2000-1 Addison Circle

1998-1999 Huitt-Zollars Correspondence

HUITT-ZOLLARS

File A

Dallas • Fort Worth • Houston • El Paso • Phoenix • Tustin • Ontario • Albuquerque • Seattle • Tacoma

FACSIMILE TRANSMITTAL

Date: 9/17/98 Fax No.: See Below

H-Z Proj. No. 01 152236 No. of Pages: 2 (Including Cover Sheet)

TO: Carmen Moran - 972-450-7043
John Baumgartner - 972-450-2837
Bryant Nail - 972-770-5129

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

Re: Addison Circle

Costs for Spectrum Drive Extention from North ~~boundary~~ boundary of Urban Center District to Airport Parkway.

* BASED ON 12/29/97 CONCEPT PLAN

FROM: David Meyers

SENT BY: _____ TIME: _____ DATE: _____

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

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0757

PROJECT: ADDISON MIXED USE DEVELOPMENT (HOPE TRACTS)
CLIENT: POST APARTMENT HOMES, L.P.

OPINION OF PROBABLE COST
HUITT-ZOLLARS, INC.
1/21/98

ITEM NO.	ITEM DESCRIPTION	UNIT	COST	QUORUM DRIVE		SPECTRUM DRIVE		AIRPORT PARKWAY		TOTAL	
				QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
	SCHEDULE I - PAVING IMPROVEMENTS				$67,433.40		$104,099.10		$13,800.00		$185,332.50
	SCHEDULE II - STREETSCAPE IMPROVEMENTS				$166,157.00		$179,446.00		$224,233.00		$569,836.00
	SCHEDULE III - UTILITY IMPROVEMENTS				$4,400.00		$113,940.00		$13,050.00		$131,390.00
	SUBTOTAL				$237,990.40		$397,485.10		$251,083.00		$886,558.50
	CONTINGENCIES (20%)				$47,598.08		$79,497.02		$50,216.60		$177,311.70
	DESIGN FEES (20%)				$57,117.70		$95,396.42		$60,259.92		$212,774.04
	PROJECT TOTAL				$342,706.18		$572,378.54		$361,559.52		$1,276,644.24

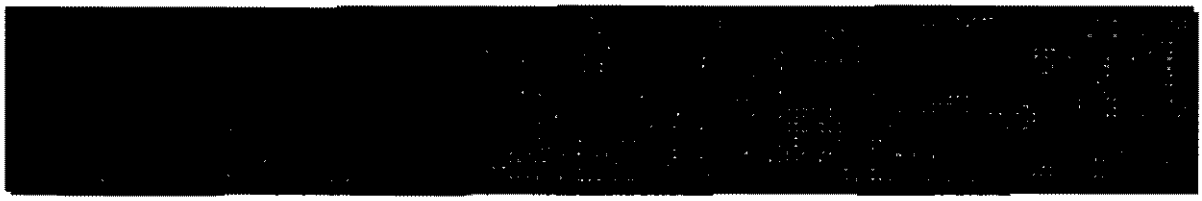
NOTES:

1. PARALLEL PARKING ALONG BOTH SIDES OF QUORUM FROM FUTURE R-1 TO AIRPORT PARKWAY.
2. NO PARALLEL PARKING ALONG AIRPORT PARKWAY OR SPECTRUM.
3. STREETSCAPE IMPROVEMENTS ON BOTH SIDES OF SPECTRUM AND QUORUM, FRONTAGE SIDE ONLY ON AIRPORT PARKWAY.
4. UTILITY IMPROVEMENTS ALONG FRONTAGE ONLY.
5. SPECTRUM DRIVE FROM FUTURE R-1 TO AIRPORT PARKWAY.
6. COSTS BASED ON ADDISON CIRCLE PHASE II PUBLIC INFRASTRUCTURE LOW BID PRICES.

Spectrum Drive Cost Based on 12/29/97 Concept Plan (Full Streetscape on the east side of Spectrum) = $572,380

Town Participation (2/3) = $381,590

Partnership Participation (1/3) = $190,790



Fax Transmission

TO	Mike Murphy	FAX NUMBER		(972)450-2837	
COMPANY	Town of Addison	PHONE NUMBER		(972)450-2871	
FROM	Mike Robbins	DATE	9/9/98	PAGES	3
SUBJECT	Addison Circle Phase I - Public Infrastructure				

Mike: Attached is a copy of North Texas Contracting Change Order #1 (Utilities) for the above referenced project. Please review and let me know if this is acceptable. It has been sent to NTC for signatures and I should receive it back in a couple of days to complete processing.

Thank You,

Mike Robbins
Project Superintendent-Public Infrastructure

If you had any problems receiving this Facsimile Transmittal, please contact the individual listed above at (972)866-7790. Thank You

15720 QUORUM DR., ADDISON, TEXAS 75248

(972) 866-7790
(972) 866-6695 FAX

PROJECT: ADDISON CIRCLE PHASE II - PUBLIC INFRASTRUCTURE
JOB NUMBER: 9808 / CHANGE ORDER NO. 1 (UTILITIES)
OWNER: TOWN OF ADDISON
CONTRACTOR: NORTH TEXAS CONTRACTING, INC.
DATE: 09/03/98

DESCRIPTION OF CHANGES:
THIS CHANGE ORDER INVOLVES THE FOLLOWING ITEMS:
1) Delete 14" Steel Sleeving Conduit
2) Restocking charge for 14" Steel Sleeving Conduit
3) Plug 8" water / remove pipe (revised location of meter vault to storage bldg.)
4) Added 4" wastewater services to serve future townhomes
5) Adjust 2-grate inlets (grade)
6) Additional Staking for added contract items (wastewater,sleeving)
7) Add 4" Irrigation Sleeving **
8) RCCP Additional Costs due to Existing Alignment **
9) Additional Welding on RCCP **
10) Addition of 6" Gas & Irrigation Sleeving-Rev. #2 & #3
11) Relocate Switchgear Pad at Bldg. "F" to Provide Access to Transformers
12) Additional Contract Days due to Inclement Weather (32 days)
13) Additional Contract Days due to Added Contract Items & Additional Work (7 days)
** Items costs to be Re-imbursed by the Town of Addison

ITEM NO.	DESCRIPTION	UNIT	CONTRACT QUANTITY	REVISED QUANTITY	QUANTITY CHANGE	UNIT PRICE	AMOUNT OF CHANGE
BID PACKAGE "C" (UTILITIES) - SCHEDULE "II"							
339	Delete 14" Steel Sleeving Conduit	LF	400.00	0.00	(400.00)	$80.00	($32,000.00)
344	Restocking Charge for 14" Steel Sleeving Conduit	LS	0.00	1.00	1,016.25	$2,016.25	$2,016.25
343	6" SCH. 40 PVC Sleeve	LF	0.00	405.00	405.00	$7.00	$2,835.00
338	Add 4" Irrigation Sleeving**	LF	3054.00	3389.00	335.00	$4.00	$1,340.00
345	Adjust 2-Grate Inlets (Grade)	EA	0.00	2.00	2.00	$1,150.00	$2,300.00
	BID PACKAGE "C" (UTILITIES) - SCHEDULE "II" SUBTOTAL:						($22,908.75)

ITEM NO.	DESCRIPTION	UNIT	CONTRACT QUANTITY	REVISED QUANTITY	QUANTITY CHANGE	UNIT PRICE	AMOUNT OF CHANGE
BID PACKAGE "C" (UTILITIES) - SCHEDULE "IV"							
408	Added 4" Wastewater Services To Serve Future Townhomes	EA	0.00	21.00	21.00	$875.00	$18,375.00
409	Additional Staking due to added contract items (wastewater,sleeving,etc.)	LS	0.00	1.00	1.00	$1,140.00	$1,140.00
	BID PACKAGE "C" (UTILITIES) - SCHEDULE "IV" SUBTOTAL:						$19,515.00

ITEM NO.	DESCRIPTION	UNIT	CONTRACT QUANTITY	REVISED QUANTITY	QUANTITY CHANGE	UNIT PRICE	AMOUNT OF CHANGE
BID PACKAGE "C" (UTILITIES) - SCHEDULE "V"							
538	Plug 8" Water / Remove Pipe	LS	0.00	1.00	1.00	$500.00	$500.00
	BID PACKAGE "C" (UTILITIES) - SCHEDULE "V" SUBTOTAL:						$500.00

ITEM NO.	DESCRIPTION	UNIT	CONTRACT QUANTITY	REVISED QUANTITY	QUANTITY CHANGE	UNIT PRICE	AMOUNT OF CHANGE
BID PACKAGE "C" (UTILITIES) - SCHEDULE "VI"							
611	RCCP Additional Costs**	LS	0.00	1.00	1.00	$2,500.00	$2,500.00
612	Additional Welding on RCCP**	HR	0.00	4.00	4.00	$125.00	$500.00
	BID PACKAGE "C" (UTILITIES) - SCHEDULE "VI" SUBTOTAL:						$3,000.00

ITEM NO.	DESCRIPTION	UNIT	CONTRACT QUANTITY	REVISED QUANTITY	QUANTITY CHANGE	UNIT PRICE	AMOUNT OF CHANGE
BID PACKAGE "C" (UTILITIES) - SCHEDULE "VII"							
708	Relocate Switchgear Pad at Bldg. "F"	LS	0.00	1.00	1.00	$4,190.00	$4,190.00
	BID PACKAGE "C" (UTILITIES) - SCHEDULE "VI" SUBTOTAL:						$4,190.00

NET CHANGE BY CHANGE ORDER NO. 1	$4,296.25
ORIGINAL CONTRACT AMOUNT	$1,083,509.50
PREVIOUS CHANGE ORDERS	$0.00
REVISED CONTRACT AMOUNT	$1,087,805.75

PROJECT: ADDISON CIRCLE PHASE II - PUBLIC INFRASTRUCTURE
JOB NUMBER: 9608 / CHANGE ORDER NO. 1 (UTILITIES)
OWNER: TOWN OF ADDISON
CONTRACTOR: NORTH TEXAS CONTRACTING, INC.
DATE: 09/03/98

EFFECT OF CHANGE ON CONTRACT TIME

THE WORK REQUIRED UNDER THIS CHANGE ORDER WILL ADD 39 DAYS TO THIS PROJECT:

ORIGINAL CONTRACT TIME	300 C.D.
ADDITIONAL DAYS FOR THIS CHANGE ORDER	39 C.D.
ADDITIONAL DAYS FOR PREVIOUS CHANGE ORDER	0
REVISED CONTRACT TIME	339 C.D.

THE COMPENSATION AGREED UPON IN THIS CHANGE ORDER ARE FOR ALL COSTS THE CONTRACTOR MAY INCUR AS A RESULT OF, OR RELATING TO THIS CHANGE ORDER WHETHER SAID COSTS ARE KNOWN, UNKNOWN, FORESEEN, UNFORESEEN AT THIS TIME, INCLUDING WITHOUT LIMITATION, ANY COST FOR DELAY, EXTENDED OVERHEAD, RIPPLE OR IMPACT COST, OR ANY OTHER EFFECT ON CHANGED OR UNCHANGED WORK AS A RESULT OF THIS CHANGE ORDER. THESE COMPENSATIONS ARE FOR FULLY COMPLETE AND IN-PLACE CONSTRUCTION. ACTUAL IN PLACE QUANTITIES WILL BE USED FOR FINAL PAYMENT.

APPROVED BY
TOWN OF ADDISON

RON WHITEHEAD, CITY MANAGER DATE

APPROVED BY
POST APARTMENT HOMES, L.P.

JIM DUFFY, SENIOR V.P. (CONSTRUCTION) DATE

APPROVED BY
NORTH TEXAS CONTRACTING, INC.

DENNIS BAILEY, VICE PRESIDENT DATE

APPROVED BY
HUITT-ZOLLARS

DAVID E. MEYERS, P.E. DATE

TOWN OF ADDISON

CONSTRUCTION SPECIFICATIONS AND CONTRACT DOCUMENTS

ADDISON CIRCLE
PHASE I
PUBLIC INFRASTRUCTURE

TOWN OF
ADDISON

HUITT-ZOLLARS
ENGINEERING/ARCHITECTURE
3131 McKinney Avenue, Suite 600 Dallas, Texas 75204
(214) 871-3311

March 28, 1996

ISSUED FOR CONSTRUCTION

TOP DRESSING

A. After planting has been completed and approved by Architect, top dress bed areas with mulch, 2 inches deep. Delay this operation until near final acceptance.

CLEAN UP

A. Keep premises neat and orderly including organization of storage areas. Remove trash and debris from excavated planting areas, preparing beds, or planting plants from site daily as work progresses. Keep paved areas clean by sweeping or hosing.

END OF SECTION

PRUNING

A. Prune newly planted and transplanted trees as directed by Architect following Fine Pruning, Class I pruning standards provided by National Arborist Association. In general, remove at least one-third of wood by thinning. Do not cut back terminal branches. Remove sucker growth and broken or badly bruised branches.

TREE WRAPPING

A. Wrap nursery grown trees. Extend wrapping from ground to a point immediately below lowest branch of each tree or as directed. Securely fasten in place with tacks or staples, so wrapping will remain in place 2 years.

TREE TRANSPLANTING

A. Relocate existing trees as noted on the drawings.

B. Coordinate this effort with site construction to avoid damage.

C. Complete pruning prior to digging trees according to pruning requirements stated herein.

D. Dig, ball, and replant trees following procedures required for new trees.

STEEL EDGING

A. Provide steel edging at interface of planted areas and lawn areas unless indicated otherwise on Drawings. Set edging as indicated with top of edging one inch above finish grade on lawn side.

PLANT BED PREPARATION

A. Excavate or fill to provide 6 inches of Bed Mix for shrubs, groundcover and seasonal color. Haul off excavated soil. Add 4 pounds commercial fertilizer per 100 SF of bed area and mix thoroughly. Where bed areas have been left deeper than 6 inches, backfill with sandy loam to within 6 inches of finish grade followed by 6 inches of Bed Mix as noted above.

SHRUB AND GROUNDCOVER PLANTING

A. Place plants in position on bed areas before cans have been removed. Obtain approval from Architect. Architect reserves right to interchange or shift locations of plants prior to planting. Do not remove burlap from B&B plants. Plant where located, setting plants with tops of balls even with tops of beds, and compact soil carefully around each plant ball. Water each plant thoroughly to eliminate air pockets. Carefully prune plants to remove dead or broken branches and hand-rake bed areas to smooth even surfaces.

SOIL SAVER

A. Install soil saver in areas shown on Drawings and on slopes greater than 3:1 ratio in accordance with manufacturer's direction.

ART 3 - EXECUTION

INSPECTION

Examine subgrade upon which work is to be performed and verify detrimental conditions affecting the work. Notify General Contractor or Architect of unsatisfactory conditions. Do not proceed with work until unsatisfactory conditions have been corrected in manner acceptable to Contractor. Refer to paragraph 1.7 - Job Conditions, herein.

TREE PLANTING

A. Stake tree locations for approval by Architect.

B. Tree Pit Excavation: Excavated soil may be used for shade tree backfill if approved for architect. Backfill must be free of subsoils, rock, caliche, and other extraneous material. If backfill is not acceptable, use sandy loam.

C. Percolation Test: After tree pits are excavated, fill pits with water to determine if pits will adequately drain. If water does not percolate from pits within 24 hours, provide sump pits as detailed on the Drawings.

D. Shade Trees:

1. Plant in pits twice the diameter of the root balls or to the curb or pavement edge.
2. Backfill with 5 parts excavated soil (or sandy loam) and 1 part peat. Remove excess excavated soil from site. Carefully settle by watering to prevent air pockets.

E. Ornamental Trees

1. Plant in pits 12 inches greater in diameter than tree ball, backfill with bed mix. Remove excavated soil from site. Carefully settle by watering to prevent air pockets.
2. Determine direction of staking and rotate plants in pit to take advantage of optimum stem orientation.

TREE SAUCERS

A. Form a 4 inch high saucer around each tree planted in the lawn areas for deep watering. Add mulch to the top of the ball as detailed and continue deep watering as required to keep uniform moisture around the root ball until final acceptance.

TREE STAKING

A. Stake trees as detailed on Drawings immediately following planting operation. Take precautions during staking operation to prevent damage or injury to branches. Orient stakes within each cluster or row of trees in same direction.

C. "Ornamental and Shade Trees: (Refer to planting schedule on construction plans) Container grown (not containerized) and Nursery grown (unless otherwise noted), healthy, vigorous, full-branched, well shaped, symmetrical, trunk diameter and height requirements as specified. Balls of container grown and ball and burlap trees shall be firm, neat, and slightly tapered. In addition if the tree is of the ball and burlap variety the ball shall be well burlapped. Trees with loose or broken balls at time of planting shall be rejected. Root balls shall be nine (9) inches in diameter for each inch caliper, measured six (6) inches above root ball for up to and including four (4) inch caliper, and twelve (12) inches above root ball for trees larger than four (4) inch caliper. Trees shall be free of physical damage such as scrapes, bark abrasions, split branches, mistletoe or other parasitic growth.

2 SOIL PREPARATION MATERIALS

A. Sandy Loam:

1. Friable, fertile, dark, loamy soil, free of clay lumps, subsoil, stones, and other extraneous material and reasonably free of weeds and foreign grasses. Loam containing Dallasgrass or Nutgrass shall be rejected.
2. Physical properties as follows:
   Clay - between 7-27 percent
   Silt - between 15-25- percent
   Sand - less than 52 percent
3. Organic matter shall be 3%-10% of total dry weight.
4. If requested, provide a certified soil analysis conducted by an approved soil testing laboratory verifying that sandy loam meets the above requirements.

B. Bed Mix: Premixed Bedding Soil as supplied by Vital Earth Resources, Gladewater, Texas; Professional Bedding Soil as supplied by Living Earth Technology, Dallas, Texas or Acid Gro Municipal Mix as supplied by Soil Building Systems, Dallas, Texas.

C. Commercial Fertilizer: 10-20-10 or similar analysis. Nitrogen source to be a minimum 50% slow release organic Nitrogen (SCU or UF) with a minimum 8% sulphur and 4% iron, plus micronutrients.

MISCELLANEOUS MATERIALS

A. Steel Edging: 1/8" x 4" Ryerson steel landscape edging.

B. Mulch: Partially decomposed dark brown shredded hardwood bark mulch as distributed by Living Earth Technologies, (214)869-4332, Dallas, Texas.

C. Staking Material for Shade Trees:
1. Post: Studded T-Post, #1 Armco with anchor plate; 6'-0" length; paint black.
2. Wire: 14 gauge, single strand, galvanized wire.
3. Rubber hose: 2 ply, fiber reinforced hose, minimum 1/2 inch inside dia. Color: Black.

D. Gravel: Washed native pea gravel, graded 1 in. to 1-1/2 in.

E. Filter Fabric: Mirafi 140N by Celanese Fibers Marketing Company, available at Lofland Co., (214)631-5250 or approved equal.

F. Wrapping Material: Waterproofing crepe tree wrapping paper.

J.B.

Warranty information
on Phase 1
LANDSCAPING

Mike

xc: Slade Strickland

). Condition of Surfaces:

Landscape areas will be left as described in Section 02200, Earthwork. Complete bed preparation as noted herein.

VARRANTY

A. Warranty plants for one year after final acceptance. Replace dead materials and material not in vigorous, thriving condition as soon as weather permits and on notification by Owner. Replace plants, including trees, which in opinion of Architect have partially died thereby damaging shape, size, or symmetry.

B. Replace plants with same kind and size as originally planted, at no cost to Owner. Provide one-year warranty on replacement plants. Trees may be replaced at start of next planting or digging season. In such case, remove dead trees immediately. Protect irrigation system and other piping, conduit or other work during replacement. Repair any damage immediately to the Owner's satisfaction.

C. Warranty excludes replacement of plants after final acceptance because of injury by storm, drought, drowning, hail, freeze, insects or diseases.

D. At end of warranty period, remove staking and guying materials.

MAINTENANCE

A. Water: Will be available on site. Provide necessary hoses and other watering equipment required to complete work.

B. Maintain plantings and trees by watering, cultivation, weeding, spraying, cleaning and replacement as necessary to keep landscape in a vigorous, healthy condition and rake bed areas as required until final acceptance.

C. Coordinate watering schedules with irrigation contractor during installation and until final acceptance. Provide deep root watering to newly installed trees.

D. Monitor sump pits at trees daily and dewater pits if standing water persists.

- PRODUCTS

PLANTS

A. General: Well-formed No. 1 grade or better nursery grown stock. Listed plant heights are from tops of root balls to nominal tops of plants. Plant spread refers to nominal outer width of the plant, not to the outer leaf tips. Plants will be individually approved by the Architect and his decision as to their acceptability shall be final.

B. Shrubs and Groundcovers: Nursery grown, healthy, vigorous, of normal habit of growth for species, free from disease, insect eggs and larvae. Specified sizes are before pruning and measured with branches in normal position. Plants shall be well rooted and established in the container.

PRODUCT DELIVERY, STORAGE AND HANDLING

A. Preparation:

1. Balled and Burlapped (B&B) Plants: Dig and prepare shipment in a manner that will not damage roots, branches, shape, and future development.
2. Container Grown Plants: Deliver plants in container sufficiently rigid to hold ball shape and protect root mass.

B. Delivery:

1. Deliver packaged materials in sealed containers showing weight, analysis and name of manufacturer. Protect materials from deterioration during delivery and while stored at site.
2. Deliver only plant materials that can be planted in one day unless adequate storage and watering facilities are available on job site.
3. Protect root balls by heeling in with saw dust or other approved moisture retaining material if not planted within 24 hours of delivery.
4. Protect plants during delivery to prevent damage to root balls or desiccation of leaves. Keep plants moist at all times. Cover all materials during transport.
5. Notify Architect of delivery schedule 48 hours in advance so plant material may be observed upon arrival at job site.
6. Remove rejected plant material immediately from site.
7. To avoid damage or stress, do not lift, move, adjust to plumb, or otherwise manipulate plants by trunk or stems.

JOB CONDITIONS

A. Planting Restrictions:

Perform actual planting only when weather and soil conditions are suitable in accordance with locally accepted practices.

B. Protection:

1. Do not move equipment over existing or newly placed structures without approval of Architect and General Contractor.
2. Provide board-roading as required to protect paving.
3. Protect other improvements from damage, with protection boards, ramps and protective sheeting.

C. Utilities:

1. Determine locations of underground utilities and perform work in a manner which will avoid possible damage. Hand excavate, if required, to minimize possibility of damage to underground utilities.
2. Coordinate work with irrigation contractor to prevent damage to underground sprinkler system.

ECTION 02900 - LANDSCAPING

ART 1 - GENERAL

.1 DESCRIPTION

A. Provide complete landscaping shown on drawings and described herein.

.2 RELATED SECTIONS

A. Irrigation System

B. Lawns and Grasses

C. Earthwork

.3 QUALITY ASSURANCE

A. Comply with applicable federal, state and county regulations governing landscape materials and work.

B. Architect reserves right to review materials at growing site.

C. Observation at growing site does not preclude right of rejection at job site. Plants damaged in transit or at job site shall be rejected.

D. Personnel: Employ only qualified personnel familiar with required work.

.4 REFERENCED STANDARDS

A. American Standard for Nursery Stock. Edition approved October 27, 1980 by American National Standards Institute, Inc. (Z60.1) - plant materials.

B. Hortus Third, 1976 - Cornell University - plant nomenclature.

.5 SUBMITTALS

A. Samples: Provide representative quantities of sandy loam soil, mulch, bed mix material, gravel, and crushed stone. Samples shall be approved by Architect before use on project.

B. Product Data: Submit complete product data and specifications on all other specified materials.

C. Submit three representative samples of each variety of ornamental trees, shrubs, and groundcover plants for Architect's approval. When approved, tag, install and maintain as representative samples for final installed plant materials.

D. File Certificates of Inspection of plant material by state, county, and federal authorities with Architect, if required.

E. Soil Analysis: Provide sandy loam soil analysis if requested by the Architect.

HUITT-ZOLLARS

Dallas • Fort Worth • Houston • El Paso • Phoenix • Tustin • Ontario • Albuquerque

FACSIMILE TRANSMITTAL

Date: 4/2/98 Fax No.: See Below

H-Z Proj. No. No. of Pages: 3 (Including Cover Sheet)

TO: Mark Pearson - 972-557-1562 Mike Robbins 972-866-6695
Mike Murphy 972-450-2837
Bryant Nail 972-770-5129

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

Re: Addison Circle Phase I

Revised Sheets 1 + 4 from Co #10

Item 168 Street Patching

3/19/98 Cost-plus breakdown 4,378.91
8/10/6/97 " " " 1,753.12

$ 6,132.03

FROM: David Meyers

SENT BY: [signature] TIME: ~~3:55 pm~~ DATE: April 2, 1998

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

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0757

PROJECT: ADDISON CIRCLE PHASE I PUBLIC INFRASTRUCTURE
BID NUMBER: 96-28 / CHANGE ORDER NO. 10
OWNER: TOWN OF ADDISON
CONTRACTOR: GIBSON AND ASSOCIATES
DATE: 3/30/98

ITEM NO.	DESCRIPTION	UNIT	CONTRACT QUANTITY	REVISED QUANTITY	QUANTITY CHANGE	UNIT PRICE	AMOUNT OF CHANGE
	SCHEDULE IV - WASTEWATER IMPROVEMENTS						
401	8" SDR 26 PVC WASTEWATER LINE INCLUDING EMBEDMENT	LF	40	20	-20	$21.60	($432.00)
402	8" SDR 35 PVC WASTEWATER LINE INCLUDING EMBEDMENT	LF	1639	1730	91	$19.44	$1,769.04
405	6" SDR 35 PVC WASTEWATER LATERAL W/ 2 WAY CLEANOUT	EA	17	16	-1	$540.00	($540.00)
408	TV INSPECTION	LF	3600	3651	51	$1.62	$82.62
409	TRENCH SAFETY FOR CONSTRUCTION	LF	4010	3671	-339	$0.65	($220.35)
	SCHEDULE IV SUBTOTAL						$659.31
	SCHEDULE V - WATER IMPROVEMENTS						
503	6" DIA PVC AWWA C900, DR 18, CL 150 WATER PIPE INCL EMBE	LF	225	172	-53	$14.58	($772.74)
504	8" DIA PVC AWWA C900, DR 18, CL 150 WATER PIPE INCL EMBE	LF	1945	1944	-1	$18.20	($18.20)
506	6" DIA. RESILIENT SEAT GATE VALVE	EA	12	13	1	$486.00	$486.00
521	TRENCH SAFETY FOR CONSTRUCTION	LF	2494	2177	-317	$0.22	($69.74)
524	2" WATER SERVICE LINE	EA	18	19	1	$540.00	$540.00
	SCHEDULE V SUBTOTAL						$167.32
	SCHEDULE VII - ELECTRICAL IMPROVEMENTS						
701	6E6 CONC. ENCASED DUCTBANK, 6" DIA. TYPE DB PVC CONDUI	LF	2800	2683	-117	$70.00	($8,190.00)
702	4E6 CONC. ENCASED DUCTBANK, 6" DIA. TYPE DB PVC CONDUI	LF	353	381	28	$50.00	$1,400.00
706	TUE STANDARD PRECAST DEEP WELL 25 KV SWITCH PAD	EA	3	2	-1	$1,200.00	($1,200.00)
707	6" DIA. TYPE DB PVC 90 DEGREE SWEEP 36"	EA	13	12	-1	$55.00	($55.00)
708	10E6 CONC. ENCASED DUCTBANK, 6" DIA. TYPE DB PVC CONDU	LF	135	122	-13	$150.00	($1,950.00)
	SCHEDULE VII SUBTOTAL						($9,995.00)
	SCHEDULE IX - ALTERNATE STREETSCAPE IMPROVEMENTS						
913	4" THICK CEMENT STABILIZED SUBGRADE	SY	673	647.22	-25.78	$5.40	($139.21)
914	1/8" X 4" RYERSON STEEL LANDSCAPE EDGING	LF	670	0	-670	$1.46	($978.20)
	SCHEDULE IX SUBTOTAL						($1,117.41)

NET CHANGE BY CHANGE ORDER NO. 10	554.10 [illegible]
ORIGINAL CONTRACT AMOUNT	$3,517,664.44
PREVIOUS CHANGE ORDERS	($405,434.33)
REVISED CONTRACT AMOUNT	~~[illegible]~~ 3,112,784.21

EFFECT OF CHANGE ON CONTRACT TIME
THE WORK REQUIRED UNDER THIS CHANGE ORDER WILL ADD 0 DAYS TO THIS PROJECT:

ORIGINAL CONTRACT TIME	550
ADDITIONAL DAYS FOR THIS CHANGE ORDER	0
ADDITIONAL DAYS FOR PREVIOUS CHANGE ORDER	0
REVISED CONTRACT TIME	550

DRAFT

PROJECT: ADDISON CIRCLE PHASE I PUBLIC INFRASTRUCTURE
BID NUMBER: 06-28 / CHANGE ORDER NO. 10
OWNER: TOWN OF ADDISON
CONTRACTOR: GIBSON AND ASSOCIATES
DATE: 3/30/06

DESCRIPTION OF CHANGES:
THIS CHANGE ORDER INVOLVES THE FOLLOWING ITEMS:
1) ADJUSTMENT FOR FINAL INSTALLED QUANTITIES; REPLACEMENT OF DAMAGED SHRUBS; PATCHING OF STREETS; REPAIR OF CEMENT TREATED BASE ON NORTH SIDE OF GOODMAN AVE; DRINKING FOUNTAIN PIERS; RELOCATION OF THREE YIELD SIGNS AT ROUNDABOUT.

ITEM NO.	DESCRIPTION	UNIT	CONTRACT QUANTITY	REVISED QUANTITY	QUANTITY CHANGE	UNIT PRICE	AMOUNT OF CHANGE
SCHEDULE I - PAVING IMPROVEMENTS							
105	REMOVE & DISPOSE OF EXIST. CONC. PVMT.	SY	5604	5694	90	$9.40	$846.00
107	8" 650 PSI FLEX REINF. CONC. PVMT.	SY	5712	5635	-77	$31.00	($2,387.00)
108	8" 650 PSI REINF. CONC. DROP SLAB (STREET)	SY	1446	1392	-54	$35.90	($1,938.60)
109	4" 3000 PSI REINF. CONC. SIDEWALK	SF	7231	8622	1391	$2.80	$3,894.80
110	4" 3000 PSI REINF. CONC. SUBBASE (SIDEWALK)	SF	56766	57228	462	$2.90	$1,339.80
111	8" 3000 PSI REINF. CONC. SUBBASE (SIDEWALK)	SF	1225	2874	1649	$3.20	$5,276.80
113	6" 650 PSI FLEX REINF. CONC. DRIVE	SY	218	269	51	$30.00	$1,530.00
114	8" 650 PSI REINF. CONC. INTEGRAL CURB	LF	5162	5292	130	$1.50	$195.00
115	REINF. CONC. STREET HEADER	LF	300	411	111	$5.00	$555.00
116	FULL DEPTH SAWCUT EXIST. CONCRETE	LF	1289	1537	268	$2.75	$737.00
119	4" THERMOPLASTIC LANE STRIPE	LF	54	46	-8	$2.16	($12.96)
120	4" NON-REFL. BUTTON, TYPE W	EA	112	210	98	$4.32	$423.36
121	4" REFL. BUTTON TYPE I-W-C	EA	195	130	-65	$6.48	($421.20)
126	STREET SIGN POST, FOUNDATION, MOUNTING HARDWARE	EA	52	56	4	$166.32	$665.28
127	STREET BARRICADE	LF	75	62.5	-12.5	$25.38	($317.25)
139	REMOVE EXIST. STREET LIGHT FOUNDATION	EA	5	7	2	$426.60	$853.20
140	INSTALL STREET LIGHT FOUNDATION (QUORUM DR)	EA	11	13	2	$459.00	$918.00
141	6" X 6" CLASS 'A' TYPE I-C JIGGLE BAR TILE	EA	54	59	5	$13.50	$67.50
142	LONGITUDINAL BUTT JOINT	LF	802	881	79	$7.50	$592.50
145	5" THICK 650 PSI FLEX REINF. CONC. PAVEMENT	SY	4897	5165	268	$34.00	$9,112.00
146	5" THICK 650 PSI FLEX REINF. CONC. DROP SLAB	SY	1211	1000	-211	$33.70	($7,110.70)
148	REMOVE AND REPLACE CONC. UNIT PAVERS	SF	2670	2952	282	$2.50	$705.00
149	6" COMPACTED FLEX BASE	SY	297	328	31	$6.30	$195.30
151	REPLACE EXIST. BLACK VINYL COATED CHAIN LINK FENCE	EA	240	220	-20	$19.95	($399.00)
154	CONSTRUCTION PROGRESS SCHEDULES AND REPORTS	LS	1	0	-1	$2,100.00	($2,100.00)
155	FUR. VEH. BRICK PAVER DELIVERED TO SITE, TYPE "C"	SF	11773	11000	-773	$2.89	($2,233.97)
156	10" HIGH & 12" WIDE 650 PSI FLEX REINF. CONC. CURB	EA	421	394	-27	$10.00	($270.00)
157	SIGNAL INTERCONNECT WIRING	LF	1200	0	-1200	$3.74	($4,488.00)
158	FUR. VEH. BRICK PAVER DELIVERED TO SITE, TYPE "A" & "B"	SF	8858	8216	1358	$3.12	$4,236.96
167	REMOVE & REPLACE CEMENT TREATED BASE	SF	0	848	848	$1.65	$1,399.20
168	STREET PATCHING	LS	0	1	1	~~$4,378.81~~	~~$4,378.81~~ 6132.03
169	RELOCATE YIELD SIGNS AT ROUNDABOUT	EA	0	3	3	$395.00	$1,185.00
	SCHEDULE I SUBTOTAL:						~~$17,287.03~~ 19,150.45

DRAFT

HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

February 13, 1998

Mr. Mark Person
Gibson & Associates, Inc.
P.O. Box 800579
Balch Springs, TX 75180-0579

RE: Addison Circle Phase I Public Infrastructure
HZI Project No. 01-2013-02

Dear Mr. Person:

Gibson & Associates is authorized to proceed with the revision to the bolt pattern at the existing light foundation on the north side of Addison Circle. We will add 1 each to Item #259 to pay for the above mentioned work for a total cost of $388.80.

Please call if you have any questions.

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.

cc: Michael Murphy, P.E. - Town of Addison
Bryant Nail-Post Apartment Homes, L.P.

\\HZDALLAS1\DISK1\proj\01201301\MP021398.DOC

HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

December 4, 1997

Mr. Mark Person
Gibson & Associates, Inc.
P.O. Box 800579
Balch Springs, TX 75180-0579

RE: Addison Circle Phase I Public Infrastructure
HZI Project No. 01-2013-02

Dear Mr. Person:

The Town of Addison does not want to conduct a final walk-through for the above referenced project until the following items are addressed. Some of the items have been discussed on previous occasions at the site or during construction progress meetings.

- Re-work pavers at the north and south ends of Witt Place to eliminate ponding of water
- Fire hydrant at the NW corner of Addison Circle and Witt Place needs to be lowered.
- Eliminate ponding of water in the invert on Witt Place.
- Eliminate ponding of water on Morris Avenue, north side at Quorum Drive neckdown.
- Locate and adjust missing water valve on Goodman Avenue.
- Sanitary manhole lid at Northwest corner of Circle in front of Building "A" cannot be accessed.
- Large roundabout sign on Quorum Drive for southbound traffic does not meet pedestrian clearance requirements.
- Make sure bricks in vehicular areas have settled at the edge of the drop slabs. This was noted as a problem after the initial installation approximately one year ago. At that time your position was that the bricks would settle over time with exposure to vehicular traffic.
- Complete sidewalk base and brick around the perimeter of Bosque Park.
- Install water drinking fountains at Bosque park entrances including water service lines.
- Resolve issues with sidewalk sub-base on the northwest end of Goodman Avenue and install brick.

In addition, there is an area of pavement failure at the northeast portion of the roundabout which needs to be evaluated by Gibson and Associates. We do not recommend taking any action on this area until the condition is discussed with the Town.

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TOWN OF ADDISON
PARKS & RECREATION
Post Office Box 144 Addison, Texas 75001
(972) 450-2851 • FAX (972) 450-2834
16801 Westgrove

Irrigation Inspection
Addison Circle - Phase I
12/8/97 by Jim Clark

1st Controller

1. #1 valve box is broken and needs to be replaced. One head is not popping up (east tree well with grates).
2. #6 valve box lid won't stay shut, box may be deformed.
3. #9-13 are not working for some reason according to Gary.
4. Concrete pullbox is all broken up and will need to be replaced (in the north alleyway by Bosque Park).
5. In the alley and the northside of Building C there are several Hitt nozzles. They need to be changed to Toro.

2nd Controller

6. #4 has a pinched flex pipe on one of the tree wells by the southside of Morris.

In General:

7. Many heads are leaning and need to be plumbed.
8. Many nozzles are clogged and need clearing. All heads should have filters installed.
9. Some 12" HP pop-ups contacting tree fences and need to be relocated.
10. Clean out valve boxes and install pea gravel per specs.
11. Need as-build plan and station sequencing schedule.
12. Supply water history for tree wells.
13. Dedicated phone line to controllers is not installed and operational.
14. Question of irrigation for. proposed holly hedge installation along culvert along Morris Ave. and Paschal Mews

Jim Clark
Irrigation Technician
Town of Addison

HUITT-ZOLLARS

Dallas • Fort Worth • Houston • El Paso • Phoenix • Tustin • Ontario • Albuquerque

FACSIMILE TRANSMITTAL

Date: 2/13/98 Fax No.:

H-Z Proj. No. No. of Pages: 2
(Including Cover Sheet)

TO: Mark Pesson - 972-551-1552
Bryant Nail - 972-770-5129
Michael Murphy - 972-450-2037

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

Re: Addison Circle ~~[illegible]~~ Phase I
Public Inf.

FROM: Daniel Meeper

SENT BY: Hilda Perren TIME: 10:20a DATE: 2/13/98

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

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0757

Hutt Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

February 13, 1998

Mr. Mark Person
Gibson & Associates, Inc.
P.O. Box 800579
Balch Springs, TX 75180-0579

RE: Addison Circle Phase I Public Infrastructure
HZI Project No. 01-2013-02

Dear Mr. Person:

Gibson & Associates is authorized to proceed with the revision to the bolt pattern at the existing light foundation on the north side of Addison Circle. We will add 1 each to Item #259 to pay for the above mentioned work for a total cost of $388.80.

Please call if you have any questions.

Sincerely,

HUTT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.

cc: Michael Murphy, P.E.-Town of Addison
Bryant Nail-Post Apartment Homes, L.P.

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HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

September 1, 1998

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

Re: As-Built Drawings for Addison Circle Phase One
HZ Proj. No. 01-2013-02

Dear John,

David Meyers and his staff have been updating the public infrastructure drawings for Addison Circle Phase One to reflect the changes that occurred during construction and we will be in a position to submit record sets to the Town very soon. Accordingly, we are once again at the point where we need to arrive at a certification statement that is acceptable to both the Town and our firm. Our challenge is to arrive at a certification that is worded strongly enough for the Town but which does not unduly transfer liability from the contractor to Huitt-Zollars. The basis for the appropriate statement is the nature of the activities for which Huitt-Zollars was employed during the construction. Our primary task was to observe the work by the contractor on a periodic (and sometimes frequent) basis such that we could be reasonably satisfied that construction was occurring in conformance with the plans and specifications. We were not employed for full-time inspection of every element of the public construction and therefore can not make any guarantees or warrantees, either expressed or implied. We do, however, firmly believe, based on our presence and observations, that the construction is in conformance with the intent of our design and that the plans accurately reflect the changes in the field. Accordingly, we propose the following certification for your consideration:

RECORD DRAWINGS (DATE)

THIS DRAWING HAS BEEN MODIFIED FROM THE ORIGINAL DESIGN DRAWING TO REFLECT THE FIELD CHANGES THAT OCCURRED DURING CONSTRUCTION WHICH WERE DOCUMENTED AND FURNISHED TO THE ENGINEER BY THE CONTRACTOR. BASED ON THIS INFORMATION AND THE ENGINEER'S OBSERVATION OF CERTAIN CONSTRUCTION ACTIVITIES, TO THE BEST OF THE ENGINEER'S KNOWLEDGE AND BELIEF, THE PROJECT IS CONSTRUCTED IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS AND WILL FUNCTION AS DESIGNED.

Please give me a call with your opinion of this certification so that we may complete the as-built package and submit it to you.

Sincerely,

Huitt-Zollars, Inc.

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

I:\proj\01201302\AsBuiltJB090198.LTR.doc

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

(214) 871-3311

LETTER OF TRANSMITTAL

DATE	JOB NO.
9/17/99	01-2013-10

ATTENTION: Mr. Mike Murphy

RE: Addison Circle

TO Town of Addison
P.O. Box 9010
16801 Westgrove Dr.
Addison, Tx. 75001

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via Mail the following items:

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

COPIES	DATE	NO.	DESCRIPTION
1			Approval letter and specs for Pine Hall Heavy Vehicular pavers

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit_____copies for approval
☒ For your use ☐ Approved as noted ☐ Submit_____copies for distribution
☒ As requested ☐ Returned for corrections ☐ Return_____corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

Mike,

We researched our files for several hours and found this letter regarding Vehicular pavers. Pine Hall also makes a pedestrian paver that matches the vehicular, however I could not find any data for them in the files.

Please call if ya have any questions.

COPY TO _____

SIGNED: David Meyers

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

TOWN OF ADDISON

PUBLIC WORKS DEPARTMENT (972) 450-2871

Post Office Box 144 Addison, Texas 75001 16801 Westgrove

June 12, 1997

Mr. David Meyers, P.E.
Huitt-Zollars, Inc.
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204

Dear David:

The Town of Addison has reviewed the brick submittal from Pine Hall Brick Company.

We have no objection to the use of the 2-3/4 inch English Edge Heavy-Duty Lugged Pavers on Witt Place and Paschal Place as proposed by Addison Circle One Ltd.

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

Sincerely,

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

Attachment: May 12, 1997 test results from PSI

JUN 13 1997

ABRASION INDEX

Specimen Number	Abrasion Index
97-4258-K/I	0.030
97-4258-B/G	0.033
97-4258-C/H	0.037
97-4258-D/I	0.030
97-4258-E/J	0.038
Average:	0.034
Remarks:	The units tested comply with ASTM C1272, Table 2, Abrasion Index Requirements for types R and F.

EFFLORESCENCE TESTS

Specimen Number	Test Rating
97-4258-K-Pair	Not Effloresced
97-4258-L-Pair	Not Effloresced
97-4258-M-Pair	Not Effloresced
97-4258-N-Pair	Not Effloresced
97-4258-O-Pair	Not Effloresced

MEASUREMENT OF WARPAGE

Top Surface Warpage:	All units less than 0.03 inches
Bottom Surface Warpage:	All units less than 0.03 inches

Pine Hall Brick Company, Inc.
PSI Report Number 455-7000[illegible]

DIMENSIONS

Specimen Number	Average of 4 Measurements, Width	Average of 4 Measurements, Length	Average of 4 Measurements, Height
97-4258-P	3.94	7.93	2.75
97-4258-Q	3.92	7.91	2.75
97-4258-R	3.94	7.93	2.74
97-4258-S	3.92	7.95	2.75
97-4258-T	3.92	7.92	2.75
97-4258-U	3.94	7.93	2.75
97-4258-V	3.91	7.93	2.74
97-4258-W	3.90	7.91	2.75
97-4258-X	3.94	7.93	2.74
97-4258-Y	3.94	7.93	2.75
Average:	3.93	7.93	2.75

Remarks: Measurements for length and width include thickness and one (1) spacer rib, measured top and bottom.

The units tested comply with ASTM C1272, Table 3, Dimensional Tolerances for Length, Width and Height for Applications PS, PX and PA.

Respectfully submitted,
Professional Service Industries, Inc.

Richard B. Crew
Department Manager
Construction Services

RBC/jv

Copies: 1 - Pine Hall Brick Company, Inc./Harold Newman

PSI Environmental Geotechnical Construction

John Baumgartner
450-2857

TESTED FOR: Pine Hall Brick Company, Inc.
P.O. Box 836
Madison, NC 27025

PROJECT: Laboratory Tests of Brick Pavers
2-3/4 Inch English Edge Heavy-Duty Pavers
Nominal 8" x 4" x 2-3/4"

DATE: May 12, 1997

OUR REPORT NO.: 455-70009-11

REMARKS:

On 04-15-97, nominal 8 x 4 x 2-3/4 inch English Edge Heavy-Duty Pavers were submitted to our laboratory by Pine Hall Brick Company, Inc. Various physical tests were performed, and test results are as follows:

COMPRESSIVE STRENGTH (Sawed Brick Tested Flat-Wise)

Specimen Number	Length, Inches	Width, Inches	Gross Area, Sq. Inches	Total Load, Lbs. Force	Gross Area Unit Load, psi
97-4258-A	3.95	3.85	15.21	222750	14640
97-4258-B	3.84	3.83	14.71	197000	13390
97-4258-C	3.94	3.86	15.21	208250	13690
97-4258-D	3.86	3.86	14.90	214000	14360
97-4258-E	4.04	3.86	15.59	212000	13600
				Average:	13936

Remarks: The units tested comply with ASTM C1272, Table 1, Physical Requirements for types R and F.

WATER ABSORPTION (24-Hour Submersion and 5-Hour Boil)

Specimen Number	Absorption, % 24-Hour Submersion	Absorption, % 5-Hour Boiling	Saturation Coefficient
97-4258-F	4.43	7.59	0.58
97-4258-G	4.38	7.50	0.58
97-4258-H	5.06	8.23	0.61
97-4258-I	4.35	7.45	0.58
97-4258-J	5.13	8.33	0.62
Average:	4.67	7.82	0.59

Remarks: The units tested comply with ASTM C1272, Table 1, Physical Requirements for types R and F.

06. 11. 97 08:57AM »METRO BRICK CO. P01

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

(214) 871-3311

LETTER OF TRANSMITTAL

TO TOWN OF ADDISON
16801 WESTGROVE RD
SERVICE CENTER - FIRST FLOOR
ADDISON, TX 75001

DATE 10. .99 | JOB NO. 01-2599.01

ATTENTION MIKE MURPHY, P.E.

RE:
ADDISON CIRCLE PHASE 2B
PUBLIC INFRASTRUCTURE
REVISIONS PER TDLR REVIEW

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

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

COPIES	DATE	NO.	DESCRIPTION
3			REVISED SHTS GR1, GR2, P11 & P14 FROM THE PUBLIC SET
3			REVISED SHTS GR1 & GR2 FROM THE PRIVATE SET

THESE ARE TRANSMITTED as checked below:

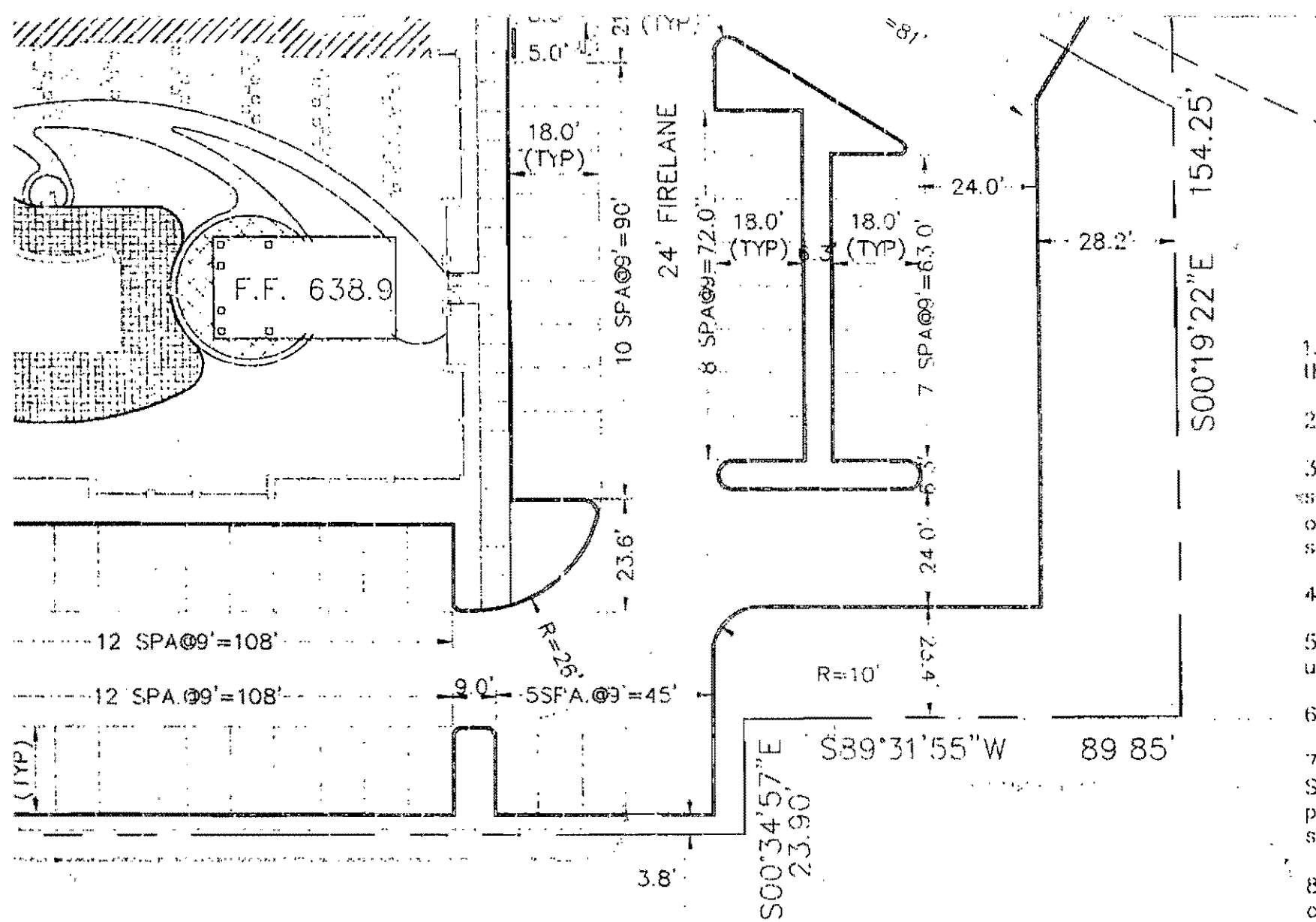
☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☒ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED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

REMARKS _____

COPY TO _____

SIGNED: _____

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



1. All construction to the Town of Addison st

2. Curbs are to plac

3. Expansion joints s spacing (each way). Sh on centers (each way) sealed with approved jo

4. All dimensions are

5. Contractor to veri utilities prior to the st

6. Refer to architect

7. Expansion joints f Sidewalk expansion join pavement expansion joi sidewalk to be 5 foot

8. Reinforcement for on centers.

9. Provide concrete

10. Sidewalks to be d with number 3 bars 18

11. Refer to architect striping requirements

12. Refer to architect details.

HUITT-ZOLLARS

Dallas - Fort Worth - El Paso - Houston
Albuquerque - Denver - Ontario - Phoenix - Seattle - Tacoma - Tustin

FACSIMILE TRANSMITTAL

Date: 10/25/99 Fax No: 972-450-2837 (2837)

HZ Job No. 01-2599-01 No. of Pages 5
(Including this cover sheet)

Attention: Mike Murphy

Company: Town of Addison

___Urgent ___Per Your Request ___For Your Review

___Please Call Upon Receipt ___Original To Follow ___FYI ___Other

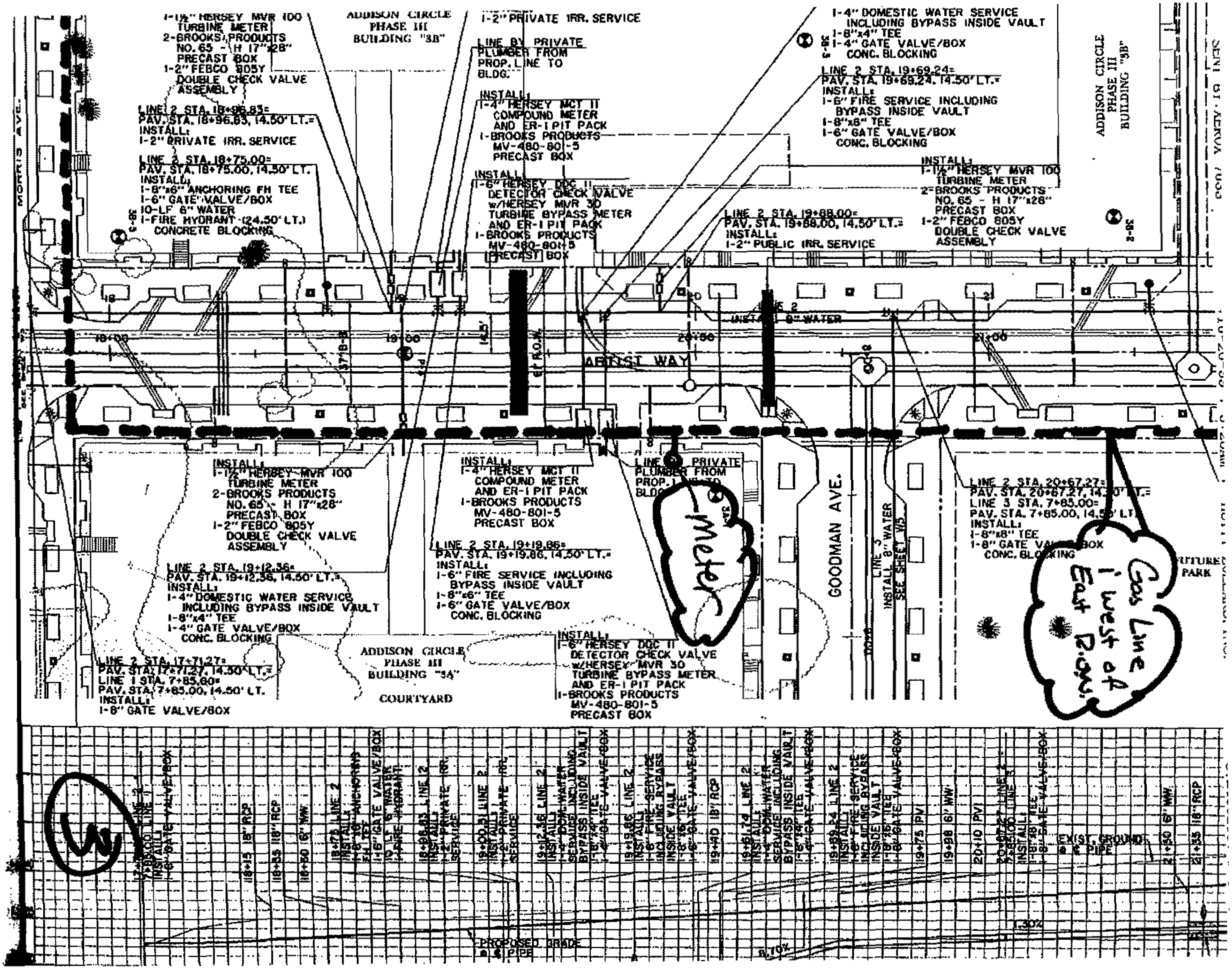
NOTES/COMMENTS:

Gas Line
Alignment
Phase IIB A.C.

From: David Meyers

Sent By : _____ Time: _____ Date: _____

If you have any problems receiving this fax, please call us at (214) 871-3311
3131 McKinney Avenue - Suite 500 - Dallas, Texas 75204 - (214)871-3311 - Fax (214)871-0757
Alternate Fax _____


ADDISON CIRCLE PHASE III BUILDING "3B"
1-1½" HERSEY MVR 100 TURBINE METER
2-BROOKS PRODUCTS NO. 65 - H 17"x28" PRECAST BOX
1-2" FEBCO 805Y DOUBLE CHECK VALVE ASSEMBLY
1-2" PRIVATE IRR. SERVICE
LINE BY PRIVATE PLUMBER FROM PROP. LINE TO BLDG.
INSTALL:
1-4" HERSEY MCT II COMPOUND METER AND ER-1 PIT PACK
1-BROOKS PRODUCTS MV-480-801-5 PRECAST BOX
LINE 2 STA. 18+96.83= PAV. STA. 18+96.83, 14.50' LT.= INSTALL: 1-2" PRIVATE IRR. SERVICE
LINE 2 STA. 18+75.00= PAV. STA. 18+75.00, 14.50' LT. INSTALL: 1-8"x6" ANCHORING FH TEE 1-6" GATE VALVE/BOX 10-LF 6" WATER 1-FIRE HYDRANT (24.50' LT.) CONCRETE BLOCKING
INSTALL: 1-6" HERSEY DDC II DETECTOR CHECK VALVE w/HERSEY MVR 30 TURBINE BYPASS METER AND ER-1 PIT PACK 1-BROOKS PRODUCTS MV-480-801-5 PRECAST BOX
1-4" DOMESTIC WATER SERVICE INCLUDING BYPASS INSIDE VAULT
1-8"x4" TEE
1-4" GATE VALVE/BOX
CONC. BLOCKING
LINE 2 STA. 19+69.24= PAV. STA. 19+69.24, 14.50' LT.= INSTALL: 1-6" FIRE SERVICE INCLUDING BYPASS INSIDE VAULT 1-8"x6" TEE 1-6" GATE VALVE/BOX CONC. BLOCKING
INSTALL: 1-1½" HERSEY MVR 100 TURBINE METER 2-BROOKS PRODUCTS NO. 65 - H 17"x28" PRECAST BOX 1-2" FEBCO 805Y DOUBLE CHECK VALVE ASSEMBLY
LINE 2 STA. 19+88.00= PAV. STA. 19+88.00, 14.50' LT.= INSTALL: 1-2" PUBLIC IRR. SERVICE
ADDISON CIRCLE PHASE III BUILDING "3B"
MORRIS AVE.
ARTIST WAY
LINE 2 INSTALL 8" WATER
18+00
19+00
20+00
21+00
61' R.O.W.
INSTALL: 1-1½" HERSEY MVR 100 TURBINE METER 2-BROOKS PRODUCTS NO. 65 - H 17"x28" PRECAST BOX 1-2" FEBCO 805Y DOUBLE CHECK VALVE ASSEMBLY
INSTALL: 1-4" HERSEY MCT II COMPOUND METER AND ER-1 PIT PACK 1-BROOKS PRODUCTS MV-480-801-5 PRECAST BOX
LINE BY PRIVATE PLUMBER FROM PROP. LINE TO BLDG.
LINE 2 STA. 19+12.36= PAV. STA. 19+12.36, 14.50' LT.= INSTALL: 1-4" DOMESTIC WATER SERVICE INCLUDING BYPASS INSIDE VAULT 1-8"x4" TEE 1-4" GATE VALVE/BOX CONC. BLOCKING
LINE 2 STA. 19+19.86= PAV. STA. 19+19.86, 14.50' LT.= INSTALL: 1-6" FIRE SERVICE INCLUDING BYPASS INSIDE VAULT 1-8"x6" TEE 1-6" GATE VALVE/BOX CONC. BLOCKING
LINE 2 STA. 17+71.27= PAV. STA. 17+71.27, 14.50' LT.= LINE 1 STA. 7+85.00= PAV. STA. 7+85.00, 14.50' LT. INSTALL: 1-8" GATE VALVE/BOX
ADDISON CIRCLE PHASE III BUILDING "3A"
COURTYARD
INSTALL: 1-6" HERSEY DDC II DETECTOR CHECK VALVE w/HERSEY MVR 30 TURBINE BYPASS METER AND ER-1 PIT PACK 1-BROOKS PRODUCTS MV-480-801-5 PRECAST BOX
GOODMAN AVE.
LINE 3 INSTALL 8" WATER SEE SHEET W5
LINE 2 STA. 20+67.27= PAV. STA. 20+67.27, 14.50' LT.= LINE 3 STA. 7+85.00= PAV. STA. 7+85.00, 14.50' LT. INSTALL: 1-8"x8" TEE 1-8" GATE VALVE/BOX CONC. BLOCKING
FUTURE PARK
Meter
Gas Line 1' west of East R.O.W.
3
EXIST. GROUND
PROPOSED GRADE
PIPE
1.30%
0.70%

HUITT-ZOLLARS

Dallas - Fort Worth - El Paso - Houston
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RECEIVED
SEP 2 9 1999
BY:

FACSIMILE TRANSMITTAL 214-220-1061

Date: 9/29 Fax No: 972-[illegible]-6695

HZ Job No. 01-1822-50 No. of Pages 6
(including this cover sheet)

Attention: Mike Robbins

Company: Dost A.C. Phase II-B Public Infrastructure

___Urgent X Per Your Request ___For Your Review

___Please Call Upon Receipt ___Original To Follow ___FYI ___Other

NOTES/COMMENTS:

GRADES & LAYOUT FOR
3" ELECTRICAL CONDUIT FROM
3 PHASE TRANSFORMER

From: M. KOSTAL

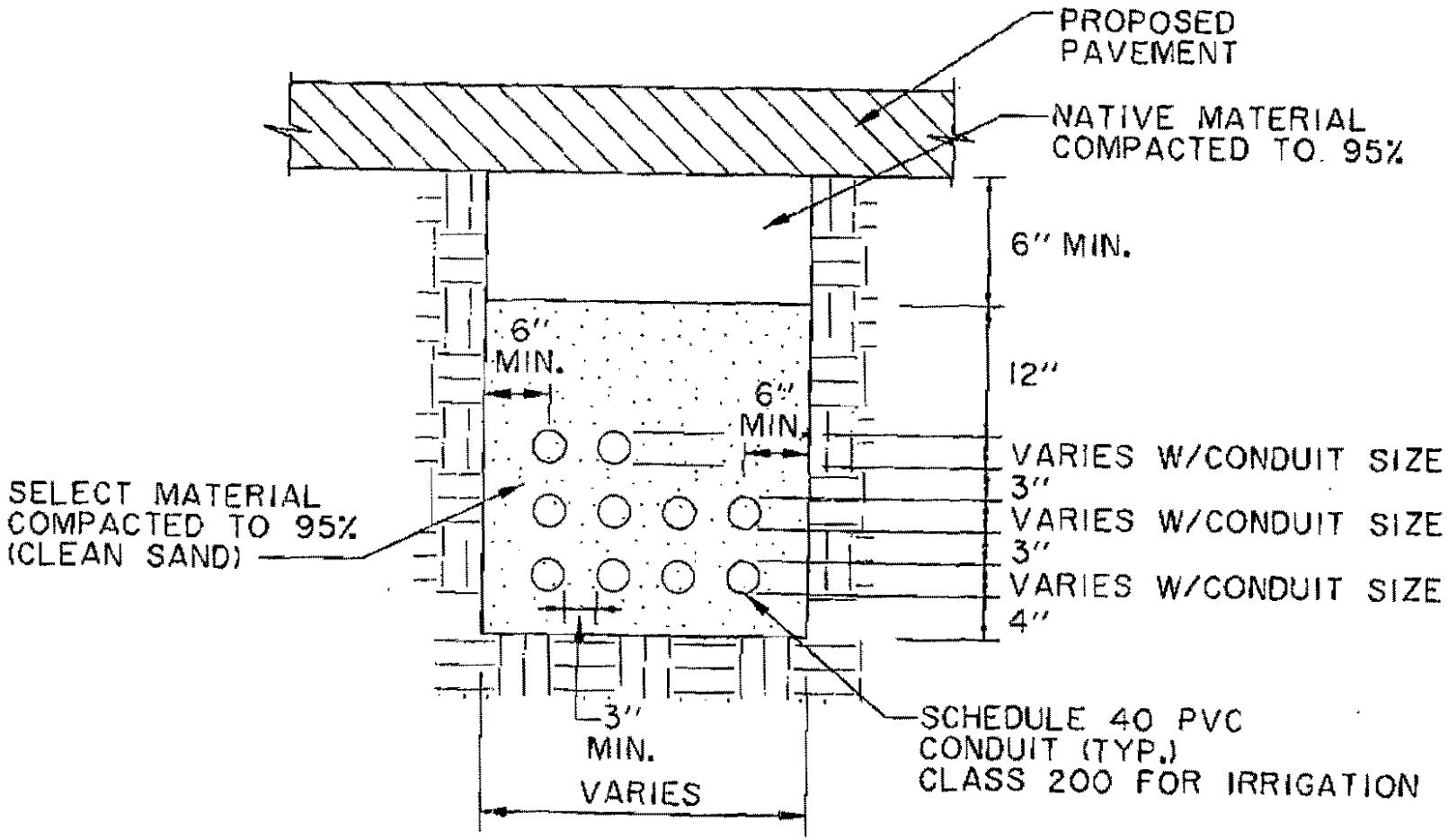
Sent By : _____ Time: _____ Date: _____

If you have any problems receiving this fax, please call us at (214) 871-3311

3131 McKinney Avenue - Suite 500 - Dallas, Texas 75204 - (214)871-3311 - Fax (214)871-0757

Alternate Fax _____

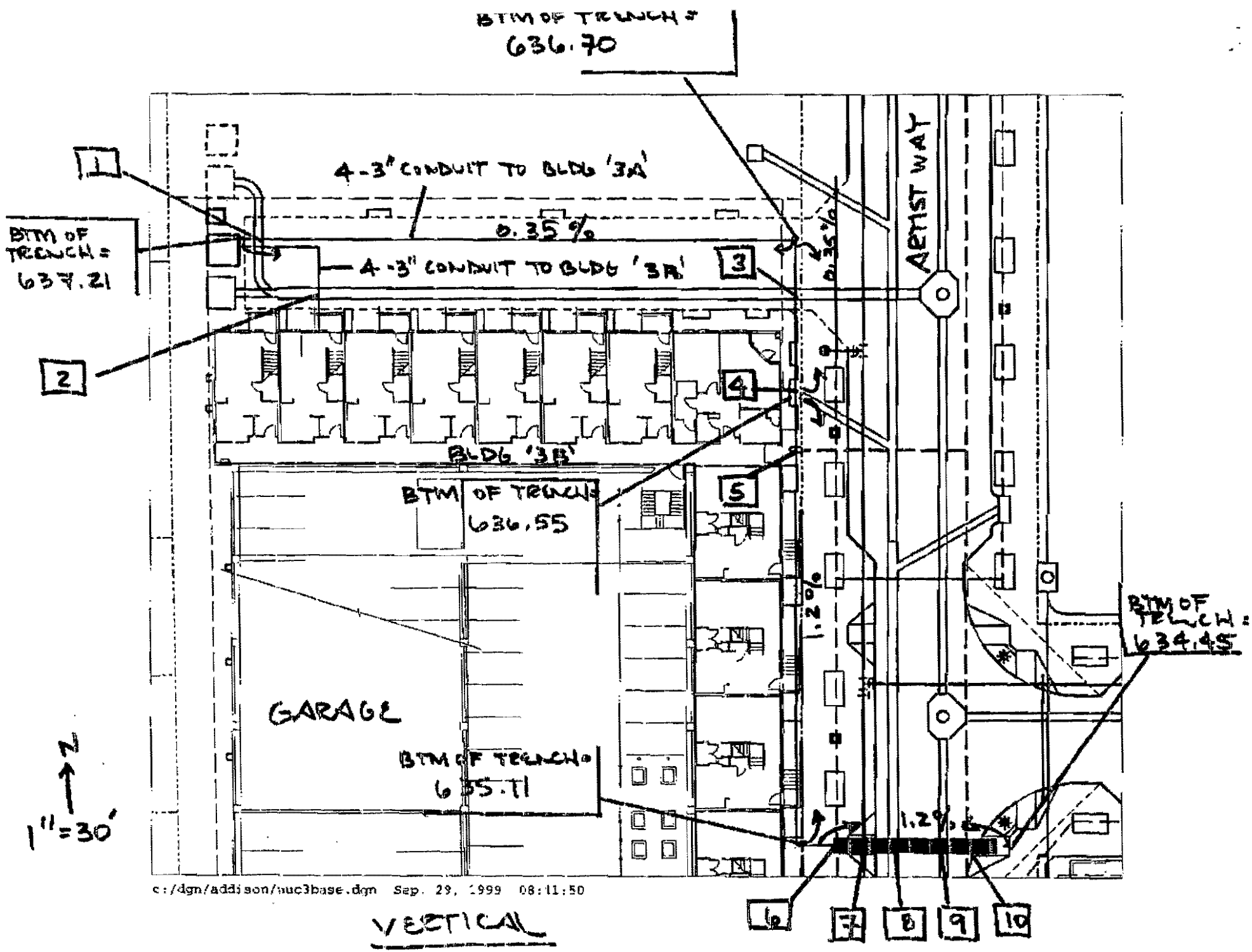
c:/dgn/addison/auc3sv01.dgn Sep. 29, 1999 09:55:32



TYPICAL CONDUIT/SLEEVE EMBEDMENT

N.T.S.

DETAIL ON SHEET P12


BTM OF TRENCH = 636.70
4-3" CONDUIT TO BLDG '3A'
0.35 %
4-3" CONDUIT TO BLDG '3B'
BTM OF TRENCH = 637.21
0.35%
ARTIST WAY
BLDG '3B'
BTM OF TRENCH = 636.55
1.20%
BTM OF TRENCH = 634.45
GARAGE
BTM OF TRENCH = 635.11
1.20%
1
2
3
4
5
6
7
8
9
10
N
1"=30'
c:/dgn/addison/muc3base.dgn Sep. 29, 1999 08:11:50
VERTICAL

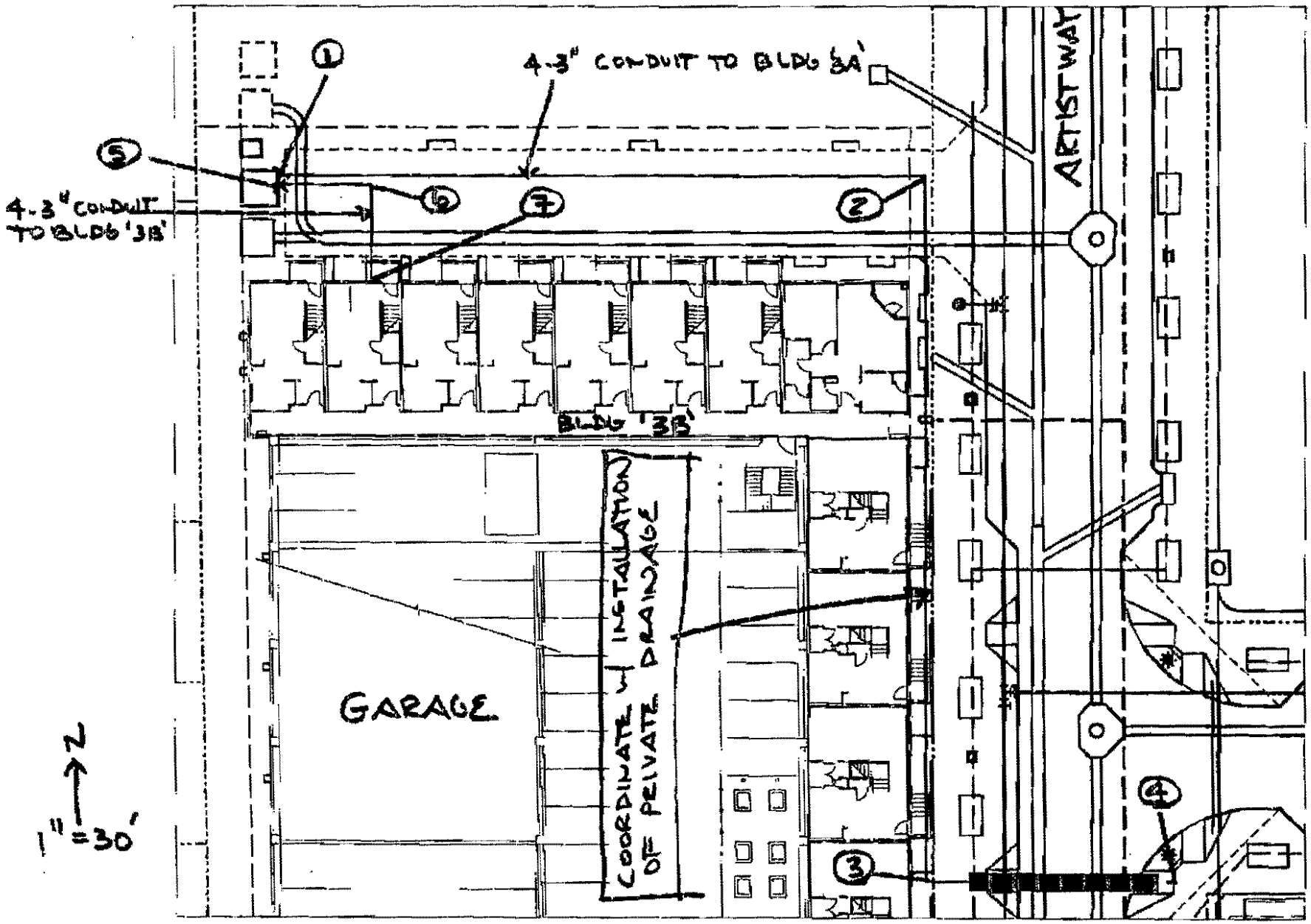
CROSSING	TOP OF PVMT	DEPTH OF TRENCH*	ELEV @ BTM OF TRENCH	ELEV @ TOP OF UTIL.	DISTANCE BETWEEN CONDUITS UTIL.
1 4 ELE & 4 E2 DUCT	640.29	37"	637.21	635.97	+1.24
2 8 ELE & 8 E2 DUCT	640.91	37"	637.83	634.91	+2.92
3 8 ELE & 8 E2 DUCT	639.71	~~41"~~ 37"	636.~~29~~ 65	631.84	+4.45
4 8" ROOF DRAIN	639.90	39"	636.65	636.39	+0.26
5 6" S.S. LATERAL	639.70	39"	636.45	632.01	+4.44
6 4" PVC DRAIN	638.26	39"	635.01	631.93	+3.08
7 8" WTR	638.16	39"	634.91	633.00	+1.91
8 24" RCP	638.16	41"	634.74	633.62	+1.12
9 6 ELE & 4 E2 DUCT	638.16	41"	634.74	628.46	+6.28
10 8" S.S.	638.16	41"	634.74	630.21	+4.53

* SEE DETAIL FOR INSTALLATION. DEPTH OF TRENCH IS MEASURED FROM TOP OF PVMT TO BOTTOM OF TRENCH.

Project _____
Client _____
Task _____

HUITT ZOLLARS INCORPORATED

Job No. _____
By _____ Date _____
Chkd _____ Date _____
Sheet _____ of _____


4-3" CONDUIT TO BLDG 3A'
4-3" CONDUIT TO BLDG '3B'
ARTIST WAY
BLDG '3B'
GARAGE
COORDINATE INSTALLATION OF PRIVATE DRAINAGE
1
2
3
4
5
6
7
1"=30'
N
c:/dgn/addison/auc3base.dgn Sep. 29, 1999 08:41:39

HORIZONTAL

Project _____ Job No. _____

Client _____ By _____ Date _____

Task _____ Chkd _____ Date _____

_____ Sheet _____ of _____

HUITT ZOLLARS INCORPORATED

COORDINATE	NORTH	EAST
①	11486.94	9234.77
②	11484.61	9379.32
③	11325.50	9376.76
④	11324.61	9431.88
⑤	11484.94	9234.73
⑥	11484.60	9255.56
⑦	11463.32	9255.21

NOTE

COORDINATES ARE TO CENTERLINE OF 4-3" CONDUIT. SEE DETAIL FOR INSTALLATION.

ADDISON CIRCLE CONSTRUCTION
POST Properties, Inc.

Fax Transmission

TO	Dennis Bailey	FAX NUMBER		(817)430-9207	
COMPANY	North Texas Contracting	PHONE NUMBER		(817)430-9500	
FROM	Mike Robbins	DATE	9/29/99	PAGES	7
SUBJECT	Addison Circle Phase II-B-- Public Infrastructure				

Dennis: Attached is a copy of a correspondence received from Huitt Zollars with the requested electrical conduit layout information as requested by Mark Zellman. If you need any additional information, or are unable to read this fax transmission, please call.

Thanks You,
Post Properties, Inc.

Mike Robbins
Project Superintendent-Public Infrastructure

FAXED
SEP 2 9 1999
BY: M Robbins

15720 QUORUM DR., ADDISON, TEXAS 75001 (214) 220-0684
(214) 220-1061 FAX

If you had any problems receiving this Facsimile Transmittal, please contact the individual listed above at (214) 220-0684. Thank You

HUITT-ZOLLARS

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FACSIMILE TRANSMITTAL

Date: 9/23/99 Fax No: 214-220-1061

HZ Job No. 01-2599-01 No. of Pages 2
(Including this cover sheet)

Attention: Mike Robbins

Company: Post Properties

X Urgent ___Per Your Request ___For Your Review

___Please Call Upon Receipt ___Original To Follow ___FYI ___Other

NOTES/COMMENTS:

Mike,

Circle revisions to Line "A" Sanitary Sewer as discussed.

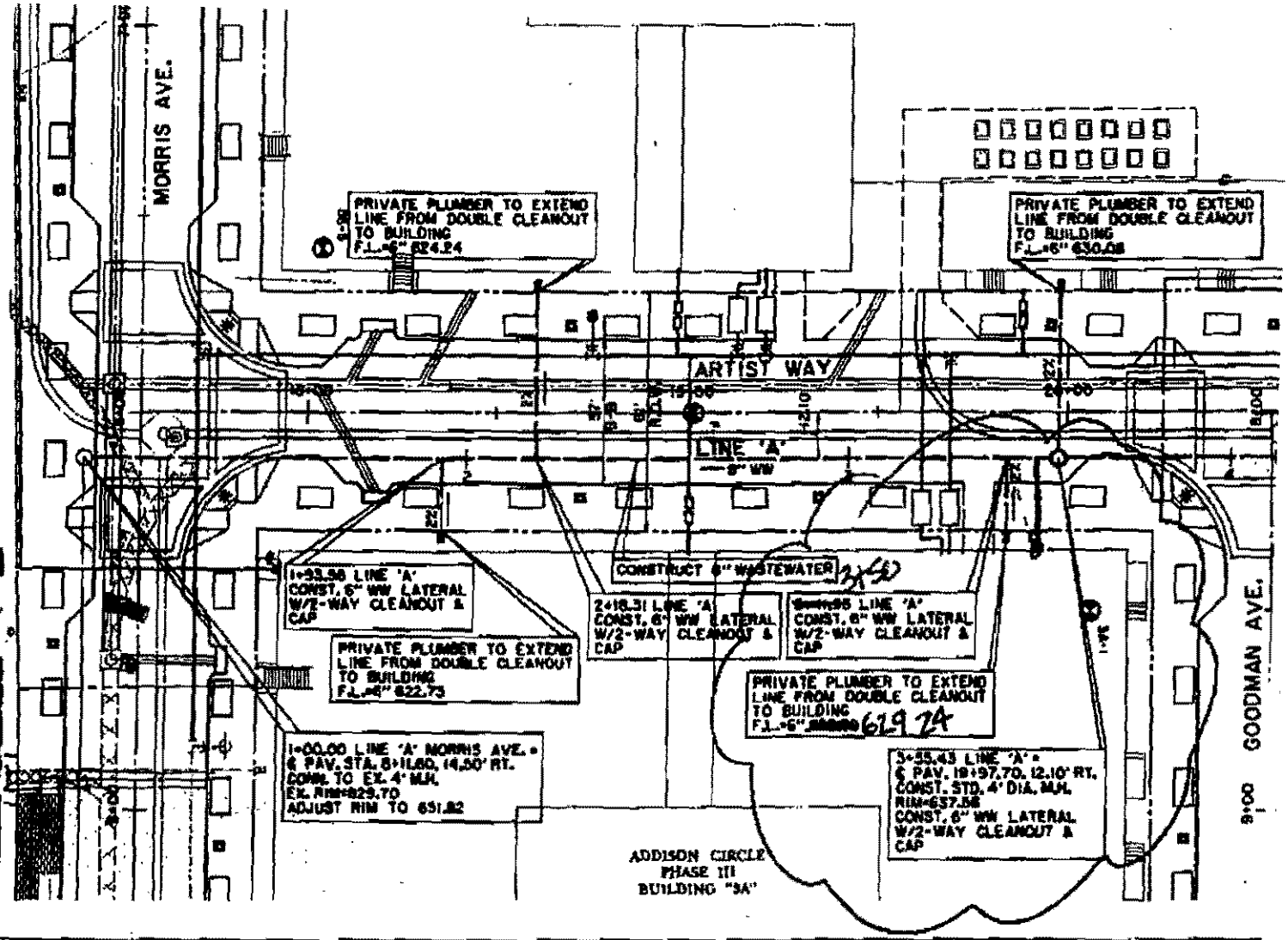
From: David Meyer

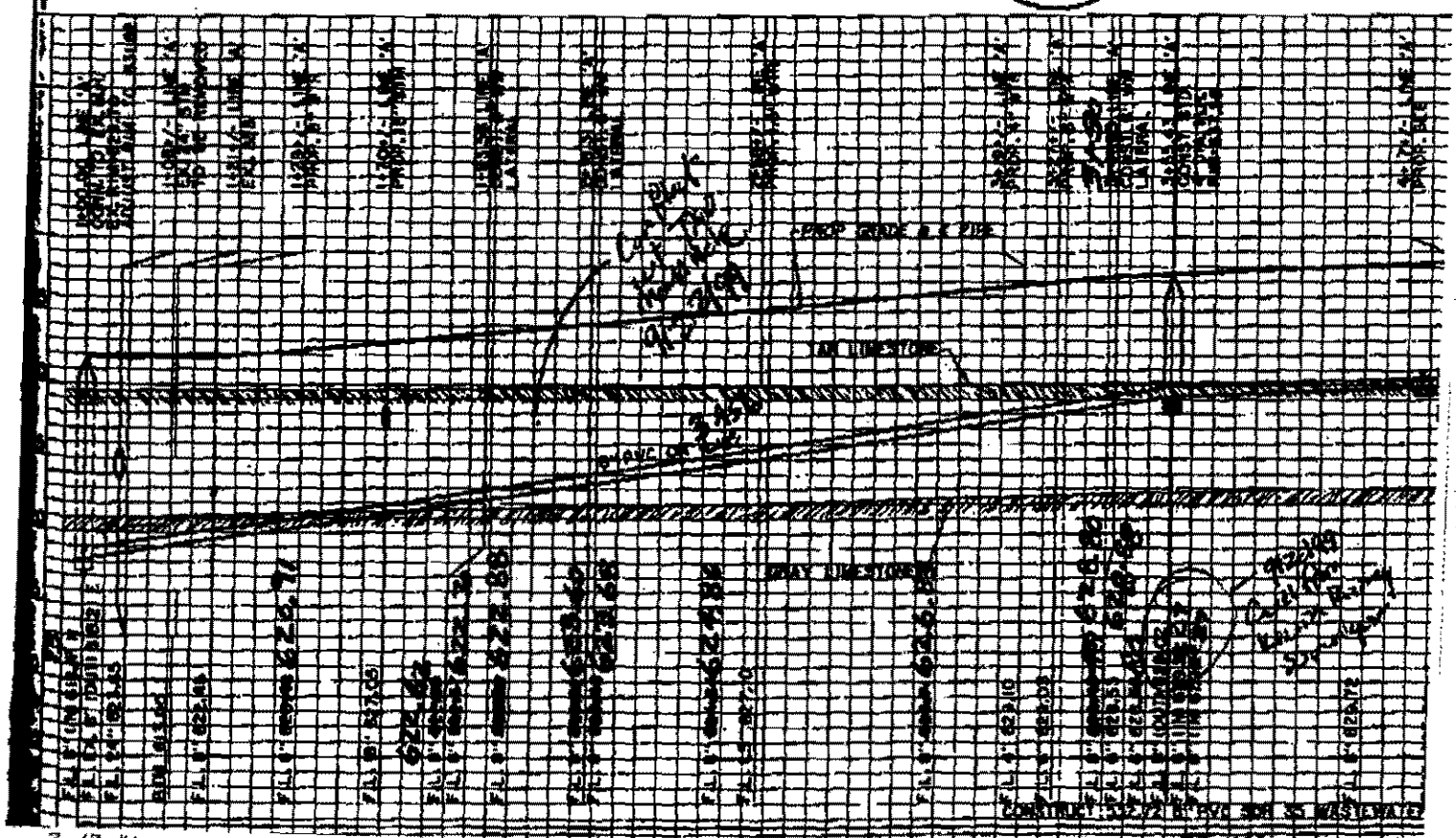
Sent By : DM Time: Date:

If you have any problems receiving this fax, please call us at (214) 871-3311

3131 McKinney Avenue - Suite 500 - Dallas, Texas 75204 - (214)871-3311 - Fax (214)871-0757

Alternate Fax





SENT BY:XEROX 7033 ; 9-23-89 ;11:19AM ; HUITT-ZOLLARS, INC.→ :# 2/ 2

HUITT-ZOLLARS

Dallas - Fort Worth - El Paso - Houston
Albuquerque - Denver - Ontario - Phoenix - Seattle - Tacoma - Tustin

FACSIMILE TRANSMITTAL

Date: 10/14/99 Fax No: 972-774-3366

HZ Job No. 01-2599-01 No. of Pages 3
(Including this cover sheet)

Attention: Cindy Harris

Company: Post Properties

___Urgent X Per Your Request ___For Your Review

___Please Call Upon Receipt ___Original To Follow ___FYI ___Other

NOTES/COMMENTS:

CC: (1) MIKE ROBBINS - POST PROPERTIES
FAX # 214-220-1061

(2) MIKE MURPHY - TOWN OF ADDISON
FAX # 972-450-2837

(3) JAY FRISCO - RTKL
FAX # 214-871-7023

From: David Meyers

Sent By : RM Time: Date: 10-14

If you have any problems receiving this fax, please call us at (214) 871-3311

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Alternate Fax _____

HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

October 14, 1999

Mr. Tom M. Sterling
Texas Department of Licensing and Regulation
Architectural Barriers Section
920 Colorado St.
Austin, TX 78701

RE: Addison Circle Phase IIB Public Infrastructure
(Formerly Addison Circle Phase III)
TDLR Project # EABPRJ99009188
Huitt-Zollars Project # 01-2599-01

Dear Mr. Sterling,

Thank you for your September 18, 1999 review of our plans originally submitted to TDLR in April 1999. Please find the enclosed signed and sealed set dated 6/23/99 "Issued For Construction". This set is being supplied for your records.

We offer the following response to the items noted as "Please Respond" in your review.

<u>4.3.7 Slope of Accessible Route.</u>
Variance request for up to a 5% sidewalk cross slope was denied by your office. A 3% maximum is allowed per your letter dated 10/4/99. We have revised the grading plans to reflect a 3% maximum slope at all locations with the exception of the northeast corner of Morris Avenue and Artist Way. The grade around the corner on the street results in a sidewalk grade of 3.7% at this isolated location. All other sidewalk cross slopes have been brought into compliance with the 3% maximum.

<u>4.6.1 Minimum Number of Accessible Spaces.</u>
Accessible parking spaces are being provided on the parking garage structure located in Block 3B. (West side of Artist Way) A total of 7 accessible spaces is being provided. This garage structure also supplies the required parking for all tenants for this development.

4.7 Curb Ramp – Surface.
We have revised our detail to indicate truncated domes instead of grooves.

Please call if you have any further comments or questions.

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.
Project Manager

DEM/em

Cc: Cindy Harris – Post Properties
Mike Robbins – Post Properties
Mike Murphy – Town of Addison
Jay Frisco – RTKL

HUITT-ZOLLARS

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FACSIMILE TRANSMITTAL

Date: 10/23/98 Fax No.: See Below

H-Z Proj. No. 012013.10 No. of Pages: 4 (Including Cover Sheet)

TO: Mike Robbins (Post) 972-866-6560
Bryant Nail (Post) 972-770-5129
Mike Murphy (Addison) 972-450-2837

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

Re: AC 2 Sand Testing

Another Copy of June 25th letter stating we need a gypsum free sand, and

Oct 22nd letter - Test of Sand Sample submitted by Bowman Construction, States that trace amounts of gypsum may be present however they were so small that definitive identification was not possible.

FROM: D. Meyers

SENT BY: [signature] TIME: 3:45 DATE: 10/23

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

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0757

WJE **Wiss, Janney, Elstner Associates, Inc.**
Engineers, Architects, Material Scientists

120 North LaSalle Street, Suite 2000
Chicago, IL 60602
(312) 372-0555 fax: (312) 372-0873
http://www.wje.com

Headquarters
Northbrook, IL

Offices
Atlanta
Chicago
Dallas
Denver
Detroit
Honolulu
Memphis
Princeton
San Francisco
Seattle
Washington, DC

EHA Division
Northbrook, IL
Austin
Cleveland

October 22, 1998

Via: Fax and Mail

Mr. Bryant Nail
Post Properties
15851 Dallas Parkway, Suite 855
Dallas, TX 75248

Re: Addison Circle Phase II Public Infrastructure
Addison, Texas
Analysis of Sand Sample
WJE No. 980769

Dear Mr. Nail:

In accordance with the request of David Meyers of Huitt-Zollars, your project engineer, Wiss, Janney, Elstner Associates, Inc. (WJE) has performed an additional investigation of a sand sample for setting the brick pavers at the referenced project. WJE previously performed an analysis of a "Phase II" sand sample in which we reported that gypsum was detected. (Reference our June 25, 1998 letter) Subsequent to that test, we were informed that the previous sample might not have been carefully selected to avoid contamination. Therefore, a new clean sand sample was submitted.

The sand was extracted with water and the extraction residues were analyzed for crystalline components by X-ray diffraction. Trace amounts of gypsum may be present in this sample, however at trace levels a definitive identification was not possible with this procedure. The test procedure also does not allow us to quantify the difference in the gypsum between the first and the second samples.

Should you have any questions, please call.

Very truly yours,

Bruce S. Kaskel
Project Manager

BSK:db

cc: D. Meyers (Huitt-Zollars, Inc.) w/ Encl.

File 01 201310

WJE **Wiss, Janney, Elstner Associates, Inc.**
Engineers, Architects, Material Scientists

120 North LaSalle Street, 20th Floor
Chicago, IL 60602
(312) 372-0555 FAX: (312) 372-0873

HUITT-ZOLLARS
RECEIVED
JUN 2 9 1998

June 25, 1998

Via: Fax and Mail

Mr. Bryant Nail
Post Properties
15851 Dallas Parkway, Suite 855
Dallas, TX 75248

Re: Addison Circle Phase I Public Infrastructure
Discoloration of Brick Pavers
WJE No. 980769P

Dear Mr. Nail:

In accordance with your authorization, Wiss, Janney, Elstner Associates, Inc. (WJE) has performed an investigation of the discoloration occurring on brick pavers installed on the aforementioned project. We were informed by David Meyers of Huitt-Zollars, your project engineer, that the Phase I brick pavers have been installed in a sand setting bed over a cast in-place concrete slab on grade. Sand with portland cement were used to grout the joints between brick units. We received a detail from Huitt-Zollars indicating the typical installation.

To perform our investigation we received the following materials:

- Two bricks removed from the pavement that showed the discoloration on the top surface
- One brick that was reportedly not installed
- One sand sample identified as "Phase I setting bed"
- One sand sample identified as "Phase II setting bed"

The samples were submitted to our Erlin, Hime Associates division for petrographic and chemical study. Their report is attached. Based on their findings, we conclude the following:

1. The discoloration material is a combination of calcium carbonate, gypsum, portland cement, calcium hydroxide, fly ash and some other unidentified material. The gypsum may have come from the brick paver or the sand. Gypsum was detected in the Phase II sand sample. Some white efflorescence was observed in the unused brick sample when tested for efflorescence potential. The other materials may be due to construction debris or from residue from the grout placed between the pavers.

2. Attempts were made to clean the material off the brick pavers. Only two acidic cleaners had a slight improvement in removing the material. Repetitive applications of these cleaners would be necessary to have any appreciable effect. Since this application may cause deterioration of the joint grout, field testing is recommended prior to full scale cleaning, with special attention to the effects of the cleaning to the pavers and grout. Additionally, prewetting must be thorough.

ATLANTA CHICAGO DALLAS * DENVER HONOLULU MEMPHIS PRINCETON SAN FRANCISCO SEATTLE WASHINGTON, D.C.
CORPORATE HEADQUARTERS - NORTHBROOK, IL ERLIN, HIME DIVISION - NORTHBROOK AND AUSTIN

3. We understand that the Phase II work has not yet been built. Sand used for Phase II should be gypsum-free. Bricks should not efflorescence when tested in accordance with ASTM C67. Care should be taken in keeping the site clean during and after pavement installation to avoid construction debris contaminating the pavement.

Should you have any questions, please call.

Very truly yours,

Bruce S. Kaskel
Project Manager

BSK:db
Enclosure

cc: D. Meyers (Huitt-Zollars, Inc.)

HUITT-ZOLLARS

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FACSIMILE TRANSMITTAL

Date: 6/14/99 Fax No.: See Below

H-Z Proj. No. 01-2013-10 No. of Pages: 3 (Including Cover Sheet)

TO: Mike Robbins - Post - 972-866-6695

Mike Murphy - Town of Addison - 972-450-2837

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

Re: Addison Circle Phase Two

Spectrum Drive Tree Wells

FROM: Daniel Meeper

SENT BY: Rosaire TIME: DATE: 6-14-99

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

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Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

June 14, 1999

Mr. Mike Robbins
Post Properties, Inc.
15720 Quorum Drive
Addison, TX 75001

RE: **Addison Circle Phase II**
Public Infrastructure
HZI Job # 01-2013-10

Dear Mike,

Enclosed please find a sketch indicating the removal and replacement limits for concrete base adjacent to the tree wells on the east side of Spectrum Drive north of Addison Circle. As you indicated, the tree well leaveouts are not at the correct location when measured from back of curb.

It is our recommendation that the concrete be sawcut and removed from back of curb to back of walk for the full length of the tree wells. The area should then be filled and compacted to meet density requirements. Then the concrete base should be repoured with the tree well leaveout at the correct location as indicated on the plans.

Please call if you have any questions.

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

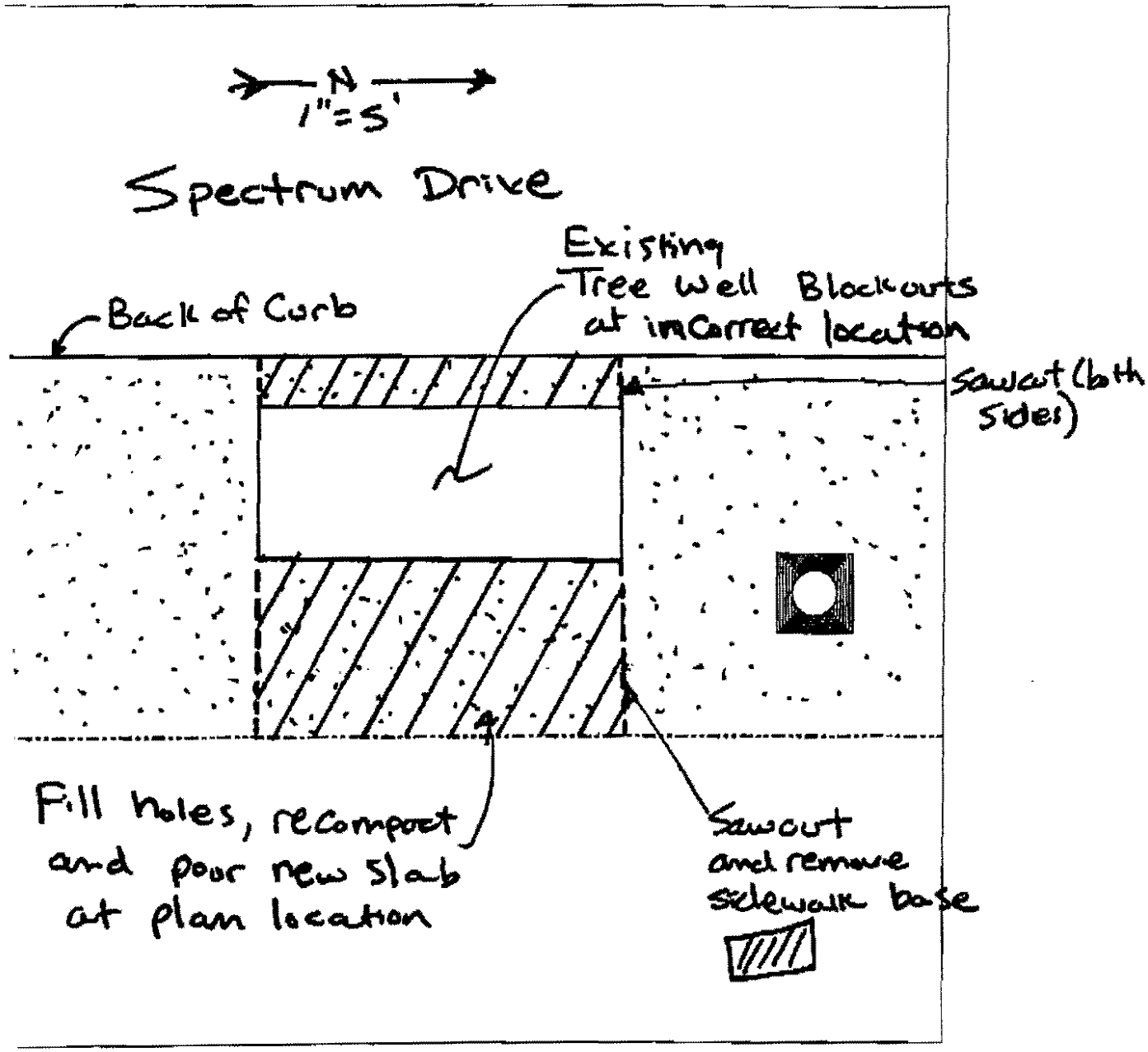
David E. Meyers, P.E.

DEM/cm

Enclosure

Cc: Mike Murphy – Town of Addison

\\hzdallas1\data1\proj\012013\02\10MR-AC061799.doc


N
1"=5'
Spectrum Drive
Existing Tree well Blockouts at incorrect location
Back of Curb
Sawcut (both sides)
Fill holes, recompact and pour new slab at plan location
Sawcut and remove sidewalk base

HUITT-ZOLIARS

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FACSIMILE TRANSMITTAL

Date: 4/21/98

Fax No.:

H-Z Proj. No. 01201310

No. of Pages: 3
(Including Cover Sheet)

TO: Mike Robbins - Post 972-~~[illegible]~~ 866 - 6695
John Baumgartner 972-450-2877

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

Re: A.C. ct

Brick Clarification

FROM: Daniel Meyer

SENT BY: TIME: DATE:

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

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Huitt-Zollars, Inc / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2480 / 214/871-3311 / FAX 214/871-0757

April 21, 1998

Mr. Mike Robbins
Post Apartment Homes, L.P.
15851 Dallas Parkway
Suite 855
Dallas, TX 75248

RE: Addison Circle Phase II Public Infrastructure
HZI Project No. 01-2013-10

Dear Mike:

There has been some confusion recently about what brick is acceptable for use in the streets and sidewalks. The construction plans call for the following:

Item 119 :	ACME Vehicular Brick Paver Type "C" Tulsa, Blend 2 Garnet Red; To be used in all vehicular areas except Mildred Place and Lewis Place.
Item 120 :	Glen-Gery Vehicular Brick Paver Type "A", Cocoa and Type "B", K&W Old Smokie; To be used in Lewis Place and Mildred Place.
Item 265 :	Glen-Gery Pedestrian Brick Paver Type "A", Brown and Type "B", Autumn Haze; To be used in all pedestrian areas.

The contractor has informed Huitt-Zollars that the Glen-Gery vehicular pavers (Item No. 120) are not available. On Phase I an alternate brick, manufactured by the Pine Hall Company, was approved to take the place of the Glen-Gery vehicular pavers on the mews streets only.(Witt Place and Paschal Place) We can use the same Pine Hall paver on Phase II for Mildred Place and Lewis Place, however, all test results must be submitted for the record and the color must be approved by Paul Shaw. It is in everyone's best interest to have this information documented specifically for Phase II since it is a separate contract from the pavers installed under Phase I. In addition, if Pine Hall vehicular pavers are used in the above mentioned streets then a Pine Hall pedestrian paver must be submitted for approval to be used on the sidewalks in this area to maintain continuity with the brick color and texture.

\\HZDALLAS1\DISK1\proj\01201302\10\mr042198.doc

The contractor is operating at his own risk if pavers other than those shown in the construction plans are being installed. I highly recommend that the contractor submit test results and sample bricks for all applications to Paul Shaw for review and approval. Paul is also available to review samples in the field with the contractors if necessary. This is the only way to insure that the Town and Post is getting the desired result with brick colors, patterns and quality.

Please call if you have any questions.

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.

Cc: John Baumgartner – Town of Addison

HUITT-ZOLLARS

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FACSIMILE TRANSMITTAL

Date: 2/24/98 Fax No.: Sem Below.

H-Z Proj. No. 0120131• No. of Pages: 3 (Including Cover Sheet)

TO: Linda Jacobs - 817-731-9122 u./technologies.inc.
Mike Robbins - 972-866-6695 - Post.
Mike Murphy - 972-450-2837 - Addison

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

Brian Duplechon - 972-385-3505 - Charter
David Holland - 214 969-3302 - HKS

Re: Addison Circle Phase II

Revisions to Telephone Conduit plan
1 2-20-98
• Added Conduit runs to exist SWBT manholes on Addison Drive and Dallas Parkway.

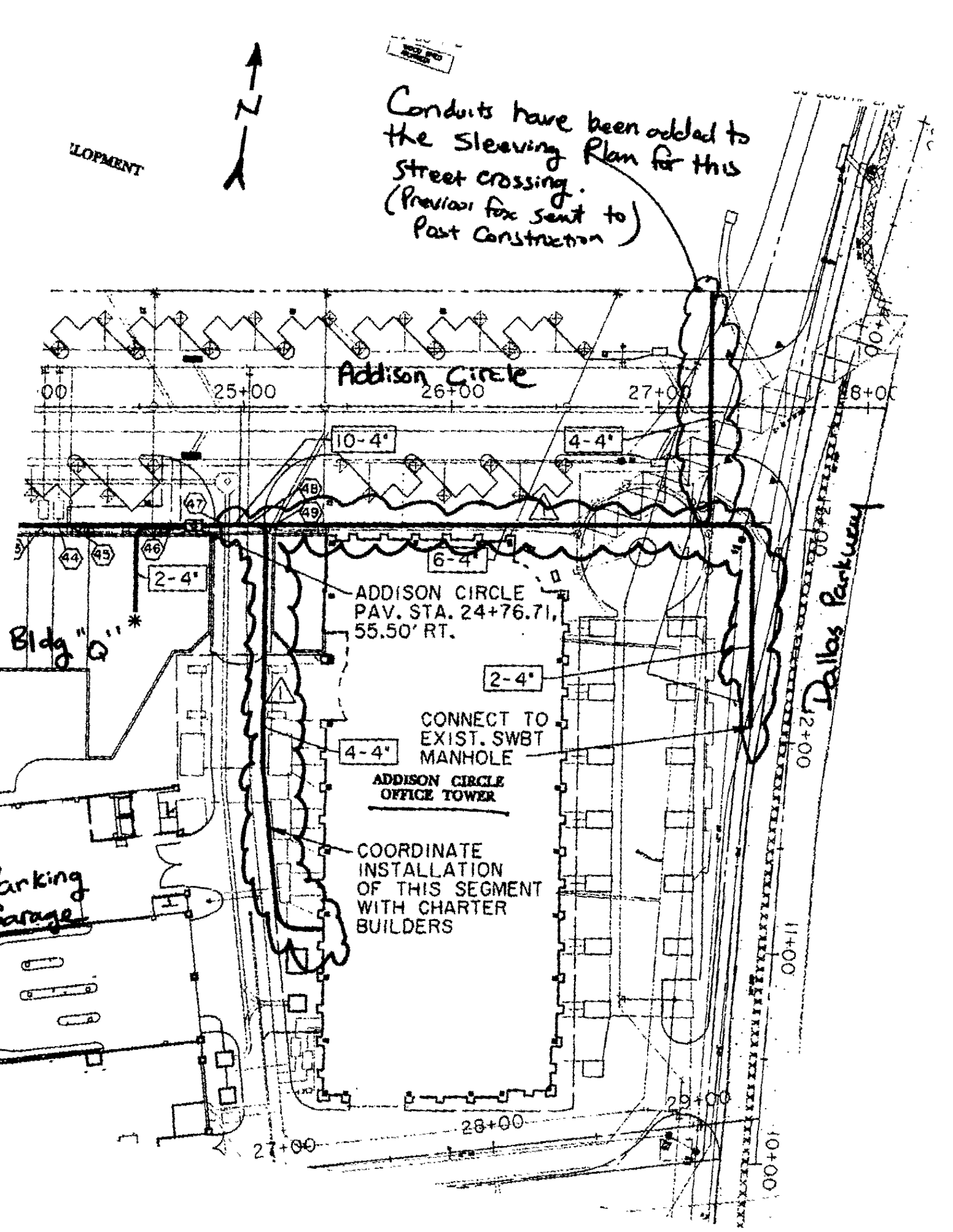
• Added Conduits in private drive between office bldg and Garage; Deleted Connection point on north face of office bldg.

FROM: David Meyers

SENT BY: _____ TIME: _____ DATE: _____

If you have any problems receiving the Facsimile Transmittal, please contact the individual listed above at (214) 871-3311. Thank you.

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0757


LOPMENT
N
Conduits have been added to the Sleeving Plan for this Street crossing. (Previous fax sent to Post Construction)
Addison Circle
25+00
26+00
27+00
10-4"
4-4"
6-4"
2-4"
2-4"
4-4"
47
48
49
44
45
46
ADDISON CIRCLE PAV. STA. 24+76.71, 55.50' RT.
CONNECT TO EXIST. SWBT MANHOLE
ADDISON CIRCLE OFFICE TOWER
COORDINATE INSTALLATION OF THIS SEGMENT WITH CHARTER BUILDERS
Bldg "Q"*
arking
arage
Dallas Parkway
28+00
29+00
27+00
11+00
10+00

h:\proj\0118221\dgn\AUC23V02.DGN
Fri Feb 20 06:46:18 1998
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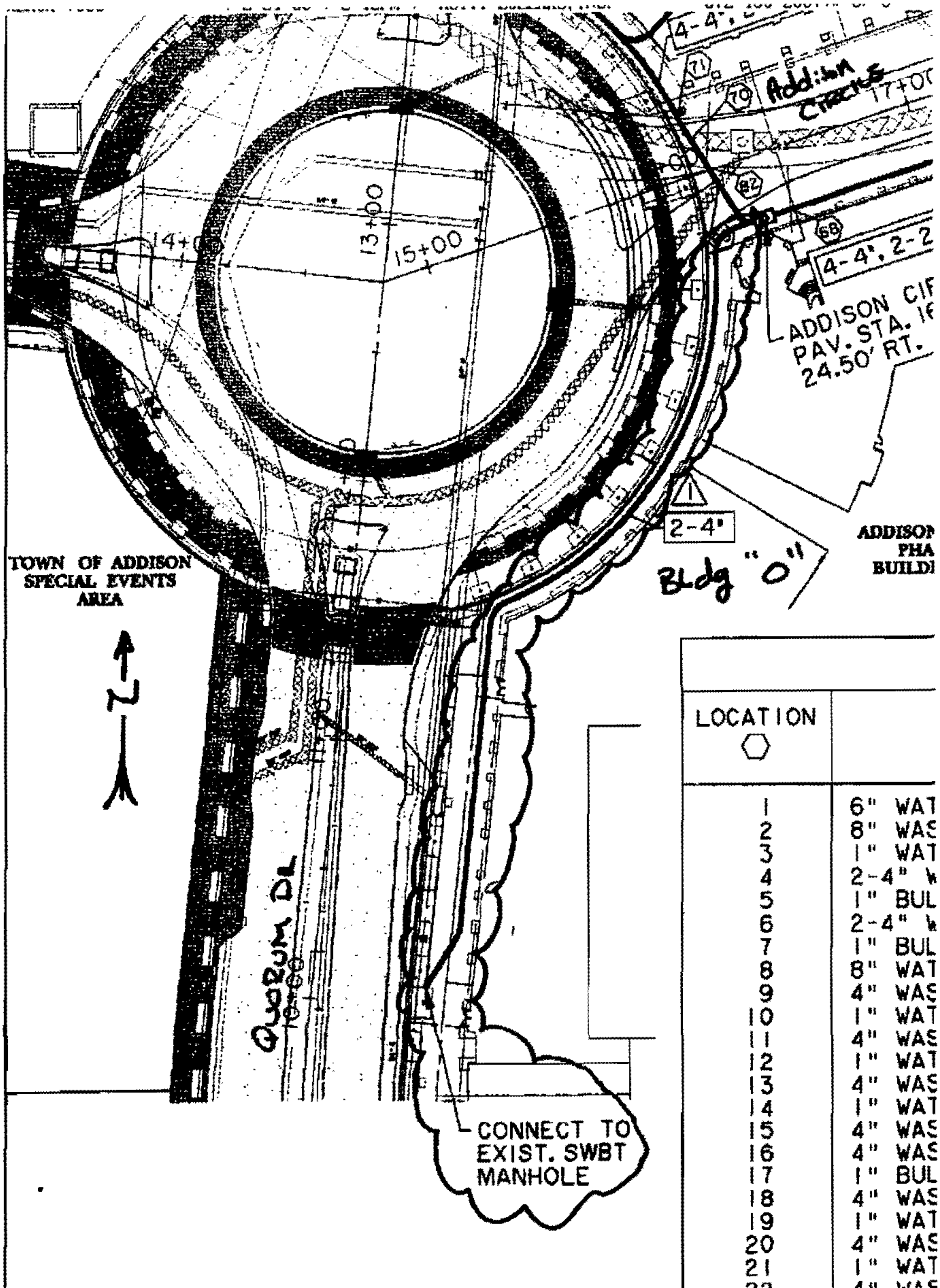

LOCATION ⬡	
1	6" WAT
2	8" WAS
3	1" WAT
4	2-4" W
5	1" BUL
6	2-4" W
7	1" BUL
8	8" WAT
9	4" WAS
10	1" WAT
11	4" WAS
12	1" WAT
13	4" WAS
14	1" WAT
15	4" WAS
16	4" WAS
17	1" BUL
18	4" WAS
19	1" WAT
20	4" WAS
21	1" WAT
22	4" WAS
23	4" WAS
24	1" BUL
25	4" WAS
26	21" ST

- 3 way will we pay $4600.00
- Town will go halfs at $4900.00 / $2500.00
- Split welding cost. on joints / cities cost
- M.C.I. {13" & 17"} until finished
- 2500.00 reimbursement from town.

TOWN OF ADDISON

PUBLIC WORKS DEPARTMENT (972) 450-2871

Post Office Box 144 Addison, Texas 75001 16801 Westgrove

March 20, 1998

Mr. David Meyers, P.E.
Project Manager
Huitt-Zollers
3131 Mckinney Avenue
Suite 300 / LB 105
Dallas, Texas 75204-2489

Dear David,

Per items discussed during our meeting on March 13, 1998 I submit the following:

In our PPRC comments dated January 16, 1998 you requested clarification and/or reasoning for Item Number 2 which states;

Consideration should be given to widening the intersection of Airport Parkway (currently a two-lane, nondivided, 36 foot wide roadway) at Quorum drive to permit for the construction of one right turn lane, one through lane, and one left turn lane in each direction, This will require a dedication of an additional ten (10) feet of right-of-way on the south side of Airport Parkway, a fifteen (15) foot clip off the south east and south west corners to accommodate truck traffic, and participation in construction costs. All building setbacks and streetscape plans must reflect this right-of-way dedication.

Based on similar conditions we are currently experiencing along Westgrove Drive and Quorum Drive and with anticipated completion of the Keller Springs Toll Tunnel, Addison Circle Phase II, Addison Road Widening and the New Arapaho Road projects. We feel that it is in the best interest of the

Town to have these updates performed now instead of waiting until traffic congestion becomes critical.

As per your request to construct a "lay down curb" with a 1 inch lip where Spectrum Drive crosses Addison Circle and leaving the street crossover at grade, we respectfully deny this request and will require standard curb and gutter and street section.

Please call if you need additional information.

Sincerely,

Michael E. Murphy, P.E.
Assistant Director of Public Works / Town of Addison

Xc: John Baumgartner, P.E. / Director of Public Works / Town of Addison

HUITT-ZOLLARS

Dallas • Fort Worth • Houston • El Paso • Phoenix • Tustin • Ontario • Albuquerque

FACSIMILE TRANSMITTAL

Date: 3/27/98

Fax No.: ~~9~~ - See Below

H-Z Proj. No. 01201310

No. of Pages: 2
(Including Cover Sheet)

TO: Town of Addison
Attn: Mike Murphy 972-450-2837
Post; Attn. Mike Robbins 972-866-6695

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

RE: Addison Circle Ph. II

24" Water Main

FROM: David Meyers

SENT BY: ______ TIME: ______ DATE: ______

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

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0757

Hutt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

March 27, 1998

Mr. Michael E. Murphy, P.E.
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

RE: Addison Circle Phase II Public Infrastructure
HZI Project No. 01-2013-10

Dear Mr. Murphy:

We are in receipt of a change order request from North Texas Contracting in the amount of $10,920. As stated in the letter from Dennis Bailey, the additional cost is a result of the Town of Addison requesting that the 24" water main installation take place 24 hours per day until complete.

We believe the intent was for the contractor to install the main line during normal working hours and that only the connection to the existing main must be a continuous effort until the work is complete. Section VII of the Technical Specifications which is titled, SUPPLEMENTAL WATER LINE CONSTRUCTION SPECIFICATIONS, states the following:

Execution

6. Last paragraph
"The Contractor should expect that most interruptions in water service must occur at off-peak hours and he should therefore plan to work through the night and on weekends for most of the connections to existing water."

It is clear that the contractor should have made provisions in his bid for continuous work through the night when making connections to existing water, therefore the request for additional money should be evaluated by the Town on that basis.

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

Sincerely,

HUTT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.
Project Manager

Cc: Mike Robbins – Post Apartment Homes, L.P.

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HUITT-ZOLLARS

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March 31, 1998

Mr. Michael E. Murphy, P.E.
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

RE: Addison Circle Phase II Public Infrastructure
HZI Project No. 01-2013-10

Dear Mr. Murphy:

Enclosed please find a schematic drawing illustrating the proposed revision to the current design for the Spectrum Drive esplanade area. It has been the intent throughout the planning stages to have this section of pavement at the same, or at least appear to be at the same, level as the park to create a plaza effect. The city had many concerns about raising the pavement to the level of the park and a resolution was not reached prior to the job going out for bid. As a result the current design calls for a standard curb and gutter section.

We propose to revise the current design as follows:

- Transition from a 6" curb to a small valley gutter section which will slope 2" vertically in 2 horizontal feet from the gutter line on Spectrum Drive. This valley gutter section will occur between the curb returns at the Spectrum Drive and Addison Circle intersections.
- Slope the park at 2% to the valley gutter on the west side of Spectrum and at 2% away from the valley gutter on the east side of Spectrum.
- Add steel bollards on 10' centers 2' back from the gutter line of Spectrum Drive.

This will help to create a plaza effect without changing the profile grade of the roadway and will allow Spectrum Drive to function properly using stop sign control or signals if traffic warrants a signalized intersection in the future. The entire esplanade area will be brick pavement as currently shown on the design plans.

Another concern with a depressed curb section is the ability of the roadway to adequately drain. The largest drainage area in the valley gutter area is 0.04 acres which equates to a 100 year gutter flow of 0.31 cfs. The gutter flow capacity for this section of street keeping one [illegible] ore, drainage will function properly if we construct the small valley gutte[illegible] llustrated on the following sketch.

We hope this is an adequate compromise that will create t[illegible] and planners set out to achieve as well as addressing the safety concern[illegible] iow this area is scheduled for paving soon, therefore we would appreci[illegible] e review of the proposed revisions.

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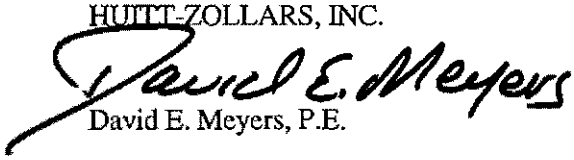
Please call if you have any questions or need additional information.

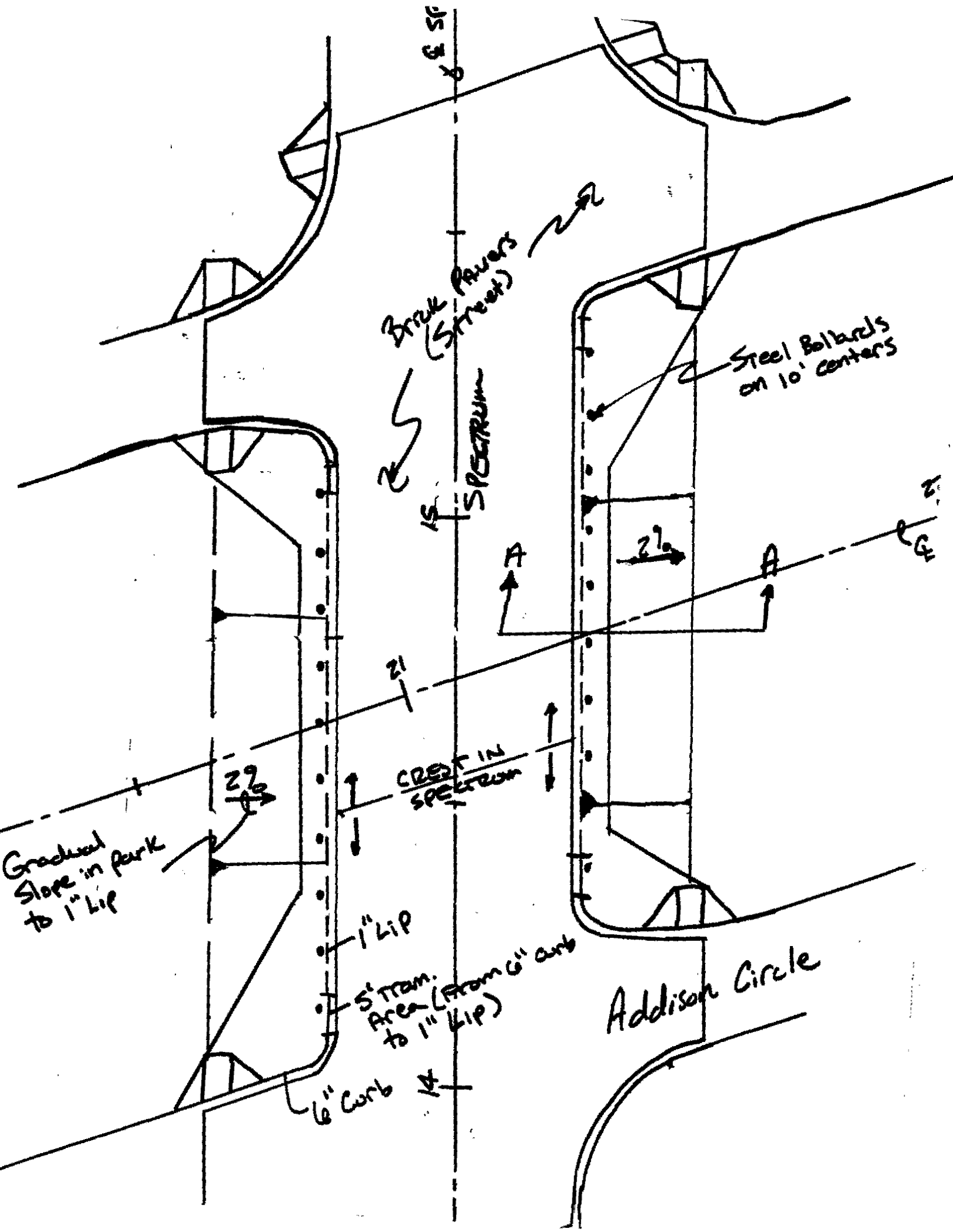
Sincerely,

HUITT-ZOLLARS, INC.



David E. Meyers, P.E.

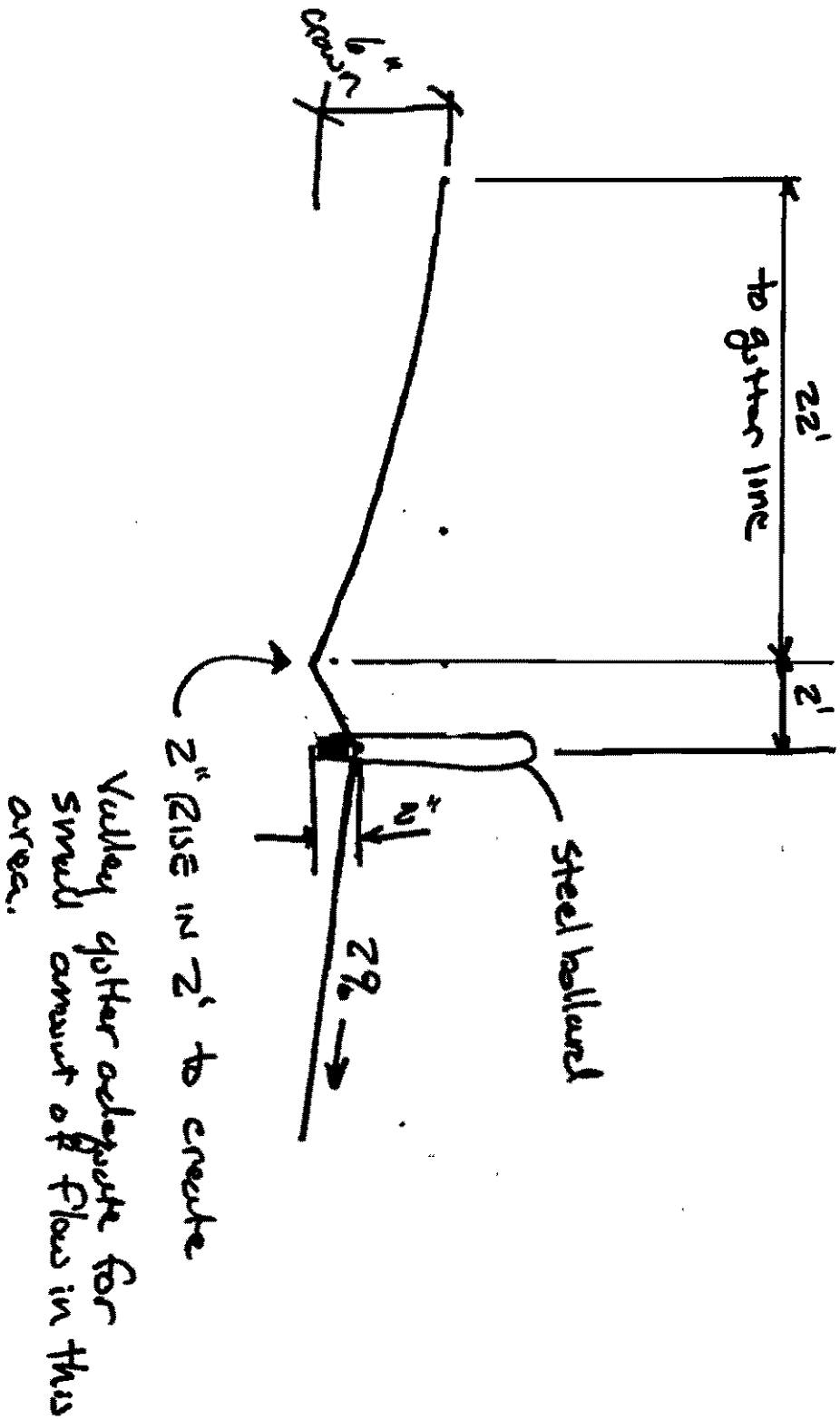
Cc: Mike Robbins – Post Apartment Homes, L.P.


Brick Pavers (Street)
Steel Bollards on 10' centers
SPECTRUM
A
A
Z1
Z2
CREST IN SPECTRUM
Gradual Slope in park to 1" Lip
1" Lip
5' tram. Area (from 6" curb to 1" Lip)
6" Curb
Addison Circle

Project _____
Client _____
Task _____
_____

HUITT ZOLLARS INCORPORATED

Job No. _____
By _____ Date _____
Chkd _____ Date _____
Sheet _____ of _____



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Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

March 9, 1998

Mr. Michael E. Murphy, P.E.
Assistant Director of Public Works
Town of Addison
16801 Westgrove Drive
P.O. Box 9010
Addison, TX 75001-9010

Re: Addison Circle Phase II Private
HZ Proj. No. 01-1822-30

Dear Michael:

Enclosed please find two sets of the revised plans for the above mentioned project which address the review comments dated January 26, 1998. I have listed your comment below followed in italics by the action taken.

1. Complete Sheet HC1.
We have added the dimensions to building footprints for "N" and "P". Buildings "M" and "Q" will follow in the near future.

2. Show typical clean-out detail flush with finish grade (Sheet M1).
Done..

3. Change MTS to Addison Circle Access Ltd. (Sheets M2 and M3).
Done.

4. Show embedment detail with 6" min. under PVC pipe (Sheet M1).
Done.

5. Note on plan sheets GR1 to GR6 that no private encroachments shall be allowed except as follows: 0' to 10' – none, 10' to 20' – one foot, 20' plus – eight foot unless specifically pre-approved. This includes all windows, doors, handrails, balconies, lights, gutters, etc.
Done.

6. The first rise to the first step from the right-of-way shall be no closer than one foot from the right-of-way where a handrail is required – to meet handrail requirements per A.D.A. This includes the Town homes on Morris Avenue.
At this point the town homes are just in the schematic design stage and the footprint shown on the civil drawings is to assist in utility and alley design. The noted comment should be directed to the architect at the time of final design of the Town homes. Contact Bryant Nail with Post about the schedule for construction on the town homes.

7. Relocate stairs from visibility triangle at southwest corner of Morris Avenue and Mildred Place (Sheet GR2).
We have moved the stairs, however the footprints shown are schematic design only and may change prior to the final construction documents being submitted to the Town.

8. Show location of trash compactor pick-up for compactor located at southeast corner of Quorum Drive and Addison Circle Drive – Pick up shall be south of inlet (Sheet GR3).
Location is noted on the Public Infrastructure paving plans.

9. Provide supplier and identify "Poly" pipe on plans – provide cut sheets (Sheet D1 to D14).
All poly pipe has been deleted from the construction documents.

10. Provide proposed locations of all lay down curbs for compactor service.
Locations are noted on the Public Infrastructure paving plans.

11. Change curb line inlet to recess inlet at the southwest corner of Dallas parkway and Addison Circle Drive (Sheet GR6).
Change has been made and incorporated into the Public Infrastructure drainage plans.

12. Note that all private drainage located in right-of-way shall be min. of 8" PVC.
The plans now reflect a minimum of 8" PVC in the public right-of-way.

13. Show locations of private drainage clean-outs where change of direction is greater than 90 degrees.
Private drainage clean-outs are called for at approximate 100 foot intervals and all changes in direction as called for in Note #6 on the construction documents.

14. Provide locations of stabilized construction entrances to all disturbed site areas that access the public streets (Sheet Pc1) i.e.: add not to the plans.
Done.

Please call if you need additional information.

Sincerely,
HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.
Project Manager

TOWN OF ADDISON

PUBLIC WORKS DEPARTMENT (972) 450-2871

Post Office Box 144 Addison, Texas 75001 16801 Westgrove

January 26, 1998

Mr. David Meyers, P.E.
Huitt-Zollars, Inc.
3131 McKinney Ave., Suite 600
Dallas, Texas 75204

Re: Addison Circle Apartments Phase II Private Plans Review

Dear David:

The Public Works Department has reviewed the plans for the referenced project and has the following comments:

1. Complete sheet HC1.

2. Show typical clean-out detail as flush with finish grade (Sheet M1).

3. Change MTS to Addison Circle Access Ltd (Sheets M2, and M3).

4. Show embedment detail with 6" min. under pvc pipe (Sheet M1).

5. Note on plan sheets GR1 to GR6 that no private encroachments shall be allowed except as follows: 0' to 10' - none, 10' to 20' - one foot, 20' plus - eight foot unless specifically pre-approved. This includes all windows, doors, handrails, balconies, lights, gutters, etc.

6. The first rise to the first step from the right-of-way shall be no closer than one foot from the right-of-way where a handrail is required - to meet handrail requirements per A.D.A. This includes the Town homes on Morris Avenue.

7. Relocate stairs from visibility triangle at southwest corner of Morris Avenue and Mildred Place (Sheet GR2).

8. Show location of trash compactor pick-up for compactor located at southeast corner of Quorum Drive and Addison Circle Drive - Pick up shall be south of inlet (Sheet GR3).

9. Provide supplier and identify "Poly" pipe on plans - provide cut sheets (Sheet D1 to D14).

10. Provide proposed locations of all lay down curbs for compactor service.

11. Change curb line inlet to recess inlet at southwest corner of Dallas Parkway and Addison Circle Drive (Sheet GR6).

12. Note that all private drainage located in right-of-way shall be min. of 8" pvc.

13. Show locations of private drainage clean-outs where change of direction is greater than 90 degrees.

14. Provide locations of stabilized construction entrances to all disturbed site areas that access the public streets (Sheet PC1) ie: add note to the plans.

Should you have any questions please contact me or Bruce Ellis at 450-2871.

Sincerely,

Michael E. Murphy, P.E.
Assistant Director of Public Works

cc: Bruce Ellis

HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

January 28, 1998

Ms. Jeanne Hooker
Lone Star Gas
2095 N. Collins, Suite 101
Richardson, TX 75080

RE: Addison Circle Phase II
Town of Addison
HZI Project No. 01-1822-21

Dear Ms. Hooker:

We are in receipt of your sketch showing the routes for gas lines in this development. It is our understanding that you have hired E.L. Dalton to install the gas mains.

It is critical to the schedule of the construction that your contractor install the mains on M-2 South (Lewis Place) and M-2 North (Mildred Place) as soon as possible. The gas mains on the above mentioned streets is located under the concrete street pavement due to the limited space under the sidewalk. This was discussed in an on-site meeting on November 3, 1997. Post will begin liming and paving operations on these streets in the next couple of weeks.

Please have your contractor contact Mike Robbins with Post Apartment Homes, L.P. at 972-726-0347. Thank you for your assistance in this matter

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.

Cc: Mike Robbins, Post Apartment Homes, L.P.
Bryant Nail, Post Apartment Homes, L.P.
[redacted]

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HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

April 22, 1997

Ms. Jeanne Hooker
Lone Star Gas
2095 N. Collins, Suite 101
Richardson, TX 75080

RE: Addison Circle Phase II
Quorum Drive and Mildred Street (to be renamed Addison Circle)
Town of Addison
HZI Project No. 01-1822-21

Dear Ms. Hooker:

The Town of Addison has hired Huitt-Zollars, Inc. for the engineering design of the public infrastructure for Addison Circle Phase II, a multi-family residential and retail development located near the intersection of Quorum Drive and Mildred Street (soon to be renamed Addison Circle). Back in November we sent schematic drawings showing preliminary layouts of paving, drainage, water and wastewater, electrical duct bank and typical utility sections. Enclosed please find updated site plan drawings showing the latest layouts of paving and utilities along Dallas Parkway and the DART right-of-way adjacent to the proposed development.

After working through Phase I together, we have a good understanding of your existing facilities, however, we need to verify the location of proposed Phase I facilities with as-built plans if they are available. In addition, we want to understand what your needs will be for Phase II within the public right-of-way. Please review the proposed development and indicate where proposed facilities will be desired. We would be glad to meet and discuss your facilities in person at your convenience.

Thank you for your assistance in this matter and please feel free to call if you have any questions.

Sincerely,

HUITT-ZOLLARS, INC.

David E Meyers

David E. Meyers, P.E.

Enclosures: Site plan drawings
Mapsco 4Z

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HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

November 22, 1996

Ms. Jeanne Hooker
Lone Star Gas
2095 N. Collins, Suite 101
Richardson, TX 75080

RE: Addison Circle Phase II
Quorum Drive and Mildred Street (to be renamed Addison Circle)
Town of Addison
HZI Project No. 01-1822-21

Dear Ms. Hooker:

The Town of Addison has hired Huitt-Zollars, Inc. for the engineering design of the public infrastructure for Addison Circle Phase II, a multi-family residential and retail development located near the intersection of Quorum Drive and Mildred Street (soon to be renamed Addison Circle). Enclosed please find Mapsco 4Z and schematic drawings showing preliminary layouts of paving, drainage, water and wastewater, electrical duct bank and typical utility sections.

After working through Phase I together, we have a good understanding of your existing facilities, however, we need to verify the location of proposed Phase I facilities with as-built plans if they are available. In addition, we want to understand what your needs will be for Phase II within the public right-of-way. Please mark the locations of proposed lines for Phase II on the attached drawings. We would be happy to meet and discuss your facilities in person at your convenience.

Thank you for your assistance in this matter and please feel free to call if you have any questions.

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.

Attachment: Schematic Plans
Mapsco 4Z

G:\PROJ\01182221\LSG.LTR

HUITT-ZOLLARS

Dallas • Fort Worth • Houston • El Paso • Phoenix • Tustin • Ontario • Albuquerque

FACSIMILE TRANSMITTAL

Date: 5/31/98 Fax No.: Sam Robbins

H-Z Proj. No. 012013A No. of Pages: 5 (Including Cover Sheet)

TO: Mike Murphy 972-450-2837
Mike Robbins 972-806-6695

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

RE: Addison Circle II

Spectrum Drive Esplanade
Proposed Revisions

FROM: David Meyer

SENT BY: _____ TIME: _____ DATE: _____

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

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0757

HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

March 31, 1998

Mr. Michael E. Murphy, P.E.
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

RE: Addison Circle Phase II Public Infrastructure
HZI Project No. 01-2013-10

Dear Mr. Murphy:

Enclosed please find a schematic drawing illustrating the proposed revision to the current design for the Spectrum Drive esplanade area. It has been the intent throughout the planning stages to have this section of pavement at the same, or at least appear to be at the same, level as the park to create a plaza effect. The city had many concerns about raising the pavement to the level of the park and a resolution was not reached prior to the job going out for bid. As a result the current design calls for a standard curb and gutter section.

We propose to revise the current design as follows:

- Transition from a 6" curb to a small valley gutter section which will slope 2" vertically in 2 horizontal feet from the gutter line on Spectrum Drive. This valley gutter section will occur between the curb returns at the Spectrum Drive and Addison Circle intersections.
- Slope the park at 2% to the valley gutter on the west side of Spectrum and at 2% away from the valley gutter on the east side of Spectrum.
- Add steel bollards on 10' centers 2' back from the gutter line of Spectrum Drive.

This will help to create a plaza effect without changing the profile grade of the roadway and will allow Spectrum Drive to function properly using stop sign control or signals if traffic warrants a signalized intersection in the future. The entire esplanade area will be brick pavement as currently shown on the design plans.

Another concern with a depressed curb section is the ability of the roadway to adequately drain. The largest drainage area in the valley gutter area is 0.04 acres which equates to a 100 year gutter flow of 0.31 cfs. The gutter flow capacity for this section of street keeping one dry lane open is 0.76 cfs. therefore, drainage will function properly if we construct the small valley gutter section described above and illustrated on the following sketch.

We hope this is an adequate compromise that will create the plaza effect that the designers and planners set out to achieve as well as addressing the safety concerns of public works. As you know this area is scheduled for paving soon, therefore we would appreciate you efforts in expediting the review of the proposed revisions.

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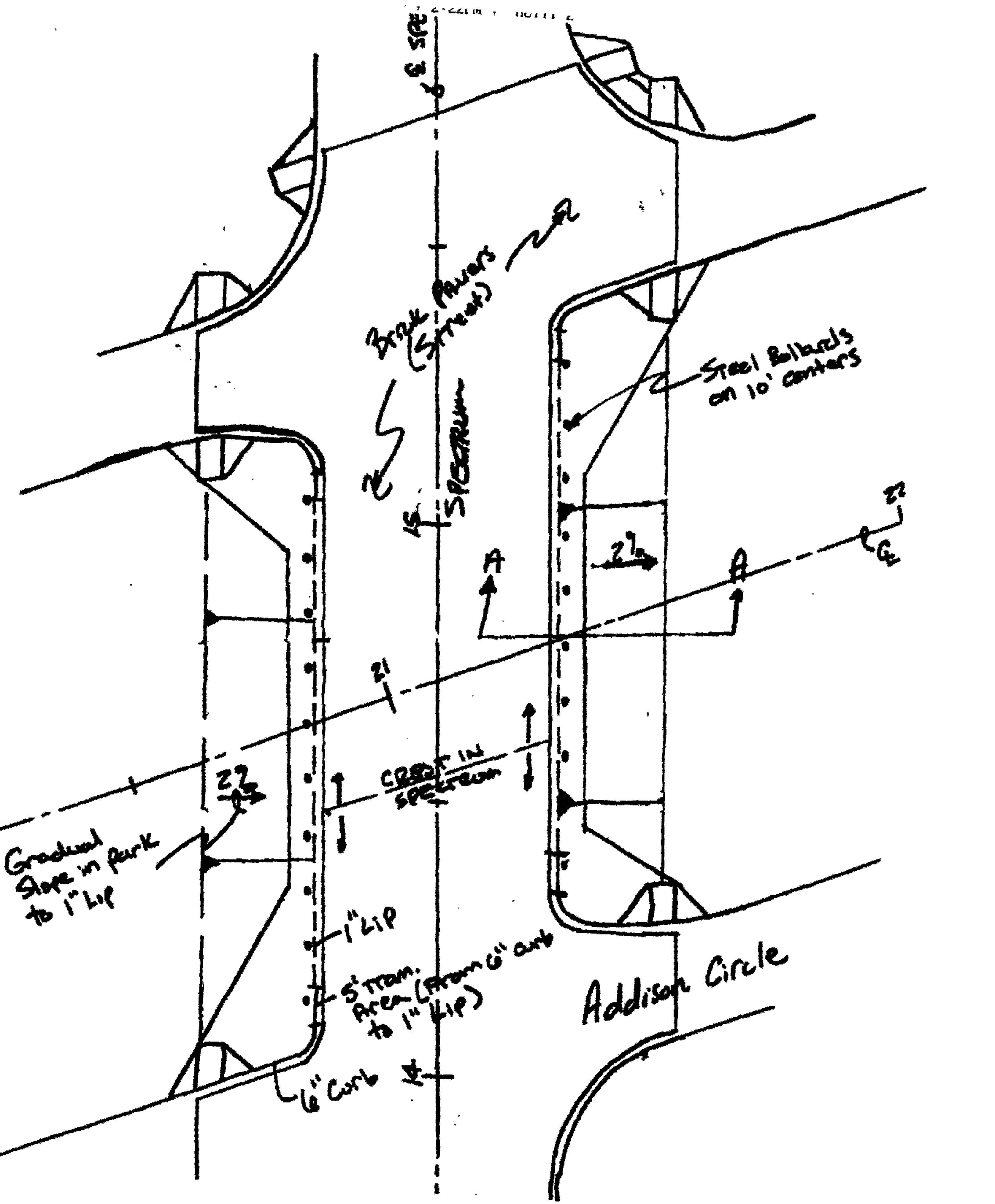
Please call if you have any questions or need additional information.

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers, P.E.

Cc: Mike Robbins – Post Apartment Homes, L.P.

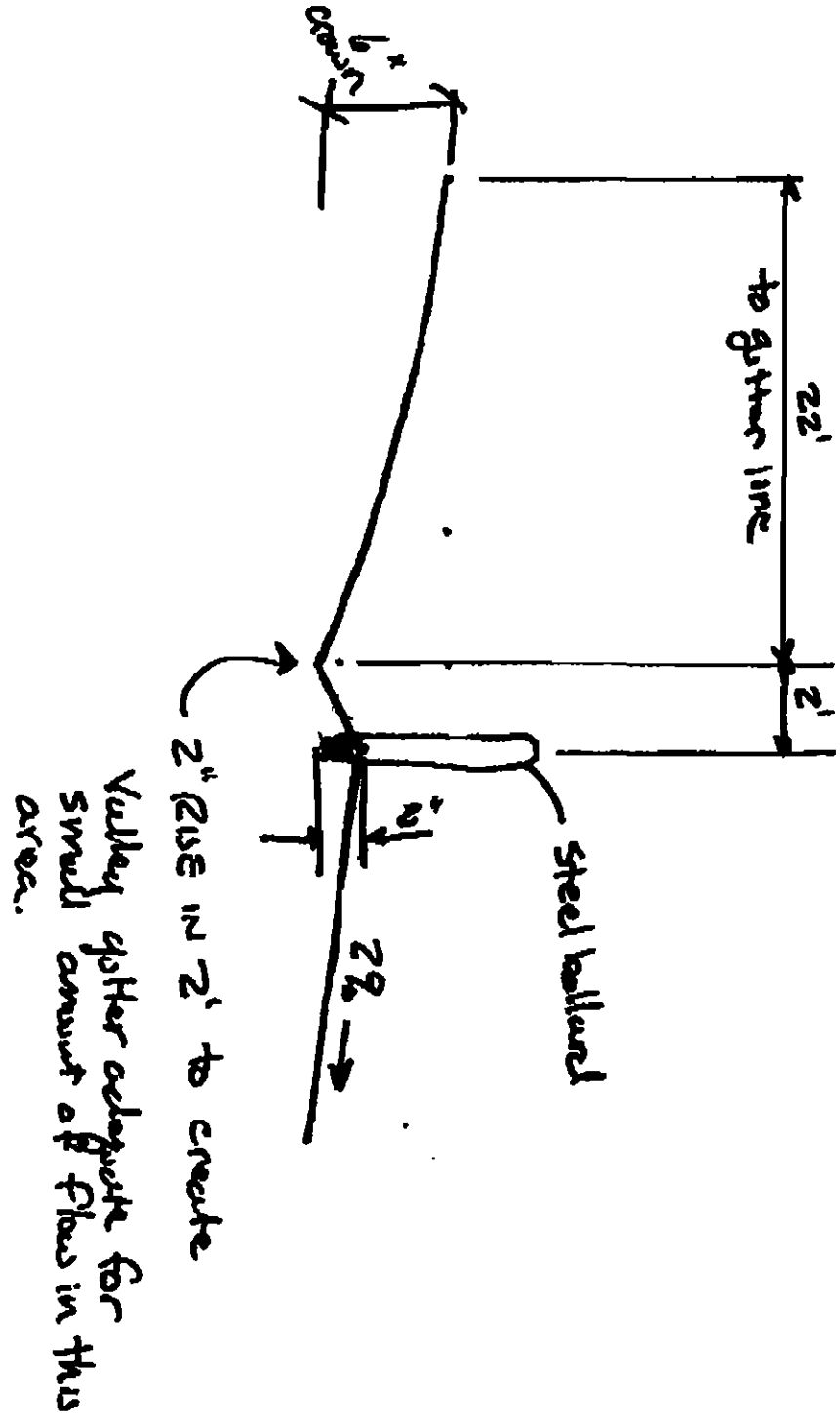


Brick Pavers (Street)
Steel Bollards on 10' centers
A
A
Crest in Spectrum
Gradual Slope in park to 1" Lip
1" Lip
5' Tran. Area (From 6" curb to 1" Lip)
6" Curb
Addison Circle

Project _____
Client _____
Task _____
_____

HUITT ZOLLARS
INCORPORATED

Job No. _____
By _____ Date _____
Chkd _____ Date _____
Sheet _____ of _____



HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

February 16, 1998

Mr. Michael E. Murphy, P.E.
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

RE: Addison Circle Phase II Public Infrastructure
HZI Project No. 01-2013-10

Dear Mr. Murphy:

As discussed and coordinated in an on-site meeting on February 6, 1998, the location of Lone Star Gas within the public right-of way is being revised as follows.

- **Quorum Drive:**
  34 feet east of centerline of street, under new parallel parking.
- **Addison Circle from Lewis to 240 feet east of Spectrum:**
  2 feet south of north curb on east bound lane.
- **Addison Circle from 240 feet east of Spectrum to Dallas Parkway:**
  16 feet south of centerline of street.
- **Morris Avenue:**
  8 feet north of centerline of street.
- **Mildred Place:**
  9 feet east of centerline of street.
- **Lewis Place:**
  9 feet west of centerline of street
- **McEntire Place:**
  4 feet south of centerline of street.

We have enclosed copies of the marked up revisions which are being used by Huitt-Zollars for construction staking. We will reissue sheets P3 and P4 from the construction set in the near future.

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

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.
Project Manager

Cc: Mike Robbins – Post Apartment Homes, L.P.

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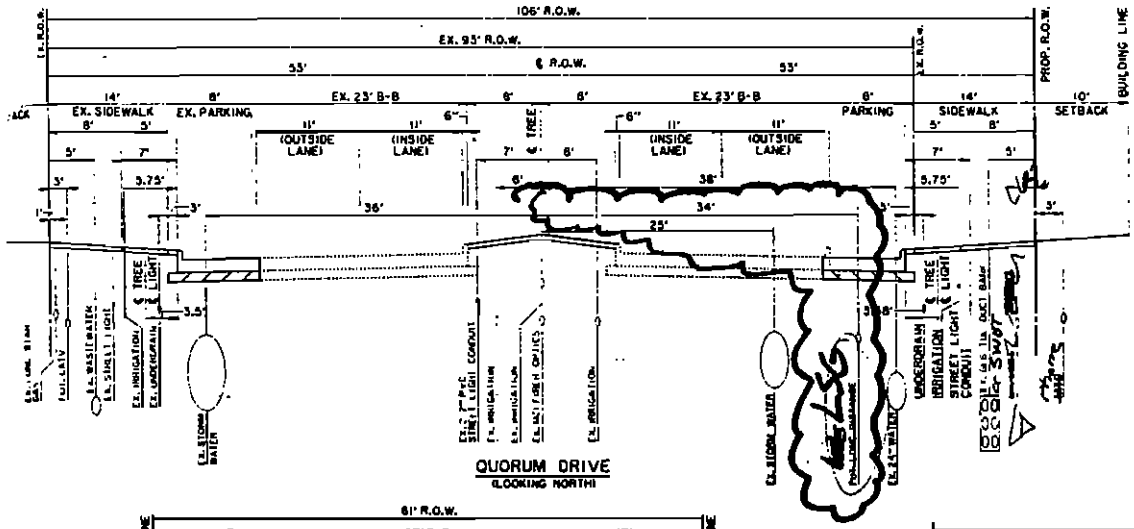
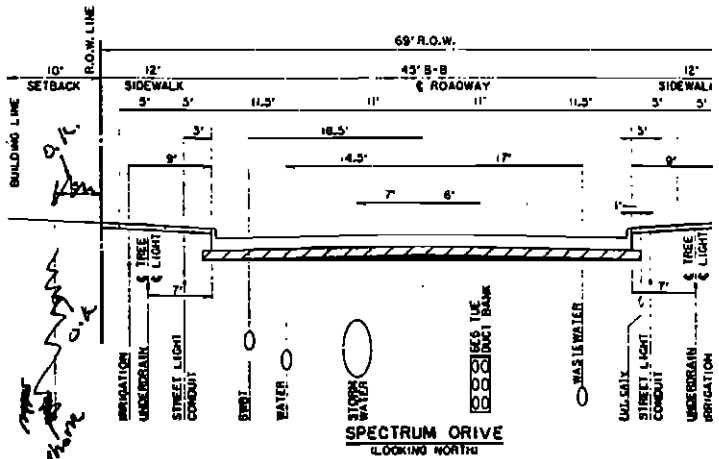
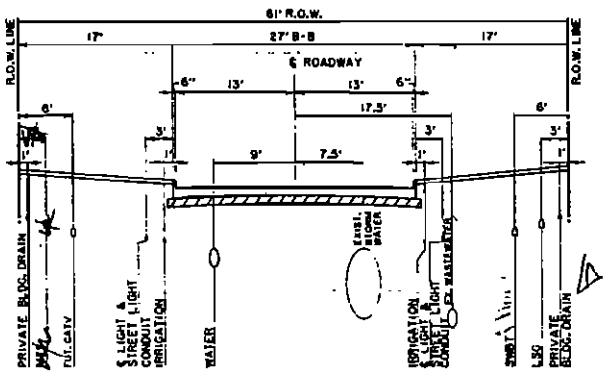
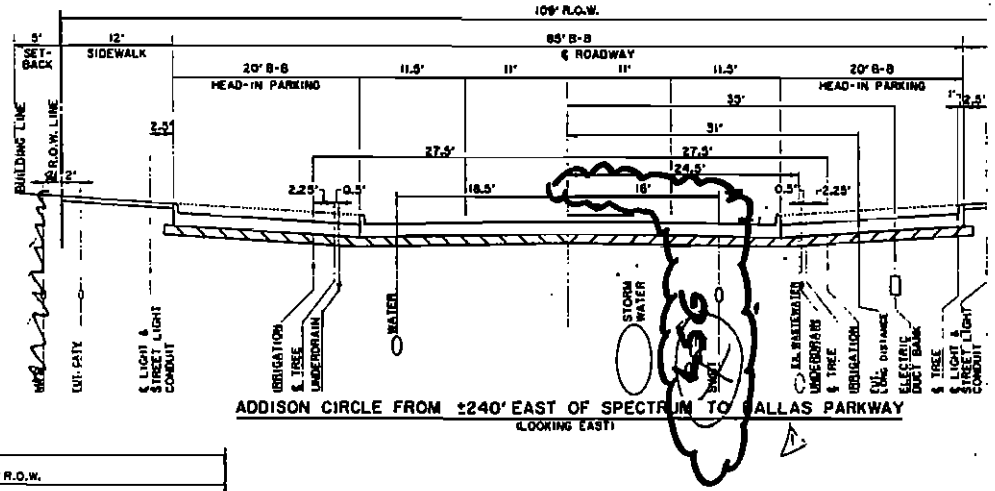
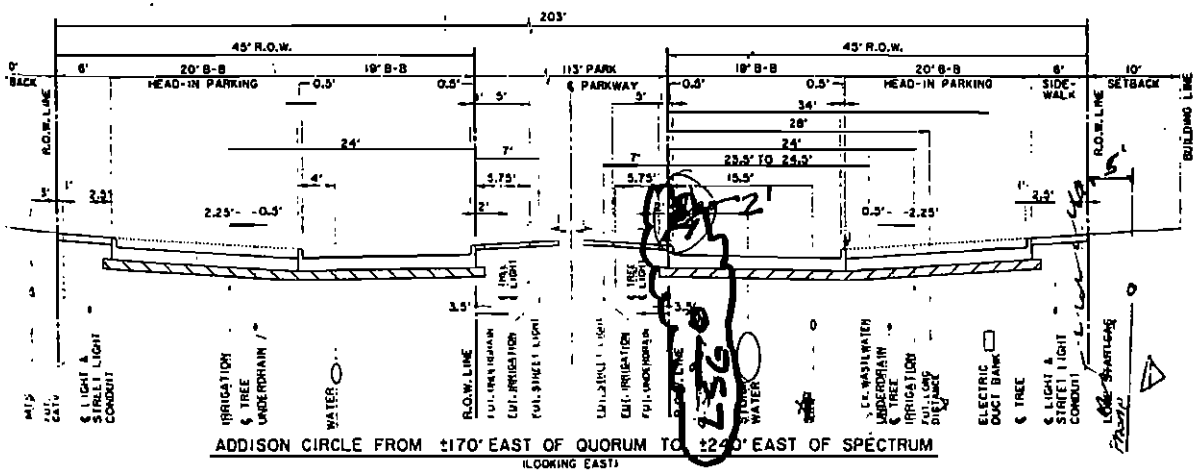










NOTE:

THE PRECISE FINAL LOCATIONS OF ALL UTILITIES ARE ESTABLISHED IN PLAN VIEW. LOCATIONS ON THIS PLAN ARE GIVEN AS A GUIDE AND TO INDICATE ALLOCATION OF SPACE.

DATE	DES
10/3/97	ISSUED FOR CONSTR
7/14/97	ISSUED FOR BID

RECOMMENDED

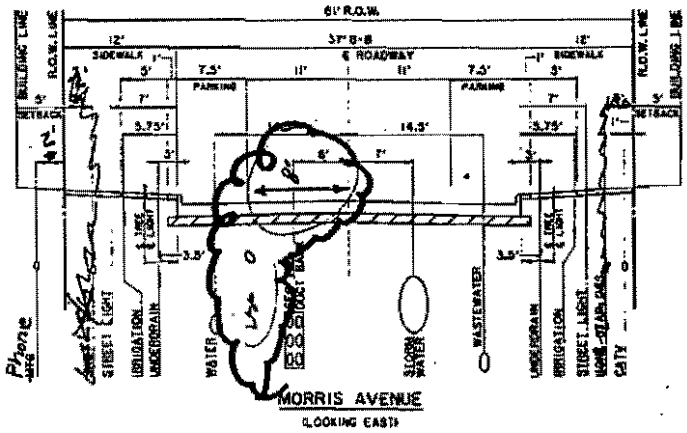
ADDISO

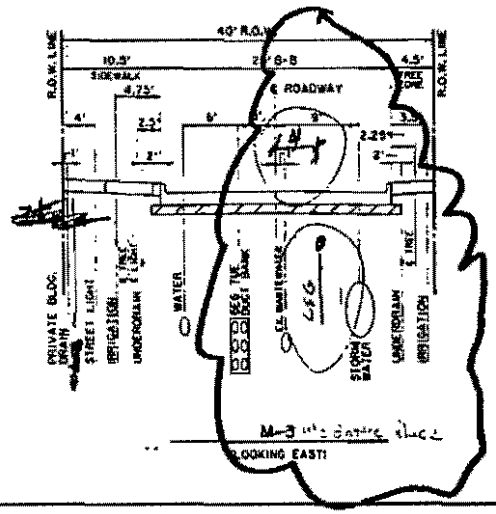
PHASE II PUBLI

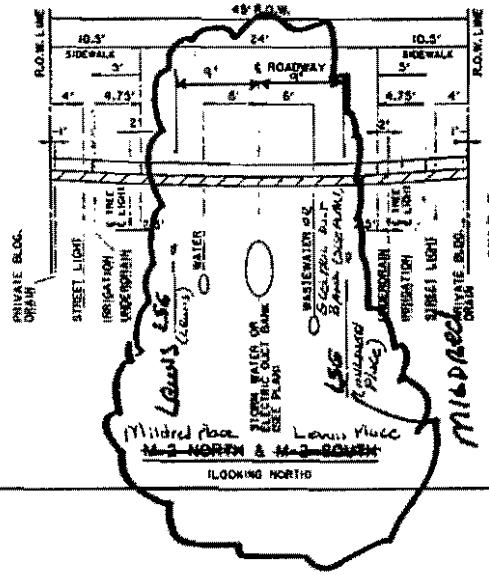
TOWN OF A

Hunt-Zeiters, INC.

DESIGN	DRAWN	APPR.	S
HZI	HZI	DEM	







NOTE:
PRIVATE COMMUNICATION AND ELECTRICAL LINES SHOULD NOT BE PLACED IN MEWS STREETS.

NOTE:
THE PRECISE FINAL LOCATIONS OF ALL UTILITIES ARE ESTABLISHED IN PLAN VIEW. LOCATIONS ON THIS PLAN ARE GIVEN AS A GUIDE AND TO INDICATE ALLOCATION OF SPACE.

DATE	DESCRIPTION
10/3/97	ISSUED FOR CONSTRUCTION
7/14/97	ISSUED FOR BID

RECOMMENDED UTILITY LOCATIONS

ADDISON CIRCLE

PHASE II PUBLIC INFRASTRUCTURE

TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	APPR.	SCALE	DATE	PROJECT NO.	NO.
MZI	MZI	DEN	N.T.S.	OCT. 97	01-1822-21	P4

RECEIVED MAY 2 1 1998

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

MEMORANDUM

DATE: May 21, 1998

RE: Addison Circle Phase II
HZ Proj. No. 01-2013-10

FROM: David Meyers, Huitt-Zollars, Inc. DM

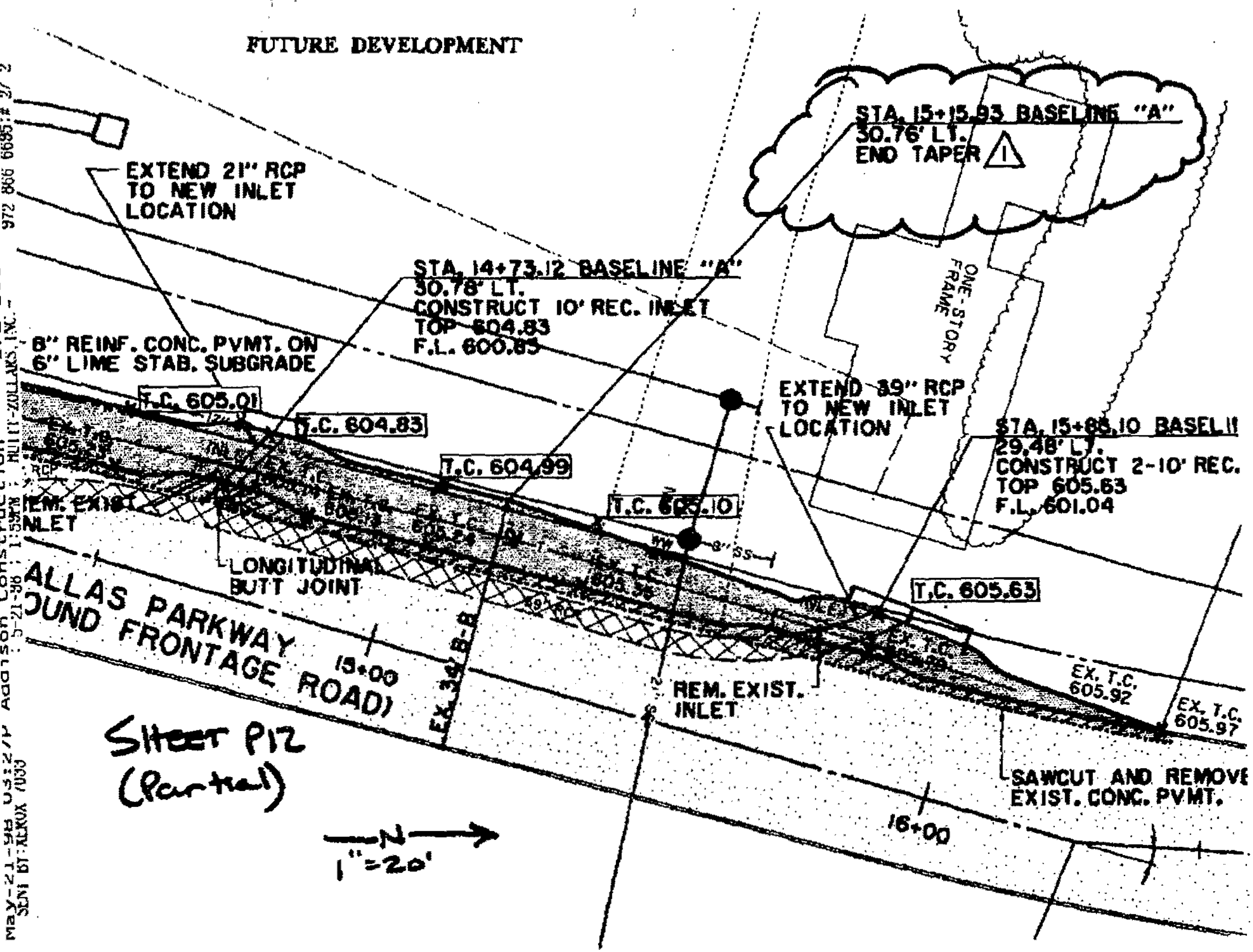
TO: Mike Robbins, Post Properties **Fax: 972-866-6695**

I was informed yesterday that the Town of Addison wants to have 2 feet from the edge of the manhole to back of curb at the City of Dallas metering location near the Tollway service road. The revised taper, stations and offsets are noted on the following drawing (Sheet P12). The inlet bottoms will remain as poured which results in a slightly larger throat for the inlet. Please forward this information to Bowman and the Town of Addison.

Please call if you need additional information.

RECEIVED MAY 2 1 1998

May-21-98 05:27P Addison Construction 972 866 6693
SENT BY: XEROX 7030 ; 5-21-98 ; 1:59PM ; HUITT-ZOLLARS, INC.→ 972 866 6695;# 2/2



HUITT-ZOLLARS

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

February 2, 1998

Ms. Carmen Moran
Director of Planning and Community Development
Town of Addison
5300 Beltline Road
P.O. Box 144
Addison, Texas 75001

RE: Addison Circle Modern Round-about
H-Z Proj. No. 01-2013-02

Dear Carmen,

We have reviewed the grading study cross-section of the rond-point (round-about) art piece dated January 26, 1998 sent to you by MVVA, Inc., a copy of which is attached hereto. The section indicates an 18-inch high "curb" or landscape wall encircling the art piece eight feet behind the existing 12-inch high vehicular curb on the inside circle of the round-about. As the engineering firm responsible for the design of the round-about, you have asked us to comment on the potential impact of this wall relative to traffic safety.

There are two potential issues with the introduction of this wall: the ability to see over it and the possibility of a vehicle striking it.

The generally accepted convention in urban traffic safety is that objects within a visibility zone should be no higher than 30 inches, usually measured above the adjacent curb. The recommended visibility zone for this round-about is 32 feet inside the inner curb. The wall is only eight feet inside the curb and is therefore within the zone. Since the wall is in addition to the existing 12-inch curb, their combined height is 24 inches above a normal 6-inch curb. There will also be a cross-slope of one to two inches within their 8 foot separation. Therefore, as long as no landscaping other than closely clipped groundcover is planted atop the wall, it will be under the 30-inch threshold and should not present a visibility obstruction. (I note, however, that the proposed grading near the base of the art piece, which raises the ground elevation relative to the curb, does occur within the 32-foot visibility zone. This may not be a problem because of the cross-fall on the circle, but some additional review may is warranted.)

The implied purpose of the wall is as a barrier to deter vehicles from striking the art piece in the center of the round-about. This presents a complex set of issues because the wall is itself a fixed object that, like a bridge parapet adjacent to a highway, might dictate the need for another mechanism to protect motorists from striking it. "Barrier warrants are based on the premise that a traffic barrier should be installed only if it reduces the severity of potential accidents. That is, if the consequences of a vehicle striking a fixed object or running off the road are believed to be

more serious than hitting a traffic barrier, the barrier is considered warranted." (See attached excerpt from *Roadside Design Guide*).

This brings about a highly subjective judgement. I do not know enough about the art piece to say, in a definite way, that the consequences of a vehicle striking it would be greater than striking the wall. They would certainly be more costly because repairing the art piece will be more costly than repairing the wall. However, we cannot put a price on human life and striking either object could result in a traffic fatality. The question really becomes whether either object is likely to be stricken such that a fatality might result. The greatest likelihood of a fatality is in a head-on collision.

The art piece is a series of vertical objects arranged such that a direct impact with any of the individual elements would be possible from a variety of directions. The wall, on the other hand, must be hit by a vehicle traveling radial to the circle in order for a direct impact to occur. Given the geometry of the roundabout, especially on its approach legs, it is apparent that a radial impact would be very unlikely. Vehicles are directed tangentially around the circle by the curbs in the approach and the likely collision with the wall is therefore also tangential. This is most likely to occur when a vehicle entering the circle fails to yield and forces a vehicle already in the circle into the central island. However, if the wall were not there, a vehicle forced into the central island could strike one of the vertical elements of the art piece, radial to that element, in a direct impact. This is not to say that someone couldn't come flying down Quorum Drive at 100 mph and jump all curbs for a direct hit on either the wall or the art-piece. It could happen, but is far less likely than the other scenario and much too extreme a basis for a reasonable design.

In conclusion, the art piece and the wall are both barriers that, if struck by a vehicle under certain circumstances, could contribute to a traffic fatality. The art piece is to be placed in such a manner that it is set back significantly from the roadway in the center of the island. The round-about is designed to direct vehicles tangentially around the center island at slow speeds. Due to the basic design of the round-about and the presence of the 12-inch curb, the likelihood of striking the wall head on is negligible. The addition of the wall does, however, reduce the likelihood of striking a portion of the art-piece head-on. Therefore, it is our opinion that the addition of the wall does not present a safety hazard, and in fact, may make the round-about more safe under certain circumstances.

Please let me know if we can be of any further assistance in this matter.

Sincerely,

HUITT-ZOLLARS, INC.

STATE OF TEXAS
ANDREW C. OAKLEY
55860
REGISTERED
PROFESSIONAL ENGINEER
8/21/98

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

Cc: John Baumgartner, Town of Addison

CHAPTER 10: ROADSIDE SAFETY IN URBAN AND/OR RESTRICTED ENVIRONMENTS

10.0 OVERVIEW

Generally, the principals and guidelines for roadside design presented in all of the previous chapters of this Guide discuss many roadside safety considerations for rural highways, where vehicle speeds are on the high side (that is, approaching 80 km/h, and greater) and the highway is operating under free-flow conditions. This chapter is intended to present the designer with considerations to help enhance safety in urban and urban-like areas and restricted or special situations. When discussed in this chapter, "urban" and "urban-like" refer to highways or streets where the following type conditions may be found: lower speeds; dense abutting development; limited right-of-way; closely spaced intersections and access to properties; high traffic volumes; and the presence of special users including mass-transit vehicles, delivery trucks, bicycles, and pedestrians. These and other factors influence the design and operation of highways in these areas. Restricted environments are sections or segments along roads and streets where there is limited right-of-way, where pedestrians are present in close proximity to the street, and where there is the presence of facilities needing special consideration — such as playgrounds or schools, and/or varying vehicle speeds and volumes. These restricted areas are not limited to urban environments, as they may also be found in rural and suburban settings.

Often there is no clear demarcation between rural and urban conditions. The transition area between the two has been referred to as "suburban." This is the stretch of roadway where traffic is leaving a rural type setting and entering an urban type setting. It is the vicinity where travel speeds are reducing but in many cases tend to remain on the high side, where abutting property access points and intersections are becoming more frequent, and where bicycle and pedestrian activity are on the increase. Of course, when leaving the urban-like area, these conditions would be diminishing and operating speeds would generally be on the increase.

While not so much the case in rural areas, the areas immediately bordering urban roads and streets are likely places for pedestrian activities, along with close utility locations and landscaping. Roadside safety for **both** the motorists and pedestrians needs to be kept in mind. Protection for pedestrians from possible errant vehicles may be prudent. There may be situations whereby the design should include some sort of fencing or barrier to help keep pedestrians or objects from entering onto the roadway or street.

It is mentioned under Section 2.1.2, the highway engineer has a significant degree of control over roadside geometry and appurtenances. This statement is more correct for rural conditions, and especially so for new rural highways. However, in many urban type or restricted conditions, the roadside environment (houses, businesses, trees, utility poles, signals, walkways, etc.) is already established to a high degree, and thus, the designer has the challenge of providing roadside safety given the many pre-existing constraints.

In the usual case, existing road and street traffic volumes increase with the passage of time. This results in decisions regarding additional lanes to provide additional roadway capacity. Designers must be cognizant that this will increase the potential for vehicle interaction with pedestrians and bicyclists, etc., that are using the space immediately adjacent to the roadway facility. Appropriate measures should be considered to provide a desirable (maximum) level of safety. A safe, efficient, and economical design is the goal.

The various features (for example: benches, trash receptacles, bike racks, utility supports, etc.) that are

associated with the urban roadsides, that accommodate pedestrians and bicyclists, may be undesirable from the errant motorist's point of view. Ideally, appurtenances should not be located where they can be hit by an errant vehicle. In cases where they are, they should be of a yielding nature in order to minimize damage to the striking vehicle and its occupants. It is not recommended that traditional breakaway/frangible devices be used where they are likely to fall on or become projectiles which could strike pedestrians in the area. All situations need individual analysis to determine the appropriate treatment, based on the relative risks to motorists and pedestrians/bicyclists.

10.1 NEED FOR INDIVIDUAL STUDY OF SITES

The clear roadside concept is still the goal of the designer; however, this is often not attainable and compromises may be necessary. The design options for treatment of fixed objects should be considered in each case; they are:

- Remove the obstacle or redesign it so it can be safely traversed.
- Relocate the obstacle to a point where it is less likely to be struck.
- Reduce impact severity by using an appropriate breakaway device.
- Redirect a vehicle by shielding the obstacle with a longitudinal traffic barrier and/or impact attenuator.
- Delineate the obstacle if the above alternatives are not appropriate.

Engineering judgement will play an important part in the determination of improvements which can reasonably be made within the constraints of the urban roadside. To a greater extent than when designing for roadside safety for high-speed rural highways, each site in a restricted road environment should be individually studied. Since the conditions and concerns may vary greatly from site to site, using standard approaches may not be the most effective process. Designers should consider many alternatives to achieve a safe and balanced design. A key consideration is the presence or absence of other close-proximity objects, and the repetitive nature of such. A very important consideration is the driver's awareness of such constraints. In other words, how does the road environment "look" to the driver? It can be assumed that when drivers "feel" they have entered a more restrictive environment, they match it with a corresponding reduction in operating speed and/or increased attention to the driving task. A similar analysis should consider the perception of risk from the viewpoint of the adjacent pedestrians and bicycle users. The designer needs to look for design methods/techniques that can help "protect" against and minimize the risks. Maintenance considerations must be addressed for whatever action is to be implemented.

10.2 DESIGN SPEED FOR ROADSIDE FEATURES IN URBAN AND RESTRICTED AREAS

The selection of a design speed for safety appurtenances and other roadside features on some urban and suburban roads and streets may differ from high-speed rural highways. It has been observed that, in general, on roadways where the design speed is 110 km/h and greater, the average vehicle operating speeds were less than the design speed. However, on low-speed roadways (design speed 70 km/h or less), the average operating speeds were greater than the design speed. Further, AASHTO's *A Policy on Geometric Design of Highways and Streets* states, "A design that satisfies the requirements for average running speed at low volume is adequate for traffic using the highway when the volumes are higher and the speeds are lower. ... For this reason low-volume conditions control certain highway elements, such as lane and shoulder widths, treatment of intersection curves, and speed-change lanes." This same rationale holds true for the design of safety appurtenances and features for urban/suburban roads and streets.

On urban and suburban roads, operating speeds have greater variation by time of day than rural roads. During free-flow conditions, and especially during late night periods, speeds are much higher than during the heavy traffic flow periods, often even beyond the speed limit. With higher speeds come more severe accidents, as indicated by the data shown in Table 10-1. During the lower volume and higher speed period of 7 p.m. to 7 a.m., there is a greater percentage of injury and fatal accidents than during the other half of the day. While other factors may contribute to this higher percentage, higher speeds and greater speed variance under free-flow conditions is likely to be a significant contributing factor. Consequently, roadside features should be designed for the higher operating speeds that occur during free-flow conditions. This may mean that the design speed for roadside features may be higher than for the roadway proper. A speed study may be appropriate to determine the speed to be used for roadside design at locations where these conditions apply.

TABLE 10.1 Percentage of Single Vehicle Run-off Road Accidents by Severity and Time Period for Urban Principal and Minor Arterials in Illinois

Time Period	Property Damage Only Accidents	Possible Injury and Non-incapacitating Injury Accidents	Incapacitating Injury and Fatal Accidents	Total
7 p.m. - 7 a.m.	34.6	13.6	6.8	55.0
7 a.m. - 7 p.m.	32.3	8.8	3.9	45.0
				100.0

10.3 ROADSIDE BARRIERS IN URBAN AND RESTRICTED AREAS

A roadside barrier is a longitudinal barrier used to shield motorists from natural or synthetic obstacles located along either side of a roadway. The primary purpose of all roadside barriers is to prevent a vehicle from leaving the roadway and striking a fixed object or roadside feature that is considered more objectionable than the barrier itself. This is accomplished by containing and redirecting the impacting vehicle. In urban settings, barriers are often used to separate bystanders, pedestrians, and bicyclists from vehicular traffic.

Refer to Chapter 5 for a discussion of performance, structural, and safety characteristics of standard roadside barriers.

An untreated end of a roadside barrier is not desirable since if hit it may penetrate the passenger compartment or stop the vehicle too abruptly. A crashworthy end treatment is therefore considered essential if the barrier terminates within the clear zone or in an area where it is likely to be hit head-on by an errant motorist. The selection of the proper treatment should be in accord with the proposed test levels, warrants, and availability of maintenance. To be crashworthy, the end treatment should not spear, vault, or roll a vehicle for head-on or angled impacts.

Street intersections and driveways complicate the selection and use of end treatments. A major factor in selecting and locating end treatments is obtaining the necessary corner sight distance at these locations. A subjective analysis of the installation site should be done to determine the likelihood and consequences of a vehicle striking an unprotected barrier end versus the need to achieve acceptable corner sight distance.

Aesthetic concerns are not usually a significant factor in the selection of a roadside barrier except in environmentally sensitive locations such as recreational areas, parks, or some urban environments. In these instances, a natural-looking barrier that blends in with its surroundings is often selected. It is important that the systems used be crashworthy as well as visually acceptable to the highway agency.

Having decided that a roadside barrier is warranted at a given location and having selected the type of barrier to be used, the designer must specify the exact layout required. The major factors that must be considered include the following:

- Lateral offset from the edge of pavement and deflection distance of the barrier
- Terrain effects
- Flare rate
- Length of need
- Corner sight distance

Generally, a roadside barrier should be placed as far from the traveled way as conditions permit. Such placement gives an errant motorist the best chance of regaining control of the vehicle without striking the barrier. It also provides better sight distance, particularly at nearby intersections.

It is desirable that a uniform clearance be provided between traffic and roadside features such as bridge railings, retaining walls, roadside barriers, utility poles, and trees, particularly in urban areas where there is a preponderance of these elements. The placement of roadside barriers is covered in Chapter 5.

10.3.1 Barrier Warrants

Barrier warrants are based on the premise that a traffic barrier should be installed only if it reduces the severity of potential accidents. It is important to note that the probability or frequency of run-off-the-road accidents is not directly related to the severity of potential accidents.

Typically, barrier warrants have been based on a subjective analysis of certain roadside elements or conditions. If the consequences of a vehicle striking a fixed object or running off the road are believed to be more serious than hitting a traffic barrier, then the barrier is considered warranted. While this approach can be used often, there are instances where it is not immediately obvious whether the barrier or the unshielded condition presents the greater

risk. Appendix A presents an analysis procedure that can be used to compare several alternative safety treatments and provides guidance to the designer.

Highway conditions that warrant shielding by a roadside barrier can be placed in one of two basic categories: embankments or roadside obstacles. Warrants for the first category are found in previous chapters. Low profile barriers (600 mm high) for speeds 70 km/h or less have been developed. They shield without obstructing visibility. The presence of pedestrians or other "bystanders" may justify protection from errant vehicular traffic.

10.3.2 Barriers to Protect Adjacent Land Use

In urban and suburban areas, more consideration should be given to protecting innocent bystanders, who are using adjoining properties, from risks imposed upon them by errant vehicles. Schools, playgrounds, and parks located on the outside of sharp curves or across T-intersections are examples of where barrier systems may be appropriate. At these locations, the probability of a vehicle leaving the roadway and striking a person or persons in the area is greater than on tangent stretches of roadway.

Barriers intended to protect adjacent land use must prevent an errant vehicle from entering a specific area. A barrier that is not structurally adequate may be less desirable for the people it was intended to protect than having no barrier at all. Flying debris resulting from the impact of a vehicle into a deficient barrier can injure people in the area. Standard longitudinal barrier designs may need to be modified, depending on the community interests and the site conditions.

Consideration should also be given to installing a barrier to shield businesses and/or residences which are near the right-of-way, particularly at locations having a history of run-off-the-road accidents.

10.3.3 Warrants for Pedestrian and Bicyclist Barriers

Pedestrians and bicyclists are another area of concern to highway engineers. The most desirable solution to this problem is to separate them from vehicular traffic. Since this solution is not always practical, alternate means of protecting them is sometimes necessary. As in the case of bystander warrants, there are no objective criteria to draw on for pedestrian and bicyclist barrier warrants. On low-speed streets, a barrier curb will usually suffice to delineate/separate pedestrians and cyclists from vehicular traffic. However, at speeds significantly over 70 km/h, a vehicle may mount the curb at relatively flat approach angles. Hence, when sidewalks or bicycle paths are adjacent to the traveled way of high-speed facilities, some provision may need to be made for the safety of pedestrians and bicyclists. For additional information concerning bicycles, the reader is referred to AASHTO's *Guide for the Development of Bicycle Facilities.*

10.3.4 Pedestrian Restraint Systems

Accidents involving pedestrians account for almost one out of every five traffic fatalities. Pedestrian accidents in some cities have accounted for as many as one-half of the traffic fatalities.

A large percentage (almost 40 percent) of pedestrian deaths occur while crossing streets between intersections; the injury rate shows the same trend. A pedestrian barrier prevents these accidents. Fences or similar devices that separate pedestrian and vehicular traffic have been used successfully to channel pedestrians to safe crossing locations.

Median pedestrian barriers can significantly reduce the number of midblock crossings. Median barriers are frequently chain-link fences located along a median, which prevent pedestrians from crossing at non-intersection locations. They can be installed exclusively as pedestrian barriers or be incorporated with vehicle-separating median barriers.

Sidewalk barriers are located along or near the edge of a sidewalk to channel pedestrians to a crosswalk or grade-separated facility or to impede their crossing at undesirable locations.

Other barrier uses may be outside school entrances and playgrounds. Often it is advisable to contain pedestrians at public transportation stops in order to prevent pedestrians from encroaching onto the roadway.

Common construction materials include chain-link fencing, pipe and chain/cable, planters or other sidewalk furniture, and hedges. Planters are not recommended if they would be an additional fixed object in an otherwise clear zone. Planters are not recommended on narrow sidewalks, where they may impede pedestrian circulation.

Roadside pedestrian barriers are generally high chain-link fences located alongside a highway or freeway to prevent pedestrians from crossing the road. Pedestrian barriers should be crashworthy designs, for example, eliminating the top traverse pipe cross bracing for chain-link fence.

Useful guidance may be found in the latest version of the *Uniform Federal Accessibility Standards.* Additional guidance may also be found in the *British Standard Specification for Pedestrian Restraint Systems.*

10.4 MEDIAN BARRIERS IN URBAN AREAS

A median barrier is a longitudinal barrier most commonly used to separate opposing traffic on a divided highway. It

is also used along heavily traveled roadways to separate through traffic from local traffic or to separate special use lanes from other highway users. By definition, any longitudinal barrier placed on the left side of a divided roadway may be considered a median barrier. For median barriers on high-speed, controlled-access roadways which have relatively flat and traversable medians, refer to Chapter 6.

The use of standard highway median barriers on urban facilities with a design speed of 70 km/h or less with street intersections, regardless of access control, generally is not warranted. Alternate methods of separating opposing traffic are encouraged, such as the use of medians (in some cases raised medians). Flush medians are preferred over raised medians on highways with design speeds of 60 km/h or more. Raised medians can cause errant vehicles to vault.

10.5 BRIDGE RAILINGS

The local variables regarding the placement of urban guardrail, bridge railing, and other barriers become more challenging. The primary reasons are the need to match intersecting streets, provide access to properties, and to maintain access for pedestrians including the physically challenged.

As detailed in Chapter 7, appropriate bridge railings need to be selected by considering roadway design, traffic volumes, percent of heavy vehicles in the traffic stream, and the volume of pedestrian traffic. The performance requirements of bridge railings for urban areas are no different than any other highway system. However, bridges carrying low traffic volumes at greatly reduced speeds may not need bridge railings designed to the same standard as railings used on high-speed, high-volume facilities. The railing shall have adequate strength to prevent penetration by passenger vehicles while the transition rail section approaching the bridge should be considered with the same selection considerations discussed in previous sections. Transitions which meet performance levels one and two in accordance with NCHRP 350 are generally acceptable for cases with low roadway speeds. The bridge rail and transition section, nevertheless, must function effectively for the location and conditions selected. Standardization of urban bridge rail systems improves availability of replacement parts for maintenance departments.

Highway structures, regardless of location and traffic volume, normally warrant rigid railing. A rigid bridge railing requires an approach guardrail and the transition section. When a bridge also serves pedestrians, a barrier to shield them from vehicular traffic may be warranted. Placement of the bridge railing between traffic and the sidewalk affords maximum pedestrian protection. A pedestrian railing would then be needed at the outer edge of the bridge structure. The need for a bridge railing adjacent to the pedestrian walkway should be based upon the volume of traffic and the speed of the roadway traffic. Other considerations are the number of pedestrians crossing the bridge, the accident statistics (if available), and the conditions on either end of the structure. This type of treatment, on the other hand, may create a problem unless the bridge railing is terminated in an acceptable manner. Flaring the end section away from the roadway is often not practical because it would encroach upon the sidewalk, requiring the walkway to meander around the transition section and terminal unit.

In some instances, a crash cushion or metal beam barrier terminal can be used to an advantage; however, the presence of a raised curb may adversely affect the performance of this type of end treatment. In many low-speed situations, a concrete tapered end section parallel to the roadway may be the best compromise. The taper of the end section should be of sufficient length from the end of the bridge so that an impacting vehicle is ramped on and over the sloped end treatment before reaching the outside edge of the structure, yet not extend so far as to intrude on the sight distance of adjacent intersection streets just off the end of the bridge (Figure 7.1). Recommended minimum taper length is 6 meters, with 10 to 13 meters desirable.

Retrofitting existing bridge railings is a challenge. Typically bridges designed to AASHO Specifications prior to 1964 may have deficient railings (based on current criteria). If the adequacy of a railing appears questionable, further evaluation should be made to ensure the design meets the current specifications. In many older railing systems the presence of curbs defines the walkway between the driving lane and the bridge railing. This curb may cause an impacting vehicle to go over the railing or to strike it from an unstable position causing possible roll over.

While some retrofit designs may not bring a bridge railing not meeting current guidelines to full AASHTO standards, significant improvements can nevertheless be obtained. Chapter 7 outlines a number of retrofit concepts that can be adopted to different types of deficient railings. The metal post and beam retrofit functions well as a traffic barrier separating motor vehicles from pedestrians using an adjacent sidewalk crossing the bridge (Figure 7.9). In most cases, the metal post and beam system allows the existing bridge railing on a wide raised walkway to be used or converted to a pedestrian rail. A Self-Restoring Bridge Rail (SERB) retrofit provides containment of large vehicles where serious consideration for this condition is needed (Figure 7.11). Other retrofit means are also available and should be reviewed to determine its appropriateness for the conditions that exist.

(For guidance information concerning "overpass structures" on bridges, the reader is referred to AASHTO's *A Guide for Protective Screening of Overpass Structures.*)

10.6 CRASH CUSHIONS

Crash cushions are ideally suited for use at many urban locations when fixed objects cannot be removed, relocated, or made breakaway and cannot be adequately shielded by a longitudinal barrier. In urban situations, the increase in roadway maintenance mileage, the tight right-of-way constraints, and varying traffic flow conditions creates situations that limit available options for removing or relocating fixed objects. Use of crash cushions as opposed to longitudinal barriers become more appropriate to shield fixed objects, such as at exit ramp gores, ends of median barriers, bridge piers and abutments, to name only a few.

The availability of adequate width for the placement of crash cushions is often more restricted in urban areas, creating narrow placement areas. The options for selection of a crash cushion can be limited, due to the narrow site characteristics. However, a number of crash cushions and impact attenuation systems are available for narrow width conditions. The Hi-Dro Sandwich system can be ordered in a minimum width of 900 mm. The Hi-Dro Cell Clusters provide good low-speed attenuation at gore areas, bridge piers or abutments; and at traffic control devices that require narrow width systems. The Guard Rail Energy Absorbing Terminal (G-R-E-A-T) is provided in standard widths of 610 mm, 760 mm, and 910 mm. These systems and others as outlined in Chapter 8 should be reviewed to determine the effectiveness of the system for the proposed site location.

If crash cushions are located in areas accessible to pedestrians, vandalism can be a problem, particularly with Hi-Dro Sandwich or Hi-Dro Cell Cluster units, where damage to the individual tubes may go unnoticed without careful inspection. Curbs can also reduce the effectiveness of the crash cushion. Curbs should not be built where crash cushions are installed. Where necessary for drainage, an existing curb no higher than 100 mm could be considered acceptable and left in place, unless it has contributed to poor performance in the past.

Crash cushions are not intended to reduce accidents but rather lessen the severity of the impact. If a particular crash cushion is struck frequently it is important to determine why the collisions are occurring. Improved use of signs, pavement markings, delineation, reflectors or luminaires may help to reduce the number of occurrences.

10.7 CURBS

Curbed sections are generally restricted to speeds of 70 km/h or less on roadways in urban or highly developed areas. Some things that need to be considered are: delineation of the pavement edge, delineation of pedestrian walkways, control of access points, retention of water on the roadway, and vaulting of vehicles.

When a vehicle strikes a curb, the trajectory of that vehicle depends upon several variables: the size and suspension characteristics of the vehicle, its impact speed and angle, and the height and shape of the curb itself. Crash tests have shown that the use of guardrail with 150-mm curb where high-speed, high-angle impacts are likely should not be considered. Where curb is needed for drainage, the use of a curb no higher than 100 mm is satisfactory. On low-speed facilities, a vaulting potential still exists but, since the risk of such an occurrence is lessened, the use of 150-mm curb in combination with guardrail can be tolerated. Each situation should be considered individually taking into account anticipated speeds and consequences of vehicular penetration of the barrier.

The common practice in urban settings is to utilize curbs adjacent to the highway shoulders in order to provide separation of pedestrians from the traffic flow. In low-speed situations, a vertical face curb may provide marginal protection for pedestrians and acts to prevent the mingling of vehicular traffic flow and pedestrians. Curbs alone may not always be considered as adequate protection for pedestrians on adjacent sidewalks, or for shielding utility poles. In some cases, other measures may need to be considered. Realistically, a non-mountable curb has only limited redirectional capabilities, and only at low speeds.

The 0.5-m minimum clear zone behind a curb should always be exceeded if room permits. Designers should strive for a greater clear zone — one more appropriate for the off-peak operating speeds. At the higher speed end of the suburban area or high-speed urban facilities, consideration should be given for providing a shoulder and offsetting any curbing to the back of the shoulder. This shoulder can be eliminated, if necessary, further into the suburban area, where off-peak speeds are lower. The shoulders may be used to accommodate bicyclists and even pedestrians when sidewalks are not warranted.

Curb/barrier combinations should be crash tested if possible to quantify expected barrier performance under typical impact conditions, if extensive use of the combination is planned.

Section 3.4.1 provides additional guidance for the use of curbs.

10.8 DRAINAGE

Because speeds are generally lower, ditches are less of a safety problem to the errant motorist. Where practical, a closed drainage system should be considered. Curbs and drop inlets are common drainage elements in these cases.

Drainage inlets, grates, etc., should be placed flush with the ground surface and must be capable of supporting vehicle wheel loads; slots should be spaced and oriented so they will not be an obstacle to pedestrians or bicyclists.

Even though drainage ditches may be located outside the nominal clear zones in suburban areas, there may be a likelihood that errant vehicles which reach the ditch could strike parallel culvert ends at driveways or intersecting roads. Traversable designs should be considered at these locations. Section 3.4.3.2 provides information on traversable designs.

10.9 LANDSCAPING

Along most urban streets some type of landscaping exists. Trees, shrubs, lawns, decorative rock, and other materials are used to provide a pleasing setting for drivers, pedestrians, bicyclists, and abutting land owners.

The designer should always be consulted in the decisions regarding landscaping, particularly as they relate to sight distance and possible future lane needs. Considerations in design of landscaping include:

- The mature size of trees and shrubs, and how this will affect safety, visibility, and maintenance cost.
- Sufficient border area to accommodate the type of landscaping planned. If parking is allowed along the curb, will the landscaping allow access to parked vehicles?
- Design landscaping with possible future changes in roadway cross section in mind. For example, the addition of a second left-turn lane at major intersections by taking approximately 3 additional meters from the median island is becoming a normal practice. Landscaping in the affected area should be minimal or should not be included in the plan.

In general, in urban areas with lower travel speeds, large trees should be kept at least 2 to 3 meters from the edge of the traveled way, certainly outside of the clear zone.

Visibility restrictions resulting from landscaping are of principal concern to the designer. Points which must be considered include:

- Border area landscaping should allow full visibility at driveways for drivers and pedestrians.
- A clear vision space from 1 to 3 meters above grade is desirable along all streets and at all intersections. This allows drivers in cars, trucks, and buses to have good sight distance. Many cities have ordinances for sight restrictions at corners which incorporate this "clear space" idea.
- Landscaping very small islands should be avoided, to reduce maintenance needs.
- Large trees or rocks should not be used at decision points (e.g., gore areas, island noses) to "protect" poles and other appurtenances. Rather, each of the design options (in the order listed) stated in Section 10.1 should be considered to improve safety.

With respect to pedestrians, it is desirable to have a grass strip separating the sidewalk from the curb, thus further separating the pedestrian from vehicular traffic.

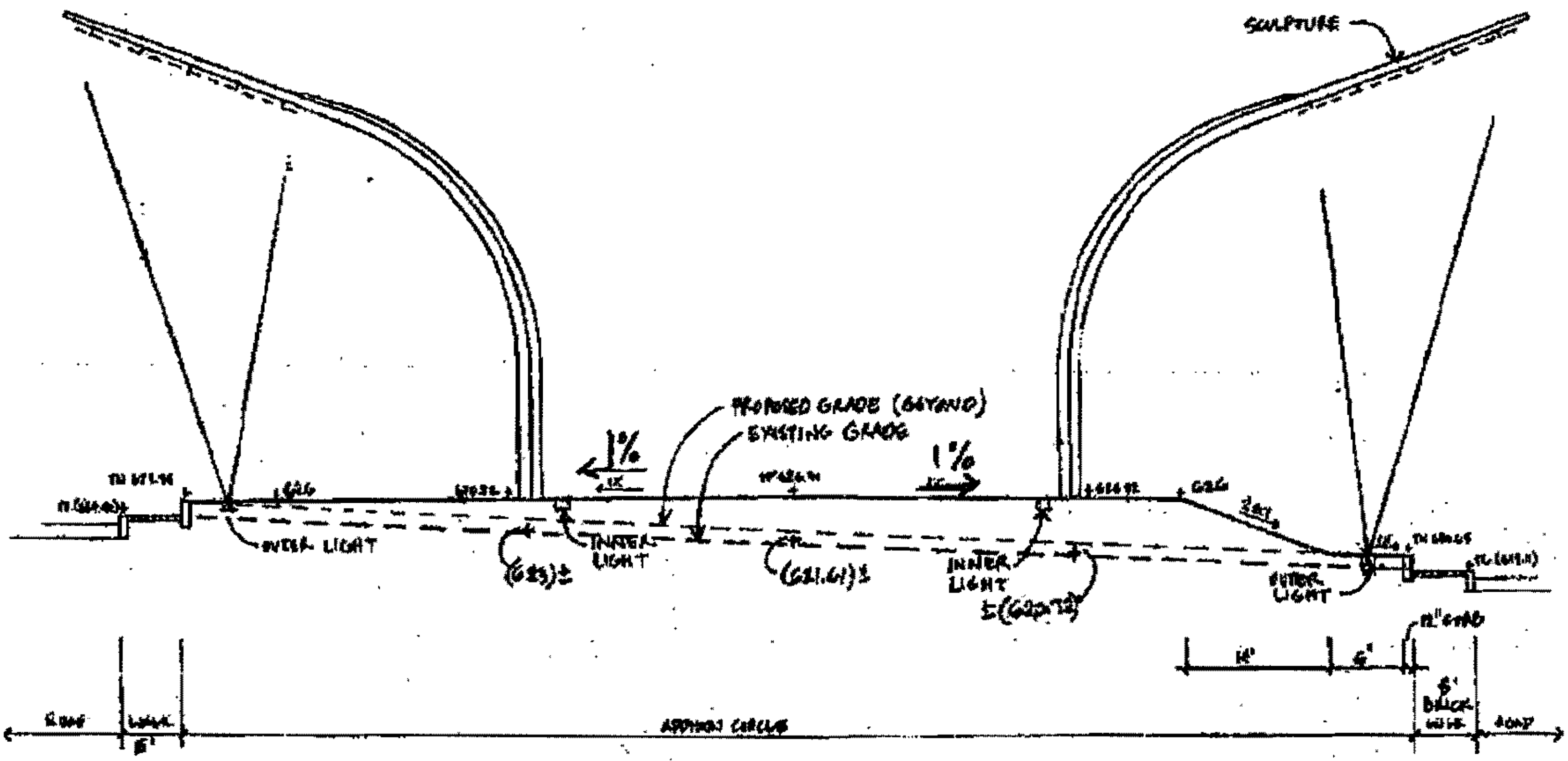
10.10 WORK ZONES

Construction work zones in urban areas have varying conditions of traffic control and work zone protection needs. Conditions can vary from low-speed, low-volume urban streets to highway construction zones in high-volume arterial and interstate locations. The type of traffic control under consideration needs to be reviewed for the site conditions, operating speeds, and traffic flows within the construction zone. The *Manual on Uniform Traffic Control Devices* (MUTCD) establishes the principles to be observed in traffic control, design, installation, and maintenance of traffic control devices in work zones.

Chapter 9 details a number of available traffic barriers and traffic control devices. Effective use and implementation of these barriers and devices in urban conditions remains extremely important and must be given full consideration on an individual project basis.

REFERENCE:

1. British Standards Institute. *British Standard Specification for Pedestrian Restraint Systems*. 2 Park Street, London W1A2BS, United Kingdom.



ADDISON CIRCLE ROND POINT
GRADING STUDY - SECTION
SCALE: 1/8" = 1'-0" MVVA, INC 26 JAN 98

HUITT-ZOLLARS

Dallas - Fort Worth - Houston - El Paso - Phoenix · Seattle – Tacoma - Tustin –Denver - Ontario - Albuquerque

FACSIMILE TRANSMITTAL

Date: 4/25/00 Fax No: 972-450-2837

H-Z :Proj. No.: 01-2599-01 No. of Pages: 5
(Including Cover Sheet)

TO: Mike Murphy

Town of Addison

URGENT	FOR YOUR REVIEW	PLEASE CALL UPON RECEIPT	ORIGINAL TO FOLLOW
___	___	___	___

NOTES/COMMENTS:

FROM: David E. Meyers, P.E.

SENT BY: Eunice TIME: DATE: 4/25/00

If you have any problems receiving this fax, please call us at (214)871-3311

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

Huitt-Zollars, Inc. / 3131 McKinney Avenue / Suite 600 / LB 105 / Dallas, Texas 75204-2489 / 214/871-3311 / FAX 214/871-0757

April 24, 2000

Mr. Tom Sterling
Texas Department of Licensing and Regulation
Architectural Barriers
P.O. Box 12157
Austin, TX 78711

Re: **Addison Circle Phase 2B**
Public Infrastructure
HZI Project No. 01-2599-01
TDLR Proj. No. EABPRJ99009188

Dear Mr. Sterling,

We are herewith transmitting a variance request in response to your review comments requiring accessible parallel parking on the public streets.

Enclosed please find a sketch illustrating the width of public right-of-way for this project. Given this width and district guidelines for this development, there is not sufficient space to provide the additional 6 feet required for a safe accessible parallel space. The streets in question are public residential streets adjacent to urban style multi-family apartment buildings. There is no public use or retail space in this development. Accessible spaces for the apartment buildings are being provided in a multi-level parking garage structure. The residential streets are no wider or narrower than a typical residential street in a neighborhood with the exception of the streetscape and sidewalk zone.

We believe that a variance is warranted in this condition given that no public use or retail space is adjacent to the residential streets in question.

Thank you for your consideration and please call if you have any questions.

Sincerely,

HUITT-ZOLLARS, INC.

David E. Meyers

David E. Meyers, P.E.
Associate

DEM/em

Cc: Cindy Harris – Post Properties
Mike Robbins – Post Properties
Mike Murphy – Town of Addison

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TEXAS DEPARTMENT OF LICENSING AND REGULATION
ARCHITECTURAL BARRIERS

APPLICATION FOR VARIANCE

In accordance with Rule 68.31, I hereby apply for a variance or waiver of a standard or specification required for compliance with the Architectural Barriers Act, Article 9102, T.C.S. as they apply to the facility described on the attached Project Registration Form on th grounds that literal compliance with the Department's regulations is impracticable in this case.

FORM MUST BE COMPLETED IN FULL *PLEASE PRINT OR TYPE*

1. Project Name
Addison Circle Phase 2B Public Infrastructure

Building/Facility Name
Addison Circle

Location/Address	City/Zip	Tel.
Morris Ave/Artist Way	Addison 75001	972-450-2878

2. Owner
Addison

Mailing Address	City/Zip	Tel.
P.O. Box 9010	Addison 75001	972-450-2878

3. Is building/facility being considered for a state lease? ___yes x no If yes, identify the state agency and include the name and address of the contact person:

Tel.

3a. Has bidding or award of contract occurred? x yes ___ no

4. Total square footage of building/facility _____ Per Floor _____

5. Check the work performed or to be performed:
x New Construction, _____ Addition, _____ Renovation, Modification, Alteration,
_____ Change in Occupancy

6. State the section of the Department of Licensing and Regulation, Texas Accessibility Standards for which a variance is being requested: (applications shall be submitted for each element/section)

Section #	Location & Description of Nonconforming Condition
4.6.2	Public residential streets (37'b-b) with permit parallel parking on both sides.

7. Is the building historically significant? If no, go to #8.
7a. If yes, identify designation and indicate date of listing:

7b. If you checked any of the above, you must provide a determination of effect letter from the Texas Historical Commission, 1511 N. Colorado St., Austin, Texas 78701.

8. State in detail the reasons why compliance wtih the standard is impracticable. Include the cost necessary to achieve compliance with the regulations. Use additional sheets if necessary.
There is not sufficient space to provide the parallel parking width as described 4.6.2 Fig 9(a) and meet the district mandated requirements for street trees and wide sidewalks. The additional width requested will not fit within the given public right-of-way. Striping the parking at its current width of 7 feet would create an unsafe condition for persons entering and exiting vehicles. (See enclosed sketch)

9. Is a building permit required for this work? ____yes __X__no. If no, go to # 13.
9a. Has a building permit been applied for? ____yes ____no.
9b. Has building permit been issued? ____yes ____no.
9c. If a building permit has been issued, what date was it issued? ____

10. State the estimated cost of construction as stated on the building permit. N/A

11. Have any other building permits been issued for this building within the past 24 months?
____yes __X__no.
11a. If yes, state the dates that permits were issued and the estimated cost of construction for each permit: ____

12. Has a certificate of occupancy been issued for the facility? ____yes __X__no.
If yes, state the date: ____

13. To the best of your knowledge, has a complaint ever been filed on this building relative to accessibility?
____yes __X__no. If yes, state circumstances: ____

13a. Was the complaint resolved? ____yes ____no.
Explain: ____

14. State the phase of design or construction of the facility as of the date of this application:
Construction of streets and utilities are complete. Sidewalk construction to begin May 8, 2000.

PLEASE NOTE: The Department shall decide your application based on information submitted. You should therefore include all relevant information with your application. Drawings and photographs are extremely important.

4/24/00
Date

David E. Meyers, P.E.
Name
Huitt-Zollars, Inc.
Company-Firm
3131 McKinney Ave. Suite 600
Address
Dallas TX 75204
City State Zip Code
David E. Meyers
Signature
214-871-3311
Telephone

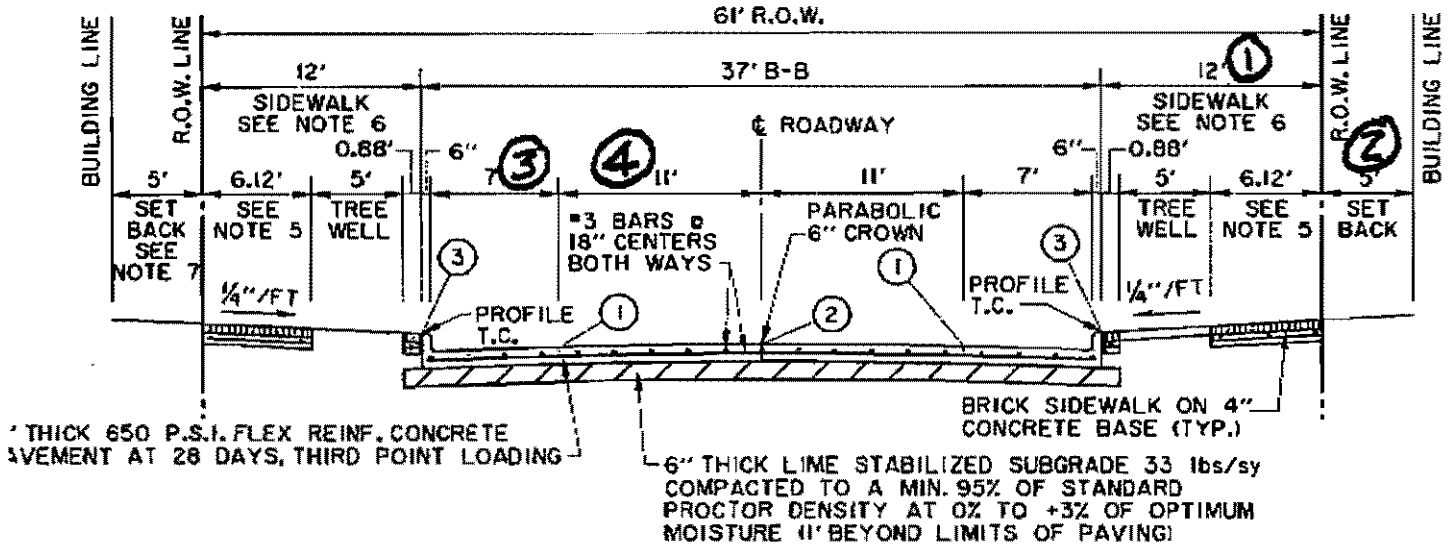
☐ Owner
☒ Agent

IMPORTANT

A $100.00 PAYMENT MUST ACCOMPANY EACH APPLICATION. MAKE CHECK PAYABLE TO THE TEXAS DEPT. OF LICENSING AND REGULATION AND MAIL TO TDLR, P.O. BOX 12157, AUSTIN, TX 78711. APPLICATIONS RECEIVED WITHOUT PAYMENT WILL NOT BE PROCESSED.

③ 7 foot parking zone

④ 11 foot driving lanes



2 LANES UNDIVIDED

MORRIS AVENUE, GOODMAN AVENUE & ARTIST WAY

(SEE PLAN VIEW FOR NECK-DOWN AREAS)

① - District mandated Street trees and Sidewalk Zone

② - District mandated bldg setback from public right-of-way.

Project Atkinson Grade

Client

Task

HUITT ZOLLARS INCORPORATED

Job No. 4-2599-01

By DSM Date 9/29/00

Chkd Date

Sheet of

TOWN OF ADDISON

PUBLIC WORKS DEPARTMENT (972) 450-2871

Post Office Box 144 Addison, Texas 75001 16801 Westgrove

February 5, 1998

Mr. David Meyers, P.E.
Huitt-Zollars, Inc.
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

Re: Addison Circle Phase II - Paving, Traffic Control Plan

Dear David:

The Town of Addison has reviewed the Traffic Control plan submitted by Bowman Construction Company, Inc. for Addison Circle Phase II - Paving.

This traffic control plan is "approved" based on compliance with the Town of Addison's Ordinance 085-094 regarding construction barricades.

Please contact me if you have any question.

Sincerely,

Michael E. Murphy, P.E.
Assistant Director of Public Works

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

HUITT-ZOLLARS

Dallas • Fort Worth • Houston • El Paso • Phoenix • Tustin • Ontario • Albuquerque

FACSIMILE TRANSMITTAL

Date: 2/3/98 Fax No.: 972-450-2837

H-Z Proj. No. 01 201310 No. of Pages: 3 (Including Cover Sheet)

TO: Bruce Ellis - 972-450-2837
Michael Murphy - 972-450-2837

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

Re: Addison Circle II

Traffic Control Plan for your approval.

FROM: David Meyers

SENT BY: _____ TIME: _____ DATE: _____

If you had any problems receiving this Facsimile Transmittal, please contact the individual listed above at (214) 871-3111. Thank you.

3131 McKinney Avenue, • Suite 600 • Dallas, Texas 75204-2489 • (214) 871-3311 • FAX (214) 871-0737

JIM BOWMAN CONSTRUCTION COMPANY, INC.

10209 Plano Road, Suite 101 ■ Dallas, Texas 75238 ■ (214) 349-2684

RECEIVED JAN 2 8 1998

Addison Circle - Phase II - Paving

Traffic Control Plan

General Barricade Layout For Temporary Curb Lane Closure
(During working hours only - 18 inches of pavement to by removed)

1. 2 Signs on median and behind curb - "Road Construction Ahead"
2. 2 Signs on median and behind curb - "Right Lane Closed Ahead" (or left)
3. 2 Signs on median and behind curb - "Right Lane Ends - Merge Left" (or vice-versa)
4. Vertical Panels (Alternating with light and without light) spaced at 30-ft intervals for 150 feet closing the curb lane.
5. Vertical Panels (alternating lights) at 50-ft or closer intervals along side of work area.

Work areas adjacent to each other will be closed as one work area.

During non - working hours, the signs (except for "Road Construction Ahead") will be removed and the vertical panels pulled back to the edge of removed pavement, thus opening the traffic lane.

One lane of traffic will be open each direction at all times.

An arrow board will be utilized on the Dallas North Tollway Service Road in addition to the above barricades.

conform to the requirements of these Specifications covering the particular Work. Salvaged materials in good condition may be used in rebuilding such structures, provided the materials are thoroughly cleaned before their use.

All private obstructions which are indicated on the Plans to be moved, will be removed and replaced, or moved to new permanent locations by the Contractor, without additional payment to the Contractor. Any such additional item which the Contractor moves or causes to be moved for his own convenience shall be at his own expense.

34. TOWN OF ADDISON APPROVAL

This project is subject to final approval and acceptance by Town of Addison.

35. TRAFFIC CONTROL

The Contractor shall be responsible for providing traffic control during the construction of this Project consistent with the provisions set forth in the latest edition of the "Texas Manual on Uniform Traffic Control Devices for Streets and Highways" issued under the authority of Sections 542.202, 544.001 and 544.002 of the Texas Transportation Code. The Contractor will not remove any regulatory sign, instructional sign, street name sign, or other sign which has been erected by the City. If it is determined that a sign must be removed to permit required construction, the Contractor shall contact the Town of Addison to remove the sign. In the case of regulatory signs, the Contractor must replace the permanent sign with a temporary sign meeting the requirements of the above-referenced manual, and such a temporary sign must be installed prior to the removal of the existing sign. The Contractor shall submit a Traffic Control Plan at least five (5) calendar days prior to commencing work for review and approval by the Town of Addison.

36. CERTIFICATION

The Contractor shall submit a manufacturer's certification that the material was manufactured and tested in accordance with the referenced Specifications and a report of test results. The certification shall be submitted prior to material shipment.

37. FINAL ACCEPTANCE OF WORK

Final acceptance of the Work is subject to final testing and approval of the Work by the Town of Addison. Upon the final acceptance of the completed Work, Gaylord and Columbus shall reassign all of its rights, powers, duties and obligations retained under the construction contract from the Town of Addison back to the Town of Addison. The Town of Addison shall thereafter act and serve as the owner of the completed Work.

38. WORK AREA

Contractor shall restrict his construction activity to the project site.

39. CONTRACTOR'S AFFIDAVIT OF BILLS PAID

The Contractor shall be required to execute the form provided in Section BP prior to the acceptance of the project.