107.000	3210.00	100.000	3000.00	500.000	15000.00	275.000	8250.00	70.000	2100.00
\$ 304264.00		\$ 375765.41		\$ 344705.00		\$ 360872.50		\$ 357064.75	

END SCH. II-DRAINAGE

START SCH. III-GRADIN									
8.100	23749.20	7.000	20524.00	7.000	20524.00	8.000	23456.00	5.900	17298.80
\$ 23749.20		\$ 20524.00		\$ 20524.00		\$ 23456.00		\$ 17298.80	
END SCH. III-GRADIN									

START SCH. IV-B. F.									
3.000	6120.00	2.500	5100.00	2.500	5100.00	2.750	5610.00	4.000	8160.00
\$ 6120.00		\$ 5100.00		\$ 5100.00		\$ 5610.00		\$ 8160.00	

29.000	580.00	27.000	540.00	80.000	1600.00	42.000	840.00	100.000	2000.00
3.250	650.00	3.000	600.00	5.500	1100.00	2.250	450.00	1.000	200.00
1.500	4875.00	0.010	32.50	3.000	9750.00	2.000	6500.00	2.500	8125.00
343.000	3775.00	320.000	3520.00	100.000	1100.00	80.000	880.00	10.000	110.00
140.000	3080.00	130.000	2860.00	100.000	2200.00	150.000	3300.00	10.000	220.00
171.000	3078.00	160.000	2880.00	100.000	1800.00	150.000	2700.00	10.000	180.00
220.000	220.00	205.000	205.00	100.000	100.00	150.000	150.00	10.000	10.00
268.000	2144.00	250.000	2000.00	400.000	3200.00	500.000	4000.00	20.000	160.00
225.000	1125.00	210.000	1050.00	400.000	2000.00	420.000	2100.00	100.000	500.00
53.500	267.50	50.000	250.00	50.000	250.00	80.000	400.00	10.000	50.00
107.000	856.00	100.000	800.00	500.000	4000.00	420.000	3360.00	200.000	1600.00
190.000	3300.00	140.000	3080.00	300.000	6600.00	95.000	2090.00	10.000	220.00
160.000	160.00	150.000	150.00	400.000	400.00	126.000	126.00	10.000	10.00
268.000	2144.00	250.000	2000.00	500.000	4000.00	685.000	5480.00	10.000	80.00

 \$ 288040.00 \$ 264324.50 \$ 310257.50 \$ 294724.00 \$ 259475.00

 END WATER DEPT ITEMS

 \$1201267.00 \$1203015.41 \$1216913.50 \$1233695.00 \$1225740.95
