

2000-3 Arapaho Road
Extension - 1998

cc: Jim Pierce
COPY

Orion Realty Advisors, Inc.
13223 Glad Acres Drive
Dallas, Texas 75234
972-241-1202/1214 FAX
email: jwd@orionrealty.com

January 22, 1999

Mayor Rich Beckert
and
Town Councilmembers
Town of Addison
Addison Town Hall
5300 Belt Line 75240

Re: Arapaho Road at Midway Road

Dear Mayor Beckert and Councilmembers:

On January 26, Town staff plans to present to Council a recommendation for the alignment and configuration of the extension of Arapaho Road from Addison Road to Marsh Lane. Staff has been kind enough to brief us about this thoroughfare. The recommended alignment uses a 80' wide drainage easement bounded on the south by the rear of properties facing either Belt Line or Centurion, and on the north by the railroad ROW. We believe this is a good choice, both cost effective and appropriate for the objective of taking east-west traffic off of Belt Line Road and we fully support this part of staff's recommendation.

However, the configuration recommended is an overpass rising approximately 25' above the elevation of the Midway roadway, supported by an embankment. With all respect to Ron Whitehead and John Baumgartner; the tenants, manager and owners of 15101 Midway object to an Arapaho Road overpass at Midway Road.

We believe the overpass presents the following disadvantages to our businesses and the Town:

- The bridge and embankment will eliminate visibility of 15101 Midway from the north. The east half of the property is the flagship store of Charter Furniture, a retailer with most of its trade area and business north of this location, heavily relying on visibility from the north.
- The bridge and embankment will loom over 15101 Midway, casting it in an inferior perspective to visitors. This and other properties west of Midway have floor elevations well below the Midway roadbed.
- The overpass scenario costs approximately \$4 million more than an at-grade intersection.
- The lack of interchange with Midway Road lessens the tendency of travelers to choose to stop at merchants, restaurants and hotels in the immediate vicinity, favoring communities on either side of Addison.

Two other scenarios were considered, an at grade intersection or an underpass without intersection. We believe either of these scenarios will provide more overall benefit to the business community adjacent to Midway Road. Our rationale for this conclusion follows.

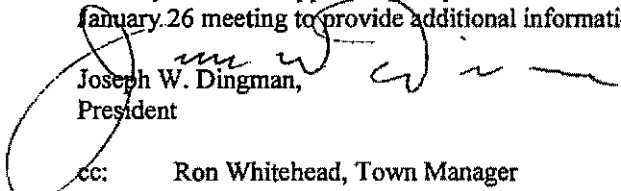
- An at-grade intersection is the most cost effective and offers maximum benefit to businesses in the area. It is least desirable to through traffic, which ought to be of less concern than traffic which generates economic activity for the Town. It will cause inconvenience during construction, a small cost relative to the other benefits. It will place a traffic light two blocks from Belt Line's; while this is technically undesirable, it is often found where it is the least undesirable way to deal with a problem.

- We believe an at-grade intersection is the best overall scenario for the community and works satisfactorily for 15101 Midway. The tenants of the property will reaffirm their commitment to the Town by making improvements which will increase trade and thereby enhance their value to the community.
- An underpass without intersection is better than an overpass from a visibility standpoint, however it is second choice from the standpoint of trade. Drivers will be able to see businesses in the area but not get to them absent a significant detour. An underpass is even more expensive than an overpass. In addition it presents a logistical problem of rerouting the existing drainage conduits.

In the past, the Town Council has rejected overpass configurations at major intersections for visibility and access concerns, even when alternative configurations have cost more. We believe the same criteria used in your previous decisions should apply here. We ask that you approve an at-grade Arapaho/Midway intersection. We view an at-grade intersection as best for all concerned. An underpass would be our distant second choice.

If, after reviewing the facts, the Council decides to use an overpass, we respectfully request an opportunity to work with the staff during the planning stage to arrive at a minimally intrusive, architecturally pleasing design. This may mitigate our concerns. We would also want to live up our signage and building image to enhance visibility, of course within the framework of the Town's ordinances.

Thank you for this opportunity to present our view. As manager of 15101 Midway, I will be present at the January 26 meeting to provide additional information, or you can contact me at your convenience.



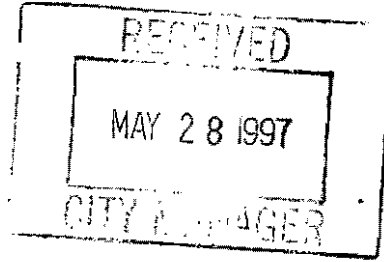
Joseph W. Dingman,
President

cc: Ron Whitehead, Town Manager
John Baumgartner, Town Engineer
Bill Crepeau, Charter Furniture
Marilyn Y. Acheson, Keystone Strategies

File Arapaho Road

DART

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278



Office of the General Counsel
Roland Castañeda
General Counsel

Assistant General Counsels

- Jerelyn Arbuckle
- Bian Beverly
- Michael K. Bryant
- Sallie A. Crosby
- Jim Gibson
- Johanna Greiner
- Paul D. Jones
- Glenn E. Larson
- Don T. O'Bannon
- Donald L. Powers, Jr.
- David C. Schulze
- Hyattye O. Simmons
- Michael G. Skennion
- Dora V. Torseth
- Andrew L. Wallace

May 21, 1997

John Hill
COWLES & THOMPSON
901 Main Street
Suite 4000
Dallas, Texas 75202-3793

Re: Addison Transit Center

Dear John:

The attached letter to Mark Norman at the TNRCC reflects Thurman Schweitzer's most recent conversation with TNRCC regarding additional monies required for DART/Addison participation in the Voluntary Cleanup Program. Please feel free to contact either myself, Thurman or Mr. Norman should you have questions. As I mentioned in my earlier letter of May 7, 1997, I will continue to forward to your attention and for your records a copy of all billings and documents related to billings as they are received by my office.

Sincerely,

Bian E. Beverly
Assistant General Counsel

c: Paul Jones
David Schulze

6-2-97
John, so how long does this go on? Row
how much money
Row - FYI
JB



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7207
214/749-2916

E10.8.4.4.6

May 13, 1997

Mr. Mark Norman
Project Manager
TNRCC - Voluntary Cleanup Section
MC 221
P.O. Box 13087
Austin, Texas 78711-3087

RECEIVED

MAY 19 1997

Dallas Area Rapid Transit
LEGAL DEPARTMENT

Re: VCP No. 470 / PCA No. 31380

Dear Mr. Norman:

This letter is authorization for TNRCC to invoice an additional \$3,000.00 for review and oversight of the Addison VCP. To date, a total amount of \$4,000.00 has been authorized for this purpose.

The Voluntary Cleanup Agreement between DART/Town of Addison and TNRCC, states that \$1,000.00 has initially been appropriated for TNRCC to review and provide oversight during the closure of the Addison Transit Center site through the Voluntary Cleanup Program (VCP). This Agreement further states that additional funding may be appropriated from time to time.

Our telephone conversation on May 12, 1997, indicated that the initial \$1,000.00 had been expended and additional funds were necessary to continue the review. Because TNRCC invoices quarterly, an invoice had not been received which reflected these expenditures. Two options to alleviate this situation were discussed, either send another check for a prescribed amount or authorize TNRCC to invoice quarterly up to a prescribed amount. The latter was agreed to. Further discussions indicated that an additional \$3,000.00 would be sufficient to respond to current TNRCC efforts, albeit, additional funds may be necessary in the future.

Sincerely,


Thurman Schweizer
Manager, Environmental Compliance

c: Project File



Barton-Aschman Associates, Inc.

5485 Belt Line Road
Suite 199
Dallas, Texas 75240

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

LETTER OF TRANSMITTAL

DATE	2/14/94	JOB NO.	652430 90700
ATTENTION	Mr. John Baumgartner		
RE	R.O.W. Descriptions Arapaho Alignment Quorum Dr to Addison Rd.		

TO Town of Addison
16801 Westgrove Dr.
Addison, TX 75001

GENTLEMEN:

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

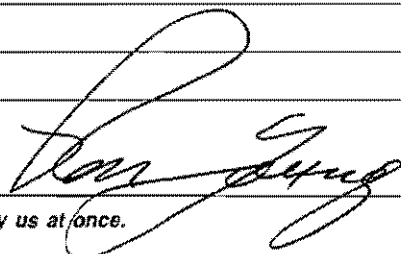
COPIES	DATE	NO.	DESCRIPTION
2			J.B. Cline property
2			Ben Pinnell prop. (with right-turn lane)
2			Ben Pinnell prop. (without right-turn lane)
2			Ben Pinnell prop. (no right-turn lane & reduced radius)

THESE ARE TRANSMITTED as checked below:

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

REMARKS _____

COPY TO _____

SIGNED: 

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

COWLES & THOMPSON

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

901 MAIN STREET, SUITE 4000
DALLAS, TEXAS 75202-3793

TELEPHONE (214) 670-1100

FAX (214) 898-0310

CHARLES SORRELLS
(1925-1982)

307 W WASHINGTON, SUITE 100
PO BOX 1127
SHERMAN, TEXAS 75091-1127
TELEPHONE (903) 893-8999

100 WEST ADAMS AVENUE, SUITE 321
PO BOX 785
TEMPLE, TEXAS 76503-0785
TELEPHONE (817) 771-2800

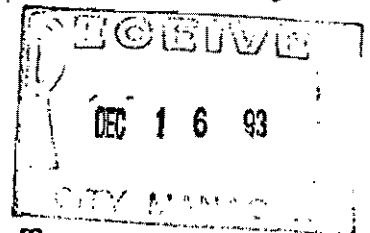
ONE AMERICAN CENTER, SUITE 777
909 E S.E. LOOP 323
TYLER, TEXAS 75701-9684
TELEPHONE (903) 581-5588

EDWARD J. FIELDS, JR.
(214) 670-1120

December 15, 1993

~~Ms. Beverly Griesse
Commonwealth Land Title Company of Dallas
1700 Pacific Avenue, Suite 4740
Dallas, TX 75201~~

Hand Delivery



Re: Seller: RTC
Buyer: Town of Addison
Property: 6.72 acres, Addison, Dallas County, Texas
Your GF#: G9047688
Our File No.: 3195/25211

Dear Beverly:

This law firm represents the Town of Addison. Set out below are closing instructions.

DOCUMENTS

Enclosed you will find the following signed closing documents:

1. Settlement Statement;
2. Special Warranty Deed;
3. Buyer's Certificate;
4. Copy of City Resolution 093-098.

My client has today sent to you by wire transfer the sum of \$419,359.10. These funds and documents are to be held in escrow in accordance with the instructions set out in this letter.

Ms. Beverly Griesse
December 15, 1993
Page 2

CLOSING AND FUNDING

- A. Please retain in escrow the documents together with all funds delivered to you until such time as the following matters are satisfied:
1. You have attached Exhibit "A" to the Deed;
 2. You have received from the RTC authority to record the Deed and stand prepared to promptly record today;
 3. You stand prepared to promptly issue an Owner's Policy of Title Insurance in accordance with your Commitment therefor;
 4. All matters in Schedule C of the revised Title Commitment have been satisfied.
- B. Once you have satisfied all the matters set out above, you are authorized and instructed to immediately take the following steps:
1. Disburse funds in accordance with the Settlement Statement;
 2. Record the Warranty Deed in the Real Property Records of Dallas County, Texas;
 3. Deliver to me copies of every document associated with the closing, certified by you to be true and correct;
 4. Deliver to me the original recorded Deed once you receive it from the Dallas County Clerk's office;
 5. Deliver to me the original Owner's Policy of Title Insurance as soon as it is available.

Please feel free to call me should you have questions regarding the instructions contained in this letter. The release of documents from escrow will evidence your agreement

Ms. Beverly Griesse
December 15, 1993
Page 3

with these instructions. Thank you for your professionalism, courtesy and cooperation in connection with the closing of this matter.

Sincerely yours,

Edward J. Fields, Jr.

EJF/krf

cc: ✓ Ron Whitehead
Ken Dippel

COPY

RESOLUTION NO. R93-098

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, APPROVING A CONTRACT FOR THE PURCHASE OF 6.23 ACRES OF REAL PROPERTY FROM THE RESOLUTION TRUST CORPORATION, LOCATED AT THE NORTHEAST CORNER OF QUORUM DRIVE AND ARAPAHO ROAD.

WHEREAS, the town desires to purchase 6.23 acres of real property from the Resolution Trust Corporation for the purpose of extending Arapaho Road to the west; and

WHEREAS, this 6.3 acre tract in the Quorum area is necessary for a substantial part of the future Arapaho Road right-of-way which will better facilitate traffic movement through the City; and

WHEREAS, DART LAP funds are available for this purchase and the City has submitted a request for DART LAP funding for the purchase of the property at \$1.70 per foot; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

THAT, the City Council does hereby approve a contract for the purchase of 6.23 acres at \$1.70 per foot at the northeast corner of Arapaho Road and Quorum Drive with the Resolution Trust Corporation.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, this the 12th day of October, 1993.



KEN DIPPEL

ATTEST:



C. MORAN
CITY SECRETARY

OFFICE OF THE CITY SECRETARY

RESOLUTION NO. R93-098

COMMONWEALTH LAND TITLE COMPANY
 1700 PACIFIC AVE., SUITE 4740
 DALLAS, TX 75201
 (214) 855-8400

Closer: BEVERLY GRIESSE

Title No. : G9047688

Date : 12/15/93

BUYER'S CLOSING STATEMENT

Buyer(s): TOWN OF ADDISON, TEXAS

Seller(s):
RESOLUTION TRUST CORPORATIONProperty: 6.272 ACRES, G.W. FISHER SURVEY
ABSTRACT NO. 482
QUORUM DRIVE
ADDISON, TEXAS

	DEBIT	CREDIT

Consideration	\$464,454.00	
Deposits by Buyer		46,400.00
PRORATIONS		
CITY TAX from 12/15/93 to 12/31/93	126.28	
COUNTY TAXES from 12/15/93 to 12/31/93	112.08	
School Tax from 12/15/93 to 12/31/93	339.74	
LENDER CHARGES:		
RESERVES		
TITLE CHARGES		
ESCROW FEE	150.00	
SPECIAL MESSENGER REIMB	50.00	
ADDITIONAL TITLE CHARGES	507.00	
RECORDING FEES, TRANSFER TAXES		
Deed	20.00	
ADDITIONAL CHARGES		
RECEIPT DUE FROM BUYER		419,359.10
	-----	-----
	\$465,759.10	\$465,759.10

Purchaser understands the Closing or Escrow Agent has assembled this information representing the transaction from the best information available from other sources and cannot guarantee the accuracy thereof. Any real estate agent or lender involved may be furnished a copy of this Statement.

Purchaser understands that tax and insurance prorations and reserves were based on figures for the preceding year or supplied by others or estimates for current year, and in the event of any change for current year, all necessary adjustments must be made between Purchaser and Seller direct.

The undersigned hereby authorizes COMMONWEALTH LAND TITLE COMPANY to make expenditures and disbursements as shown above and approves same for payment. The undersigned also acknowledges receipt of Loan funds, if applicable, in the amount shown above and receipt of a copy of this Statement.

TOWN OF ADDISON, TEXAS
 a municipality

BY *R. Whalton*
 Name/Title *City Manager*

BY *C. Moran*
 Name/Title *City Secretary*

Mailing Address:
 ADDISON TOWN HALL
 3500 BELTLINE ROAD

COMMONWEALTH LAND TITLE COMPANY

By: _____
 Closing or Escrow Agent

COMMONWEALTH LAND TITLE COMPANY
 1700 PACIFIC AVE., SUITE 4740
 DALLAS, TX 75201
 (214) 855-8400

Closer: BEVERLY GRIESSE

Title No. : G9047688
 Date : 12/15/93

BUYER'S CLOSING STATEMENT

Buyer(s): TOWN OF ADDISON, TEXAS

Seller(s):
 RESOLUTION TRUST CORPORATION

Property: 6.272 ACRES, G.W. FISHER SURVEY
 ABSTRACT NO. 4B2
 QUORUM DRIVE
 ADDISON, TEXAS

	DEBIT	CREDIT

Consideration	\$464,454.00	
Deposits by Buyer		46,400.00
PRORATIONS		
CITY TAX from 12/15/93 to 12/31/93	126.28	
COUNTY TAXES from 12/15/93 to 12/31/93	112.08	
School Tax from 12/15/93 to 12/31/93	339.74	
LENDER CHARGES:		
RESERVES		
TITLE CHARGES		
ESCROW FEE	150.00	
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ADDITIONAL TITLE CHARGES	507.00	
RECORDING FEES, TRANSFER TAXES		
Deed	20.00	
ADDITIONAL CHARGES		
RECEIPT DUE FROM BUYER		419,359.10
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	\$465,759.10	\$465,759.10

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TOWN OF ADDISON, TEXAS
 a municipality

BY *R. Whitehead*
 Name/Title *City Manager*

BY *C. Moran*
 Name/Title *City Secretary*

Mailing Address:
 ADDISON TOWN HALL
 3500 BELTLINE ROAD

COMMONWEALTH LAND TITLE COMPANY

By: _____
 Closing or Escrow Agent

COPY

RESOLUTION NO. R94-003

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, APPROVING A PROPOSED ALIGNMENT FOR THE EXTENSION OF
ARAPAHO ROAD.

WHEREAS, the proposed alignment is consistent with the
Addison Transportation Plan; and

WHEREAS, the proposed roadway will provide relief to Belt
Line Road and help to alleviate traffic congestion; and

WHEREAS, by extending and aligning Arapaho Road, it is hoped
that the east/west traffic movement through the Town will be much
improved; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS:

THAT, the City Council does hereby approve the proposed
alignment for the extension of Arapaho Road.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, this the 11th day of January, 1994.


MAYOR

ATTEST:


CITY SECRETARY

Mailed to Sandra
2/24/94



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

February 18, 1994

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

Re: Local Assistance Program
Arapaho Realignment/Right-of-Way

Dear Mr. Baumgartner:

As requested in your letter dated January 10, 1994, we are enclosing a DART check in the amount of \$255,000.00 for Right-of-Way acquired on the above mentioned project.

If you have any questions regarding this matter, please call me at 749-2913.

Sincerely,

A handwritten signature in cursive script that reads "Tom K. Ryden".

Tom K. Ryden
Manager
Bus Project Development

TKR/jm

Enclosure

0208432

ENDOR 100371 TOWN OF ADDISON DATE 2/10/94 00208432

INVOICE NO.	DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET
20794	2/07/94	ARAPAHO REALIGN	255000.00		255000.00

Dallas Area Rapid Transit
 P.O. Box 660163
 Dallas, Texas 75266-7222
 214/749-3021

255000.00	TOTAL	255000.00	255000.00
-----------	-------	-----------	-----------



Dallas Area Rapid Transit
 P.O. Box 660163
 Dallas, Texas 75266-7222
 214/749-3021

NationsBank
 NationsBank of Texas, N.A.

0208432

VOID AFTER 60 DAYS

PAY EXACTLY **\$\$\$255,000 DOLLARS AND 00 CENTS**

DATE	AMOUNT
2/10/94	\$\$\$255,000.00

TOWN OF ADDISON 100371
 P.O. BOX 144
 ATTN: JOHN BAUMGARTNER
 ADDISON TX 75001

John Hawes
K. Cleveland
 AUTHORIZED SIGNATURE

⑈ 208432⑈ ⑆ 111901551⑆ ⑈ 4840798⑈

COPY

RESOLUTION NO. R94-013

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, APPROVING A DESIGN FOR THE CROSS-SECTION OF THE EXTENSION OF ARAPAHO ROAD.

WHEREAS, the Town has long recognized the need for additional east-west roadway capacity within the town limits; and

WHEREAS, at present the demand for east-west capacity is served predominantly by Belt Line Road; and

WHEREAS, recent traffic counts conducted along Belt Line Road revealed 24-hour volumes in excess of 50,000 vehicles which is well above the design capacity of the roadway; and

WHEREAS, Barton-Aschman Associates presented their findings of two alternative roadway cross-sections for the proposed extension of Arapaho Road; and


WHEREAS, the alternatives include a four lane divided (with median) roadway, and a four lane undivided roadway; and

WHEREAS, the preferred roadway network includes both the planned Keller Springs Toll Tunnel and the extension of Arapaho Road from Addison Road to Marsh Lane; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

THAT, the City Council does hereby approve a design for the cross-section of the extension of Arapaho Road.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, this the 22nd day of February, 1994.



MAYOR

ATTEST:



CITY SECRETARY

March 31, 1994

Mr. John Baumgartner
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

RE: Funding for Arapaho Road Extension

Dear Mr. Baumgartner:

Barton-Aschman Associates, Inc. is pleased to submit this proposal to provide professional transportation engineering services in connection with Local Assistance Program (LAP) funding for Arapaho Road extension in the Town of Addison. We have prepared a scope of services and fee estimate based on our recent discussions.

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

SCOPE OF SERVICES

Our Scope of Services includes the work described in the following tasks:

- Task 1. Assemble previous traffic models and existing traffic volumes in the study area. This information will be collected from previous BA studies.
- Task 2. Meet with Tom Ryden (DART LAP fund coordinator) to discuss criteria for LAP funds.
- Task 3. Review models developed in Addison Transportation Plan study and existing traffic volumes collected in Task 1.
- Task 4. Evaluate Arapaho Road extension in regards to possible LAP funding.
- Task 5. Prepare technical memorandum for the Town discussing possibilities of LAP funding. Review with the Town.
- Task 6. Aid the Town in the preparation of LAP funding forms.
- Task 7. Meet with Tom Ryden to discuss findings.



MEETINGS

For the purpose of our budget and fee estimate, we have identified three (3) meetings, one (1) with the Town and two (2) with Tom Ryden (DART). Additional meetings will be billed on a cost basis and are not reflected in our fee estimate.

FEE FOR SERVICES AND METHOD OF PAYMENT

The fee for completing the project will be based on our hourly rates for staff personnel, current at the time of performance, for staff services rendered. The maximum fee and expenses for completion of Tasks 1 through 7 will not exceed \$3,400.00 without prior written authorization from the Town.

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

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

Invoices will be submitted monthly and will indicate charges incurred during the preceding month. Billings are due and payable within thirty (30) days of invoice date.

Mr. John Baumgartner
March 31, 1994
Page 3


AUTHORIZATION

We are prepared to initiate work on this project upon receipt of a signed copy of this Letter of Agreement.

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

Sincerely,

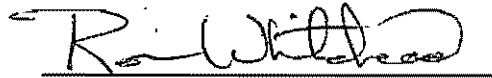
BARTON-ASCHMAN ASSOCIATES, INC.


Gary D. Jost, P.E.
Vice President

GDJ:tk

Date: 4-6-94

ACCEPTED AND APPROVED BY



(Signature)

RON WHITEHEAD

(Printed or Typed Name)

CITY MANAGER

(Title)

**AUTHORIZED TO EXECUTE
AGREEMENTS FOR:**

TOWN OF ADDISON

(Organization)

(Title)

BARTON-ASCHMAN ASSOCIATES, INC.

5485 Belt Line Road, Suite 199 • Dallas, Texas 75240 USA • (214) 991-1900 • Fax: (214) 490-9261

March 31, 1994

Mr. John Baumgartner
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

RE: Signal Timing at K-Mart and Belt Line Road

Dear Mr. Baumgartner:

Barton-Aschman Associates, Inc. is pleased to submit this proposal to provide professional transportation engineering services in connection with the timing of the signals:

K-Mart (east of Marsh Lane)/Belt Line Road and
Marsh Lane/Belt Line Road.

We have prepared a Scope of Services and fee estimate based on our recent discussions.

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

SCOPE OF SERVICES

Our Scope of Services includes the work described in the following tasks:

- Task 1.** Perform field reconnaissance to obtain lane configurations and operational characteristics. Traffic volumes will be obtained from previous BA studies.
- Task 2.** Generate timing plans for both signals (Belt Line Road/K-Mart and Belt Line Road/Marsh Lane) for the AM peak hour, PM peak hour, Friday PM peak hour, off-peak hour, and noon peak hour. We will develop timings which minimize delay to Belt Line Road.
- Task 3.** Provide timing plans to Town. This scope assumes a contractor hired by the Town or Town staff will implement timings. We will be available to assist in the implementation of the plans.
- Task 4.** Assist Town staff in fine-tuning of both signals. This will be performed within one week after implementation.

BARTON-ASCHMAN ASSOCIATES, INC.

5485 Belt Line Road, Suite 199 • Dallas, Texas 75240 USA • (214) 991-1900 • Fax: (214) 490-9261

March 31, 1994

**Mr. John Baumgartner
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001**

RE: Funding for Arapaho Road Extension

Dear Mr. Baumgartner:

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SCOPE OF SERVICES

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- Task 1. Assemble previous traffic models and existing traffic volumes in the study area. This information will be collected from previous BA studies.**
- Task 2. Meet with Tom Ryden (DART LAP fund coordinator) to discuss criteria for LAP funds.**
- Task 3. Review models developed in Addison Transportation Plan study and existing traffic volumes collected in Task 1.**
- Task 4. Evaluate Arapaho Road extension in regards to possible LAP funding.**
- Task 5. Prepare technical memorandum for the Town discussing possibilities of LAP funding. Review with the Town.**
- Task 6. Aid the Town in the preparation of LAP funding forms.**
- Task 7. Meet with Tom Ryden to discuss findings.**

Mr. John Baumgartner
March 31, 1994
Page 2

MEETINGS

For the purpose of our budget and fee estimate, we have identified three (3) meetings, one (1) with the Town and two (2) with Tom Ryden (DART). Additional meetings will be billed on a cost basis and are not reflected in our fee estimate.

FEE FOR SERVICES AND METHOD OF PAYMENT

The fee for completing the project will be based on our hourly rates for staff personnel, current at the time of performance, for staff services rendered. The maximum fee and expenses for completion of Tasks 1 through 7 will not exceed \$3,400.00 without prior written authorization from the Town.

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

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

Invoices will be submitted monthly and will indicate charges incurred during the preceding month. Billings are due and payable within thirty (30) days of invoice date.

Mr. John Baumgartner
March 31, 1994
Page 3

AUTHORIZATION

We are prepared to initiate work on this project upon receipt of a signed copy of this Letter of Agreement.

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

Sincerely,

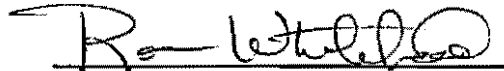
BARTON-ASCHMAN ASSOCIATES, INC.



Gary D. Jost, P.E.
Vice President

GDJ:tk

ACCEPTED AND APPROVED BY



(Signature)

RON WHITEHEAD

(Printed or Typed Name)

CITY MANAGER

(Title)

**AUTHORIZED TO EXECUTE
AGREEMENTS FOR:**

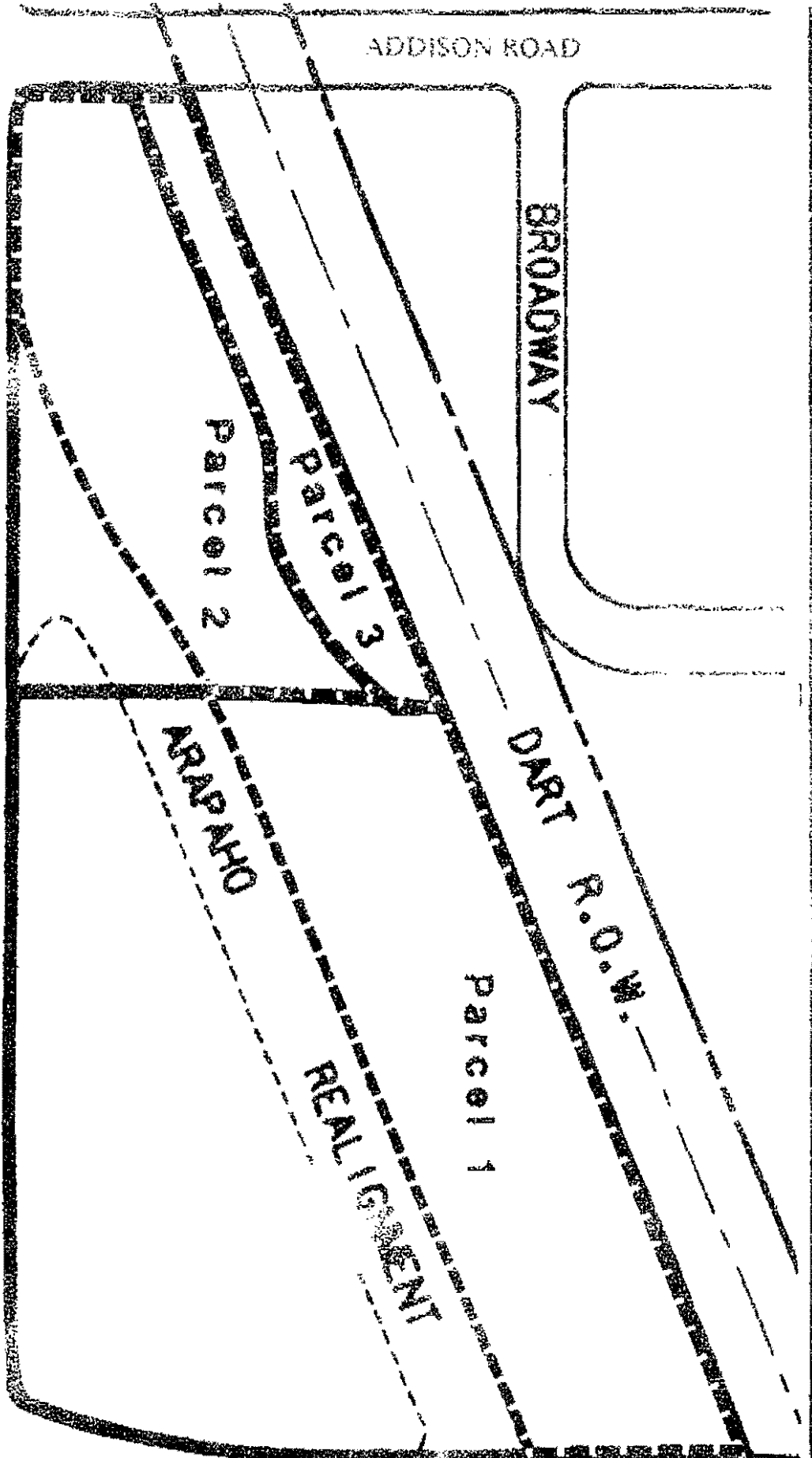
TOWN OF ADDISON

(Organization)

(Title)

Date: 4-6-94

Exhibit "A"



ADDISON ROAD

BROADWAY

Parcel 2

Parcel 3

DART R.O.W.

Parcel 1

ARAPAHOO

REWILLIGEMENT

ARAPAHOO ROAD

QUORUM DRIVE

PARCEL 1: 109,379 SF

PARCEL 2: 60,984 SF

PARCEL 3: 22,904 SF

Copies: Ron
Randy



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

November 22, 1993

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

Dear Mr. Baumgartner:

On October 26, 1993, the DART Board authorized the Araphao Road project proposed by your city under the LAP program. A copy of the signed resolution and "application" form for the project is enclosed for your files.

If you have any questions regarding this matter, please call me at 749-2913.

Sincerely,

A handwritten signature in black ink that reads "Tom K. Ryden".

Tom K. Ryden
Mgr. Project Development

TKR/jm

Enclosure



Dallas Area Rapid Transit

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT
(Executive Committee)

930243

RESOLUTION

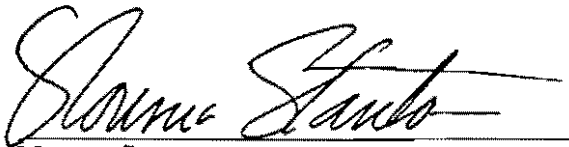
FY 1993 Local Assistance Program Activities for Garland and Addison and FY 1994
Activities for Plano

WHEREAS, the cities of Garland, Addison and Plano are eligible for participation in DART Local Assistance Program (LAP) projects; and


WHEREAS, these projects are within current Budget and Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

- Section 1. The FY 1993 Capital Assistance and Technical Assistance Program requests by the City of Garland, as shown in Attachment 1, are approved for funding under the LAP.
- Section 2. The FY 1993 Capital Assistance Project request by the Town of Addison, as shown in Attachment 2, is approved for funding under the LAP.
- Section 3: The FY 1994 Capital Assistance and Technical Assistance Program for the City of Plano, as shown in Attachment 3, is approved for funding under the LAP.

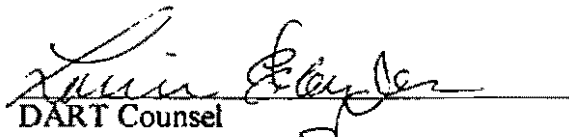


 Norma Stanton
 Secretary



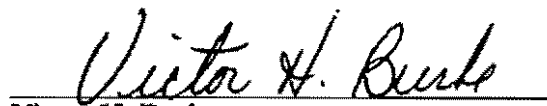
 Kathy Ingle
 Chairman

APPROVED AS TO FORM:



 DART Counsel

ATTEST:



 Victor H. Burke
 General Manager

October 26, 1993

 Date

APPLICATION FOR LOCAL ASSISTANCE PROGRAM

93 U 64 2

TYPE OF SUBMISSION (1) <input checked="" type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input type="checkbox"/> Revision (R)	DATE SUBMITTED (2) September 20, 1993 CATEGORY CODE (see reverse) (3) <u>1</u> (4) <u>2</u> (5) _____ (6) _____ (7) _____ (8) _____
---	---

APPLICANT INFORMATION

LEGAL NAME (9) Town of Addison ADDRESS P.O. Box 144 City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)	ORGANIZATIONAL UNIT (10) Town of Addison-Engineering Department CONTACT PERSON Name: <u>John Baumgartner</u> Telephone: <u>(214) 450-2886</u>
--	---

PROJECT TITLE (15)

PROJECT DESCRIPTION AND JUSTIFICATION (16)

This request is the first phase of Addison's plan to extend Arapaho from the North Dallas Tollway to Marsh Lane. This request covers the portion of right-of-way required between the Tollway and Quorum Drive.

This route is currently used by DART and will be part of the route to the proposed DART Transit Center.

PROPOSED PROJECT
 Start Date Upon approval of _____ (17) Ending Date December 31, 1993 (18)
 Funding

ESTIMATED FISCAL YEAR FUNDING		CONSTRUCTION COST DISTRIBUTION	
Federal	\$ _____ (19)	Engineering/Design	\$ _____ (26)
City	\$ _____ (20)	Right-of-Way	\$ 255,000 (27)
State	\$ _____ (21)	Construction	\$ _____ (28)
Local	\$ _____ (22)	Other	\$ _____ (29)
Other	\$ _____ (23)	Total	\$ 255,000 (30)
DART	\$ _____ (24)		
TOTAL	\$ _____ (25)		

SIGNATURE OF AUTHORIZED REPRESENTATIVE 	TITLE DATE SIGNED Director of Public Works 9-20-93
---	--

FOR DART USE ONLY

	Date		Date
To DART Staff	_____	To P&D Committee	_____
To TASC	_____	P&D Review	_____
TASC Review	_____	Approved by P&D	_____

PROJECT SUMMARY

ARAPAHO ROAD EXTENSION

Goal:

- Extend Arapaho Road from Addison Road to Marsh Lane.

Benefits:

- Provides another east-west major arterial roadway through Addison.
- Should reduce congestion on Belt Line Road.

Details:

- New road will be 4 lane divided roadway, concrete pavement.
- Road will parallel and be on the south side of the Southern Pacific/DART rail line.
- Road will use existing right-of-way of Centurion Drive and Realty Drive.
- Road will end at the existing Marsh/Realty intersection.
- Town will evaluate the cost vs. benefits of constructing Arapaho Road under Midway Road.

Status:

- Staff has begun process to select an engineering design firm.
- Staff will begin r.o.w. acquisition upon completion of conceptual plan.
- The start of construction will depend upon funding and r.o.w. acquisition. Optimistic start date is late 1997. Construction should take 18 months.
- Road must cross Southern Pacific rail spur lying parallel with Inwood Road. Railroad is very uncooperative in granting railroad crossings.
- Estimated project cost is \$10-15 million. Town hopes to fund majority of project with its DART LAP funds.

PROJECT SUMMARY

ARAPAHO ROAD REALIGNMENT

Goal:

- Reconstruct the existing roadway from Dallas Parkway to Addison Road to eliminate the 90 degree turn in the road at Spectrum intersection.

Benefits:

- Increases efficiency and capacity of the road.

Details:

- New road will be 4 lane divided roadway, concrete pavement.
- Existing Arapaho Road will remain and connect to the new road.
- Spectrum Drive will be extended north and connect to new Arapaho Road.

Status:

- The r.o.w. between Quorum Drive and Addison Road is being obtained in conjunction with DART. Approximately 50% of the r.o.w. has been obtained.
- Construction plans are approximately 50% complete.
- Construction should start in late 1996 subject to the acquisition of r.o.w.
- Estimated construction cost is \$2.5 million.

REC'D JUN 06 1996

A-
Keep Originals as
Arapaho Road -
send a copy to
Ron.
Thanks QB



Ron -
Any Comments?
QB

June 3, 1996

Mr. John Baumgartner
Director of Public Works
Town of Addison
16801 Westgrove Drive
P. O. Box 144
Addison, Texas 75001-0144

RE: 11,363± square feet of land located at the northwest corner of Addison Road and future Arapaho Road in the Town of Addison, Dallas County, Texas

Dear John:

Pursuant to our meeting approximately a month ago, please be advised that the owners of the above referenced property are desirous of entering into a Contract of Sale with the Town of Addison to sell the above referenced property.

As we discussed in our meeting and in a couple of telephone conversations prior to the meeting, I have been authorized to offer this land to you at a price of \$10.00 per square foot or \$113,630.00. I genuinely feel that I can deliver this property to you with a summer 1996 closing date at a bottom dollar price of around \$100,000.00.

This property is owned by Car Wash Properties North V, L.P. The Managing General Partner is Weyand Investment Trust with the signatory being Richard W. Weyand, Trustee. The address of record is 5710 LBJ Freeway, Suite 328, Dallas, Texas 75230.

I know that you have been waiting on word from the City Manager so as to proceed in this matter. I would greatly appreciate it if you could give me a call with an update on the timing under which we might proceed with this acquisition.

Also, please find enclosed a copy of the Easement Dedications for the drainage easement that Milton J. Noell granted to the City of Addison back in March 1979. As you may recall this is the easement that runs east and west through the excess land north of the Waterworks Car Wash and south of future Arapaho Road. I mentioned to you in our meeting that I had been told that Mr. Noell possibly added a special condition to the granting of this easement and sure enough, he did.

D:\CONTRACT\BMGRTRNLTR
6/3/96


4011 West Plano Parkway, Suite 116 Plano, Texas 75093 (214) 985-0500

Mr. John Baumgartner
June 3, 1996
Page 2

Thank you for your help regarding this matter and please know that I will look forward to hearing from you.

Sincerely,

FAIRWAY GROUP, REAL ESTATE



Rick Fambro

RF:lz
Enc.

DORCHESTER PIPELINE
(APPROX. LOCATION)
VOL. 5757, PG. 121

84
Highway

T. P. & L. EASEMENT
VOL. 163, PG. 1744
(D.R.D.C.T.)

ARAPAHO ROAD
(60' R.O.W.)
(UNIMPROVED)

LOT 3
11,363 SQ.FT.

ONE STORY BRICK
22.0
42.11

25' BUILDING LINE

25' BUILDING LINE

3' STREET ESMT.

S 00°13'00" W - 112.30

45°17'00" W
28.25

NOTE: THE FOLLOWING BLANKET EASEMENTS AFFECT
THIS SUBJECT TRACT OF LAND (NOT PLOTTABLE):
VOL. 1530, PG. 475
VOL. 5757, PG. 121
VOL. 83049, PG. 407
VOL. 83053, PG. 2004
VOL. 89057, PG. 0357
VOL. 94229, PG. 1069

1
EASEMENT DEDICATIONS (2)

DEED RECORDED

THE STATE OF TEXAS
COUNTY OF DALLAS

KNOW ALL MEN BY THESE PRESENTS:

3377

5.00 DEED
2 12/05/77

THAT the undersigned, Milton J. Noell, hereinafter called "Grantor", for a good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby grant to the CITY OF ADDISON, TEXAS, hereinafter called "Grantee", a 10 foot drainage easement and a 20 foot construction easement for the purpose of constructing, operating and maintaining a 60" diameter storm sewer line over and across Grantor's land located on the west side of the existing Right-of-Way line of Addison Road, City of Addison, Dallas County, Texas and more particularly described as follows:

Being a tract of land in the Edward Cook survey, Abstract No. 326, and being more particularly described as follows:

COMMENCING at the intersection of the centerlines of Belt Line and Addison Roads; thence, N 0° 17' 00" E, with the centerline of Addison Road, 1103.50 feet to a point; thence, N 89° 43' 00" W, 30.00 feet, to a point on the west R.O.W. line of Addison Road, said point being the POINT OF BEGINNING:

THENCE, North, 0° 17' 00" E, 10.00 feet, to a point;

THENCE, North, 89° 43' 00" W, 300 feet, more or less, to a point in the curved easterly R.O.W. line of the Saint Louis and Southwestern Railroad property;

THENCE, along said curved R.O.W. line 10.00 feet, more or less, to a point; making a 10.00 foot easement;

THENCE, South, 89° 43' 00" E, 304 feet, more or less, to the POINT OF BEGINNING, and describing aforesaid 10 foot drainage easement.

Also, from above described POINT OF BEGINNING:

THENCE, North, 0° 17' 00" E, being in the west R.O.W. line of Addison Road 30.00 feet, more or less, to a point, said point being the southeast corner of construction easement; and the SECOND POINT OF BEGINNING:

THENCE, North, 89° 43' 00" W, 208 feet, more or less, to a point in the east R.O.W. line of railroad property;

THENCE, southerly 20 feet, more or less, in the east line of railroad property for a point;

THENCE, South, 89° 43' 00" E, 300 feet, more or less, to the POINT OF BEGINNING, and describing aforesaid 20 foot construction easement.

Special Conditions: GRANTOR reserves the right to construct facilities over the drainage easements.

12/04/79
70233 2770

TO HAVE AND TO HOLD the above described right-of-way and all rights unto the said City of Addison, Texas, its successors and assigns, forever.

And Grantor does hereby bind HIS self, HIS heirs and legal representatives, to warrant and forever defend all and singular and above described right-of-way and all right unto said Grantee, its successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof.

EXECUTED this 8th day of March, 1979.

GRANTOR:

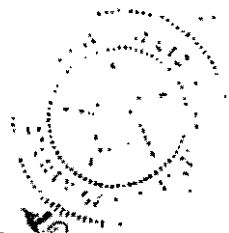
Milton J. Noell

THE STATE OF TEXAS

COUNTY OF DALLAS

BEFORE ME, the undersigned authority, on this day personally appeared Milton J. Noell known to me to be the person whose name _____ is subscribed to the foregoing instrument, and acknowledged to me that he executed and same for the purposes and consideration therein expressed.

Given under my hand and seal of office on this 8th day of March, 1979.



Patti Steh
Notary Public in and for
Dallas County, Texas

72226 2771

13740 MIDWAY RD #402
Dallas TX 75224
GANN INC

STATE OF TEXAS COUNTY OF DALLAS
I hereby certify that this instrument was
filed on this 5th day of December 1979
at 4:12 PM in the County Clerk's office
and that it is the true and correct copy
of the original as recorded in the
County Clerk's office.

DEC 5 1979



R.E. Mueller

COUNTY CLERK, Dallas County, TEXAS

79 DEC 4 PM 3:12

FILED
R.E. Mueller
COUNTY CLERK

PAGE
79236 2772

**Table 1
Containers at 4803 - 4807 Arapaho Road
Dallas Area Rapid Transit
Contract No. C95000107**

No.	Location	Size	Description	EPA Classification
1	4807 Arapaho	2-gallon can	Gasoline can; closed top	i.i.
2	4805 Arapaho, west wall	5-gallon can	Mobilux Grease EP-1; closed top	i.i.
3	4805 Arapaho, upstairs east wall	5-gallon can	Sherwin Williams, Roofer coating material; closed top	i.i.
4	4805 Arapaho, east wall	5-gallon can	Ultrasheen liquid compound; closed top	i.i.
5	4803 Arapaho, south wall	5-gallon can	ACI Toner 70, empty; steel, closed top	i.i.
6	4803 Arapaho, south wall	cylinder	Wall-mounted nitrogen cylinder, 0 pounds per square inch (psi)	Not listed
7	4803 Arapaho, south wall	cylinder	Wall-mounted nitrogen cylinder, 0 psi	Not listed
8	4803 Arapaho, south wall	cylinder	Wall-mounted nitrogen cylinder, 0 psi	Not listed
9	4803 Arapaho, south wall	cylinder	Wall-mounted nitrogen cylinder, 0 psi	Not listed
10	4803 Arapaho, south wall	cylinder	Wall-mounted nitrogen cylinder, 0 psi	Not listed
11	4803 Arapaho, south wall	1-gallon can	ACI-RA110K, Flammable Liquid, Contains isopropyl alcohol	Flammable
12	4803 Arapaho, southwest office area	1-gallon can	Thrifty Pine disinfectant	i.i.
13	4803 Arapaho, southwest office area	5-gallon can	Isopropyl alcohol	Flammable
14	4803 Arapaho, southwest office area	1-gallon plastic	Soap	i.i.
15	4803 Arapaho, southwest office area	1-gallon can	Label illegible; paint (?); rusted can	i.i.
16	4803 Arapaho, southwest office area	1-gallon can	Label missing; paint (?); rusted can	i.i.

Table 1
Containers at 4803 - 4807 Arapaho Road
Dallas Area Rapid Transit
Contract No. C95000107

No.	Location	Size	Description	EPA Classification
17	4803 Arapaho, southwest office area	1-gallon can	Label illegible; paint (?); rusted can	i.i.
18	4803 Arapaho, north office area	1-gallon plastic	Foremost Tuf Strip	i.i.
19	4803 Arapaho, north office area	1-gallon can	ACI Cleaner 155	i.i.
20	4803 Arapaho, north office area	1-gallon can	ACI Cleaner 155	i.i.
21	4803 Arapaho, north office area	1-gallon can	Deltachem, label partially missing; isopropyl alcohol and chlorinated solvents	Flammable
22	4803 Arapaho, north office area	5-gallon can	Sherwin Williams Polyurethane Enamel Chemical Coating	i.i.
23	4803 Arapaho, north office area	1-gallon can	Hydrochloric Acid 0.1 N	Corrosive
24	4803 Arapaho, north office area	1-gallon can	Hydrochloric Acid 0.1 N	Corrosive
25	4803 Arapaho, north office area	0.5-liter bottle	Buffer solution, pH 4.0	Not listed
26	4803 Arapaho, north office area	1-liter bottle	Potassium Permanganate	Reactive
27	4803 Arapaho, north wall	5-gallon can	ACI Toner 70; phosphoric acid	Corrosive: u145
28	4803 Arapaho, north wall	5-gallon can	ACI Toner 70; phosphoric acid	Corrosive: u145
29	4803 Arapaho, north wall	5-gallon can	ACI Toner 70; phosphoric acid	Corrosive: u145
30	4803 Arapaho, north wall	8-gallon can	ZEP Formula 1262 liquid cold type stripper for use in vats; contains formic acid and phenol	Formic acid: u123 Phenol: u188
31	4803 Arapaho, north storage building	5-gallon can	Epoxy thinner	i.i.
32	4803 Arapaho, north storage building	5-gallon can	Epoxy thinner	i.i.

**Table 1
Containers at 4803 - 4807 Arapaho Road
Dallas Area Rapid Transit
Contract No. C95000107**

No.	Location	Size	Description	EPA Classification
33	4803 Arapaho, north storage building	5-gallon can	Epoxy thinner	i.i.
34	4803 Arapaho, north storage building	5-gallon can	Epoxy thinner	i.i.
35	4803 Arapaho, north storage building	55-gallon drum	Ashland Chemical Thinner 1-56 (UN 1255)	i.i.
36	4803 Arapaho, north storage building	55-gallon drum	Cleaner 4126; open bung drum	i.i.
37	4803 Arapaho, north storage building	35-gallon drum	DeltaChem Foremost; steel drum	i.i.
38	4803 Arapaho, north storage building	35-gallon drum	DeltaChem Foremost; steel drum	i.i.
39	4803 Arapaho, north storage building	20-gallon drum	AlumEtch; 1 part solution, 10 parts water	i.i.
40	4803 Arapaho, north storage building	10-gallon can	Label missing; "Corrosive Liquid" sticker (UN 1760)	Corrosive
41	4803 Arapaho, north storage building	5-gallon can	ACI additive 61	i.i.
42	4803 Arapaho, north storage building	5-gallon can	Sonneborn Kure-N-Seal, steel can	i.i.
43	4803 Arapaho, north storage building	5-gallon can	Label missing; paint (?)	i.i.
44	4803 Arapaho, north storage building	5-gallon can	Label missing; paint (?)	i.i.
45	4803 Arapaho, north storage building	5-gallon can	Sherwin Williams, label missing; steel can	i.i.

**Table 1
Containers at 4803 - 4807 Arapaho Road
Dallas Area Rapid Transit
Contract No. C95000107**

No.	Location	Size	Description	EPA Classification
46	4803 Arapaho, north storage building	55-gallon drum	Compound Cleaning; empty; plastic	i.i.
47	4803 Arapaho, north storage building	55-gallon drum	Combination Cleaner, label missing; plastic bung top	i.i.
48	4803 Arapaho, north storage building	55-gallon drum	Combination Cleaner, label missing; plastic bung top	i.i.
49	4803 Arapaho, north storage building	20-gallon drum	Delta Foremost Body Mask F-1625-ES	i.i.
50	4803 Arapaho, north storage building	5-gallon can	Monsey Fix-a-Leak Plastic Roof Cement	i.i.
51	4803 Arapaho, north storage building	55-gallon drum	Phos-seal; steel drum	i.i.
52	4803 Arapaho, north storage building	55-gallon drum	Liquid Caustic 50% Solution; Delta Distributors; NaOH (white precipitate on top of drum)	Corrosive
53	4803 Arapaho, north storage building	3'x3'x4' roll-off box of 5-gallon containers	Some containers marked Sherwin Williams	i.i.
54	4803 Arapaho, north storage building	5-gallon can	Sherwin Williams Coating	i.i.
55	4803 Arapaho, north storage building	5-gallon can	Sherwin Williams Coating	i.i.
56	4803 Arapaho, north storage building	5-gallon can	Sherwin Williams Coating	i.i.
57	4803 Arapaho, north storage building	5-gallon can	Sherwin Williams Coating	i.i.
58	4803 Arapaho, north storage building	5-gallon can	Sherwin Williams Coating	i.i.

Table 1
Containers at 4803 - 4807 Arapaho Road
Dallas Area Rapid Transit
Contract No. C95000107

No.	Location	Size	Description	EPA Classification
59	4803 Arapaho, north storage building	5-gallon can	Sherwin Williams Coating	i.i.
60	4803 Arapaho, north storage building	55-gallon drum	DuraGard Steam Cleaner and Phosphitizer, DuBois Chemicals; contains phosphoric acid; steel drum, open top, empty.	Corrosive: u145
61	4803 Arapaho, north storage building	55-gallon drum	Mobil DTE 24; steel drum, closed top	i.i.
62	4803 Arapaho, north storage building	55-gallon drum	Ashland Chemical Co.; label corroded; steel drum, closed top.	i.i.
63	4803 Arapaho, north storage building	35-gallon drum	Delta Foremost Water Based Dust Command; plastic drum; closed top	i.i.
64	4803 Arapaho, north storage building	55-gallon drum	Foremost, label missing; steel drum, closed top	i.i.
65	4803 Arapaho, north storage building	55-gallon drum	DTE Heavy Oil Mobil Fluid 350	i.i.
66	4803 Arapaho, north storage building	55-gallon drum	DTE Heavy Oil Mobil Fluid 350	i.i.
67	4803 Arapaho, north storage building	55-gallon drum	DTE Heavy Oil Mobil Fluid 350	i.i.
68	4803 Arapaho, north storage building	55-gallon drum	Hand written marking: "Tank Chemicals", no label; rusted, steel drum, open top	i.i.
69	4803 Arapaho, outside of north storage building	55-gallon drum	Metal conditioner; "Corrosive" label; closed bung	i.i.
70	North wall of 4805 Arapaho	55-gallon drum	Steelcote 315B Compound, cleaning; liquid 'corrosive' (NA 1760); plastic, closed top.	Corrosive
71	North wall of 4805 Arapaho	55-gallon drum	NaOH (UN 1824); steel, closed top.	Corrosive

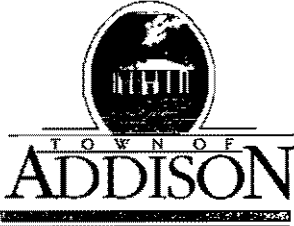
Table 1
Containers at 4803 - 4807 Arapaho Road
Dallas Area Rapid Transit
Contract No. C95000107

No.	Location	Size	Description	EPA Classification
72	North wall of 4805 Arapaho	20-gallon drum	Compound cleaner; closed top, plastic.	i.i.
73	North carport at 4805 Arapaho	55-gallon drum	Foremost; labels missing; steel.	i.i.
74	Northwest corner of 4807 Arapaho	55-gallon drum	Label missing; steel, open top; contains grey solids (paint?)	i.i.
75	North wall of 4807 Arapaho	55-gallon drum	Mobil DTE 26; steel	i.i.
76	North wall of 4807 Arapaho	55-gallon drum	ACI-Chem; labelled 'Non-hazardous waste'; steel; CHEMTRAC telephone no. 1-800-424-9300; no other markings	i.i.
77	North wall of 4807 Arapaho	55-gallon drum	ACI-Chem; labelled 'Non-hazardous waste'; steel; CHEMTRAC telephone no. 1-800-424-9300; no other markings	i.i.
78	North wall of 4807 Arapaho	55-gallon drum	No label; transmission-fluid like sheen observed on top of drum; closed top, steel	i.i.
79	North wall of 4807 Arapaho	5-gallon can	Mobil; no other label	i.i.
80	North wall of 4807 Arapaho	5-gallon can	Label missing	i.i.
81	North wall of 4807 Arapaho	5-gallon can	Label missing	i.i.
82	North wall of 4807 Arapaho	5-gallon can	Label missing	i.i.
83	North wall of 4807 Arapaho	5-gallon can	Label missing	i.i.
84	North wall of 4807 Arapaho	5-gallon can	Sherwin Williams Coating - Steel	i.i.
85	North wall of 4807 Arapaho	5-gallon can	Sherwin Williams Coating - Steel	i.i.
86	North wall of 4807 Arapaho	5-gallon can	Sherwin Williams Coating - Steel	i.i.

**Table 1
Containers at 4803 - 4807 Arapaho Road
Dallas Area Rapid Transit
Contract No. C95000107**

No.	Location	Size	Description	EPA Classification
87	Near fence, north of 4807 Arapaho	5-gallon can	ACI Toner 70	i.i.
88	Near fence, north of 4805 Arapaho	5-gallon can	ACI Seal 764	i.i.
89	Near fence, north of 4805 Arapaho	5-gallon can	ACI Seal 764	i.i.
90	Near fence, north of 4805 Arapaho	55-gallon drum	Label missing; steel, open top; contains gray solid (paint?)	i.i.
91	Near fence, north of 4805 Arapaho	55-gallon drum	Kut-Ryte M 1604; SCI-Chem; steel, closed top	i.i.
92	Near fence, north of 4805 Arapaho	55-gallon drum	Label missing; steel, closed top	i.i.
93	Near fence, north of 4805 Arapaho	55-gallon drum	Label missing; steel, closed top	i.i.
94	Near fence, north of 4805 Arapaho	55-gallon drum	Phosphoric acid (UN 1805); plastic, closed top	Corrosive: u145
95	Near fence, north of 4805 Arapaho	55-gallon drum	Kut-Ryte M 1604; SCI-Chem; steel, closed top	i.i.
96	Near fence, north of 4805 Arapaho	55-gallon drum	Label missing; steel, closed top	i.i.
97	Near fence, north of 4805 Arapaho	35-gallon drum	'Mantek' label; no marking; steel, closed top	i.i.
98	Near fence, north of 4805 Arapaho	5-gallon can	Isopropyl alcohol, flammable; steel, closed top	Flammable

Note: i.i. = Insufficient information.



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

September 21, 1993

MEMORANDUM

To: Ron Whitehead
City Manager

From: John Baumgartner *JB*
Director of Public Works

Re: 6.273 acre tract needed for the realignment and extension
of Arapaho Road

The following represents a break down of right-of-way and developable land regarding the referenced parcel:

Total tract	273,252 sq.ft.	
	@ \$1.70/sq.ft.	\$464,528
Arapaho R.O.W.	85,300 sq.ft.	
	@ \$3.00/sq.ft.	255,900
Spectrum R.O.W.	27,200 sq.ft.	
	@ \$3.00/sq.ft.	81,600
Total Right of Way	112,500 sq.ft.	
	@ \$3.00/sq.ft.	337,500
Cost of the remaining land for 160,752 sq.ft.		\$127,028
Tract 1	69,700 sq.ft.	
Tract 2	91,052 sq.ft.	

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

Granisle

*To JOHN
BAUMGARTNER*

Granisle Management Systems, Inc., 6751

s 75230, (214) 991-2262, Fax (214) 991-2286

July 14, 1993

Town of Addison
Addison, Texas 75248

RE: Dedicated Right turn lane addition at the Addison Road & Arapaho intersection.

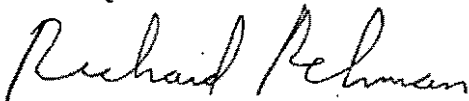
Dear Town of Addison:

Granisle Management Systems, Inc. represents the owners of the Quorum Center building located at 15280 Addison Road. We would like to voice our opposition to the addition of a dedicated right turn lane to Addison Road as you travel north onto Arapaho Road. We feel that the addition of this turn lane would increase the traffic that already cuts through our parking lot to get to Arapaho Road. The turn lane would only give additional incentive for any driver waiting at the turn lane to just go ahead and use our parking lot to cut through to avoid waiting for the light to change. This increases the chances of someone who is cutting through our parking lot of hitting either one of our tenants or one of our tenant's vehicles. Already, several of the building tenants have expressed concern over the existing increased traffic that is cutting through the parking lot, addition of your turn lane would only intensify the problem.

If hope this letter expresses our concerns on this matter.

Sincerely yours,

Granisle Management Systems, Inc.



Richard Rehman
Asset Manger

RR/cah



TECHNICAL MEMORANDUM

TO: Mr. Daryl Snadon
Beltway Development Company

FROM: DeShazo, Tang & Associates

DATE: July 21, 1993

RE: Addison Development; J93018.

John - Note that the site has been increased by 40 units of Apt but one unit has been omitted. Give me a call

Thx Daryl

PURPOSE

The purpose of this memorandum is to compare the trip generation rates of two different buildout scenarios for a development in Addison, Texas.

DEVELOPMENT SITE

The proposed development is located in Addison, Texas. The site is bounded by Belt Line Road on the south, Arapaho Road to the north, Addison Road to the west, and Quorum Drive to the east. Two different scenarios with respect to site usage were examined. Exhibit 1 shows one of two site plans that were analyzed. The alternative scenario (denoted Scenario #2) is similar to the one shown in Exhibit 1, except that the 90,000 square feet of retail (Site #15) is reduced to 40,000 square feet, and Sites 2, 3, 4 and 5 are eliminated and replaced with a 400-unit, mid-rise apartment complex. The total development area of Scenario #1 is approximately 527,000 square feet. Scenario #2 consists of approximately 194,400 square feet of office and retail uses with a 400-unit apartment complex.

ARAPAHO ROAD

2

3

4

QUORUM CENTRE

90,000 s.f.

OFFICE

120,000 s.f.

OFFICE

150,000 s.f.

RESTAURANT

7,000 s.f.

5

RESTAURANT

6,000 s.f.

14

RESTAURANT

6,000 s.f.

RETAIL

15

RETAIL

90,000 s.f.

RESTAURANT

5,000 s.f.

6

RESTAURANT

6,000 s.f.

13

OFFICE DEPOT

26,000 s.f.

7

RESTAURANT

7,000 s.f.

12

RESTAURANT

6,000 s.f.

11

10

RESTAURANT

6,000 s.f.

9

CONTAINER STORE

15,000 s.f.

8

RESTAURANT

7,000 s.f.

BELT LINE ROAD

ADDISON ROAD

QUORUM DRIVE

EXHIBIT 1 - SITE PLAN

ACCESSIBILITY

Accessibility is a prime consideration in the study and design of the transportation system serving any development. The major roadways serving the planned development include:

- o Dallas North Tollway - a six-lane divided, controlled-access toll road. This facility has three-lane, one-way service roads on each side and provides north-south access to Addison and the surrounding area.
- o Belt Line Road - a six-lane, divided major east-west arterial through the City of Addison. This roadway forms the southern boundary of the site and will provide access to the north-south arterials serving Addison.
- o Addison Road - a four-lane, divided minor arterial that extends from Inwood Road to Trinity Mills Road. This north-south roadway marks the west boundary of the site.
- o Arapaho Road - a four-lane undivided roadway in this vicinity. In this area, Arapaho Road is considered a minor arterial and forms the northern boundary of the site.
- o Quorum Drive - a north-south roadway that forms the eastern boundary of the site. Quorum Drive is a four-lane, divided commercial collector that extends from the Dallas North Tollway to Westgrove Lane to the north.

SITE GENERATED TRAFFIC

Trips generated under both scenarios were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual. Exhibit 2 summarizes Scenarios #1 and #2. As Exhibit 2 shows, approximately 24,300 daily trips are generated by Scenario #1. This daily total drops to about 18,100 trips under the second scenario. It should be noted that no mixed-use reductions were used in determining site impact.

EXHIBIT 2

Scenario 1

Site	Land Use	Area (s.f.)	Weekday Avg. Trips	A.M. Peak		P.M. Peak	
				Inbound	Outbound	Inbound	Outbound
1	General Office	70,000	1,089	130	16	25	121
2	General Office	120,000	1,631	198	24	37	180
3	General Office	150,000	1,941	237	29	44	213
4	Restaurant	7,000	1,438	55	55	62	52
5	Restaurant	6,000	1,232	47	47	53	45
6	Restaurant	5,000	1,027	40	40	44	38
7	Retail	26,000	813	80	87	73	55
8	Restaurant	7,000	1,438	55	55	62	52
9	Retail	15,000	610	46	50	42	32
10	Restaurant	6,000	1,232	47	47	53	45
11	Restaurant	6,000	1,232	47	47	53	45
12	Restaurant	7,000	1,438	55	55	62	52
13	Restaurant	6,000	1,232	47	47	53	45
14	Restaurant	6,000	1,232	47	47	53	45
15	Shopping Center	90,000	6,738	98	58	312	312
	Total	527,000	24,323	1,229	704	1,028	1,332

Scenario 2

Site	Land Use	Area (s.f.)*	Weekday Avg. Trips	A.M. Peak		P.M. Peak	
				Inbound	Outbound	Inbound	Outbound
1	General Office	70,000	1,072	129	16	24	119
2	Apartment	400	2,588	35	169	171	81
3	Included in 2	---	---	---	---	---	---
4	Included in 2	---	---	---	---	---	---
5	Included in 2	---	---	---	---	---	---
6	Restaurant	5,000	1,027	39	39	44	37
7	Retail	26,000	1,057	80	87	95	72
8	Restaurant	7,000	1,438	55	55	61	52
9	Retail	15,000	610	46	50	55	41
10	Restaurant	6,000	1,232	47	47	53	45
11	Restaurant	6,000	1,232	47	47	53	45
12	Restaurant	7,000	1,438	55	55	61	52
13	Restaurant	6,000	1,232	47	47	53	45
14	Restaurant	6,000	1,232	47	47	53	45
15	Shopping Center	40,000	3,986	60	35	183	183
	Total	194,400**	18,144	687	694	906	817

*Except for "Apartment", which is in number of units

**Total square footage does not include apartments

Under both scenarios, more trips were generated in the evening peak hour than the morning peak hour. Therefore, only the evening peak hour needs to be examined with respect to site impact since this time period will have the greatest effect on the overall development.

TRIP ORIENTATIONS/ASSIGNMENTS

The orientation of trips generated by the proposed development is based on 24-hour traffic volumes of the roadways surrounding the site. These volumes were obtained from the book entitled: D/FW Region, 24-Hour Traffic Count (November 1991), which is compiled by the North Central Texas Council of Governments (NCTCOG). Exhibit 3 shows the orientation of these volumes. Exhibits 4 and 5 show the projected evening peak hour turning movements for each scenario.

EXISTING TRAFFIC VOLUMES

Traffic counts for the roadways surrounding the site were obtained from the NCTCOG manual. In order to obtain peak hour volumes, a 10 percent K-factor was assumed. Exhibit 6 shows the 24-hour and estimated peak hour traffic counts for roadways surrounding the site.

CONCLUSIONS

The proposed site on Belt Line Road and Addison Road was analyzed to compare the difference between two different buildout scenarios. Projected development traffic was distributed throughout the site at the various driveways. Based on the two scenarios, Scenario #1 generates more trips in each case than Scenario #2. Therefore, traffic generated by Scenario #2 should have less of an impact on the surrounding roadway network and development driveways than the traffic generated by Scenario #1.

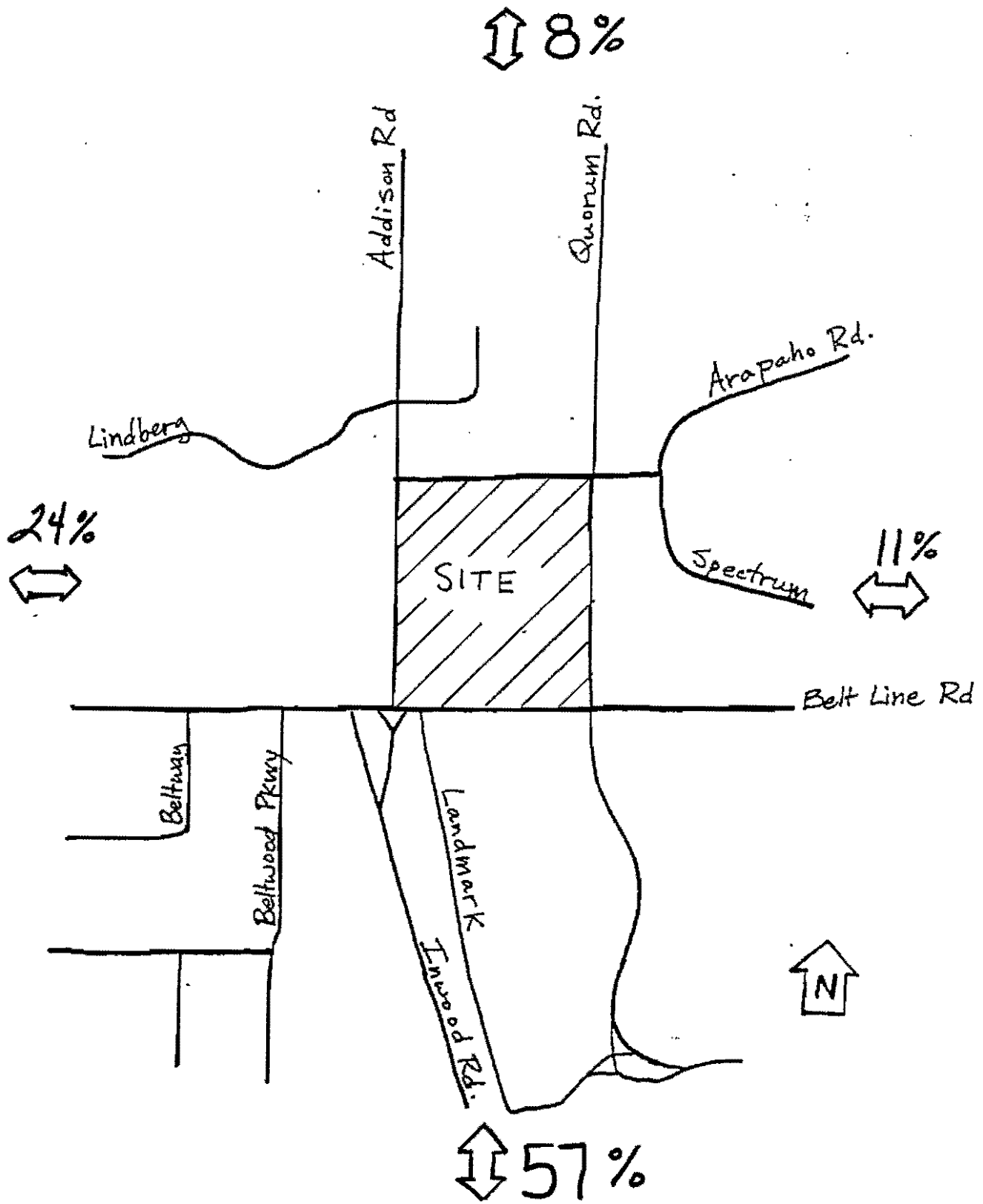


EXHIBIT 3 - TRIP ORIENTATIONS

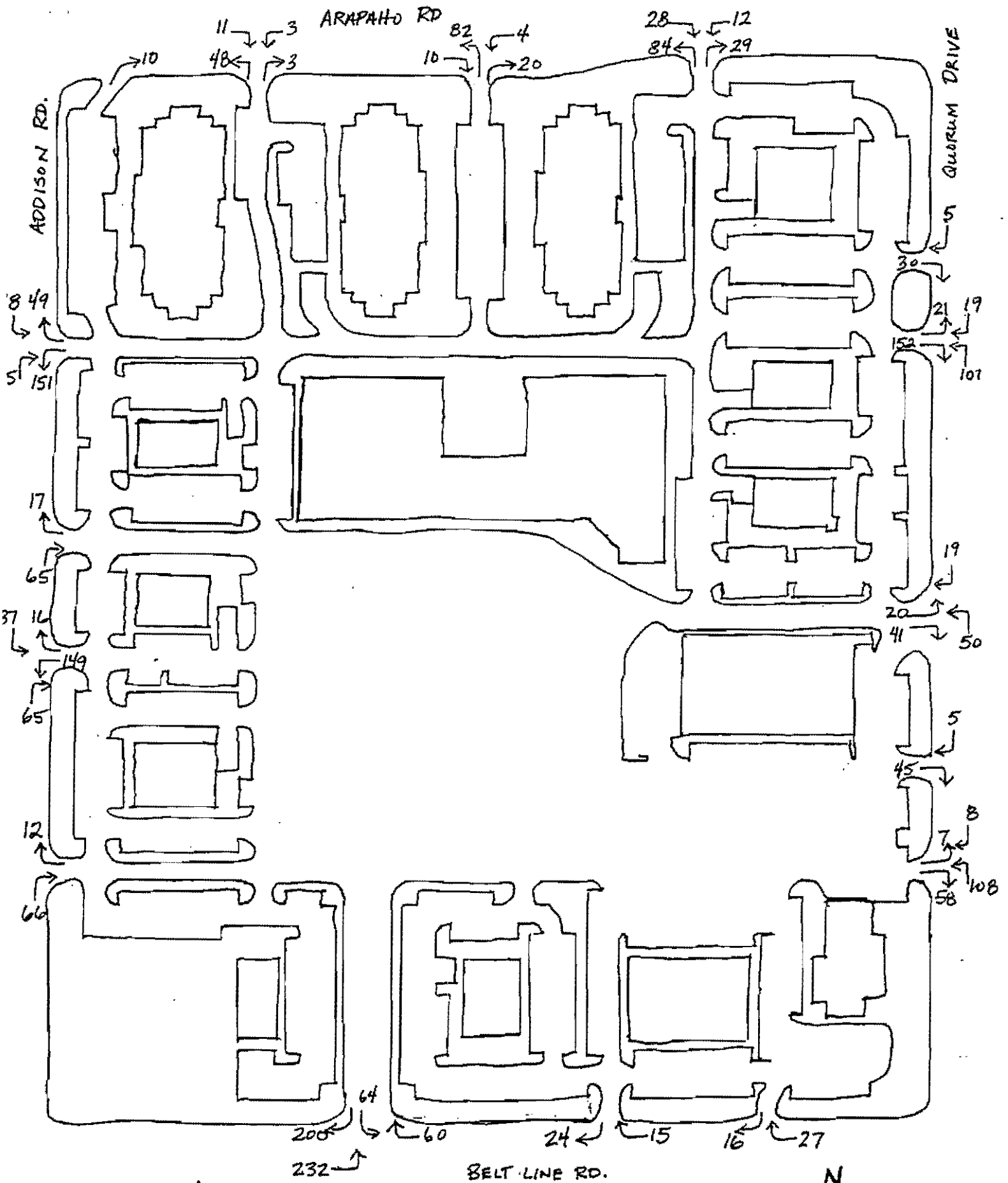
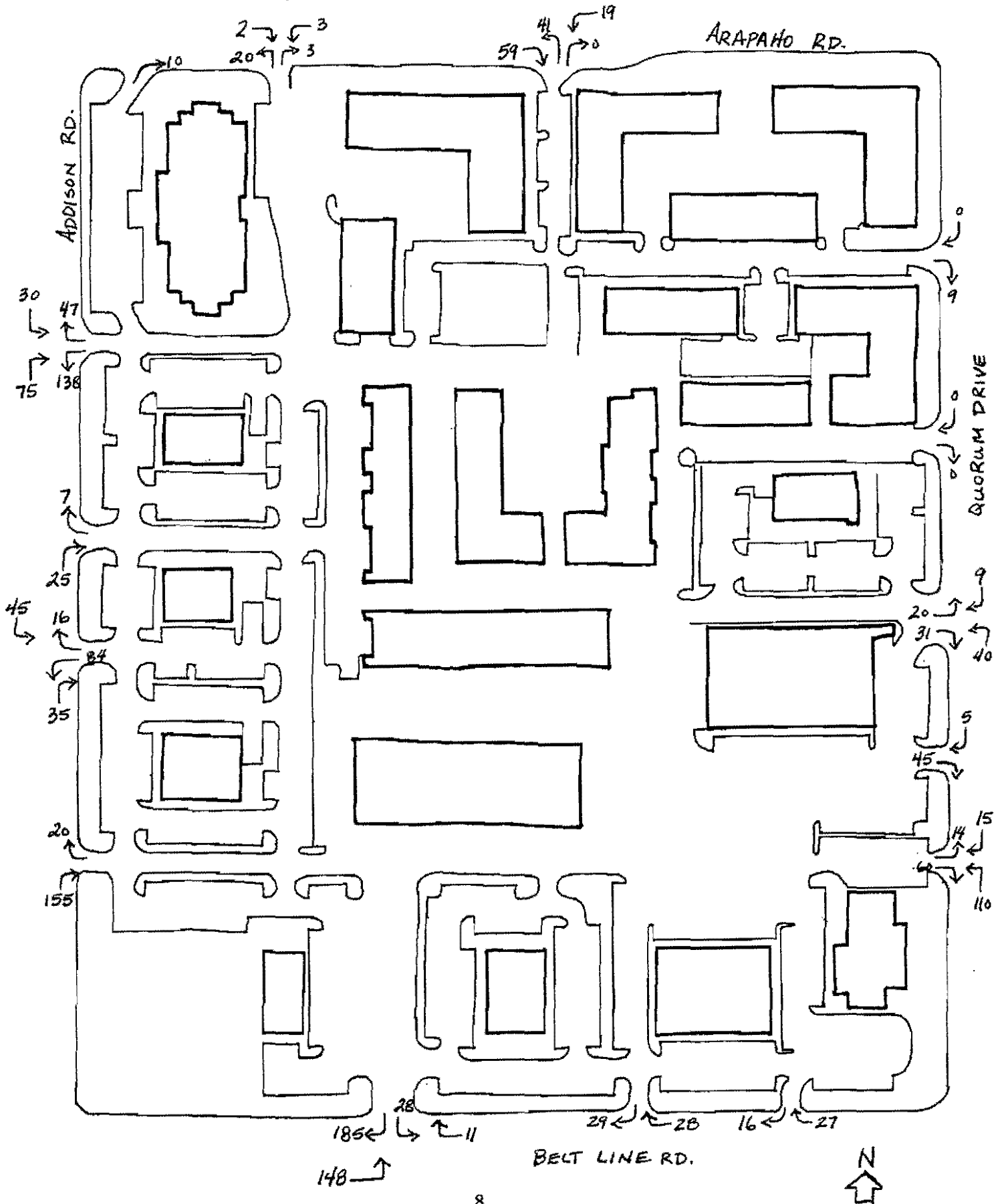


EXHIBIT 4 - SCENARIO #1

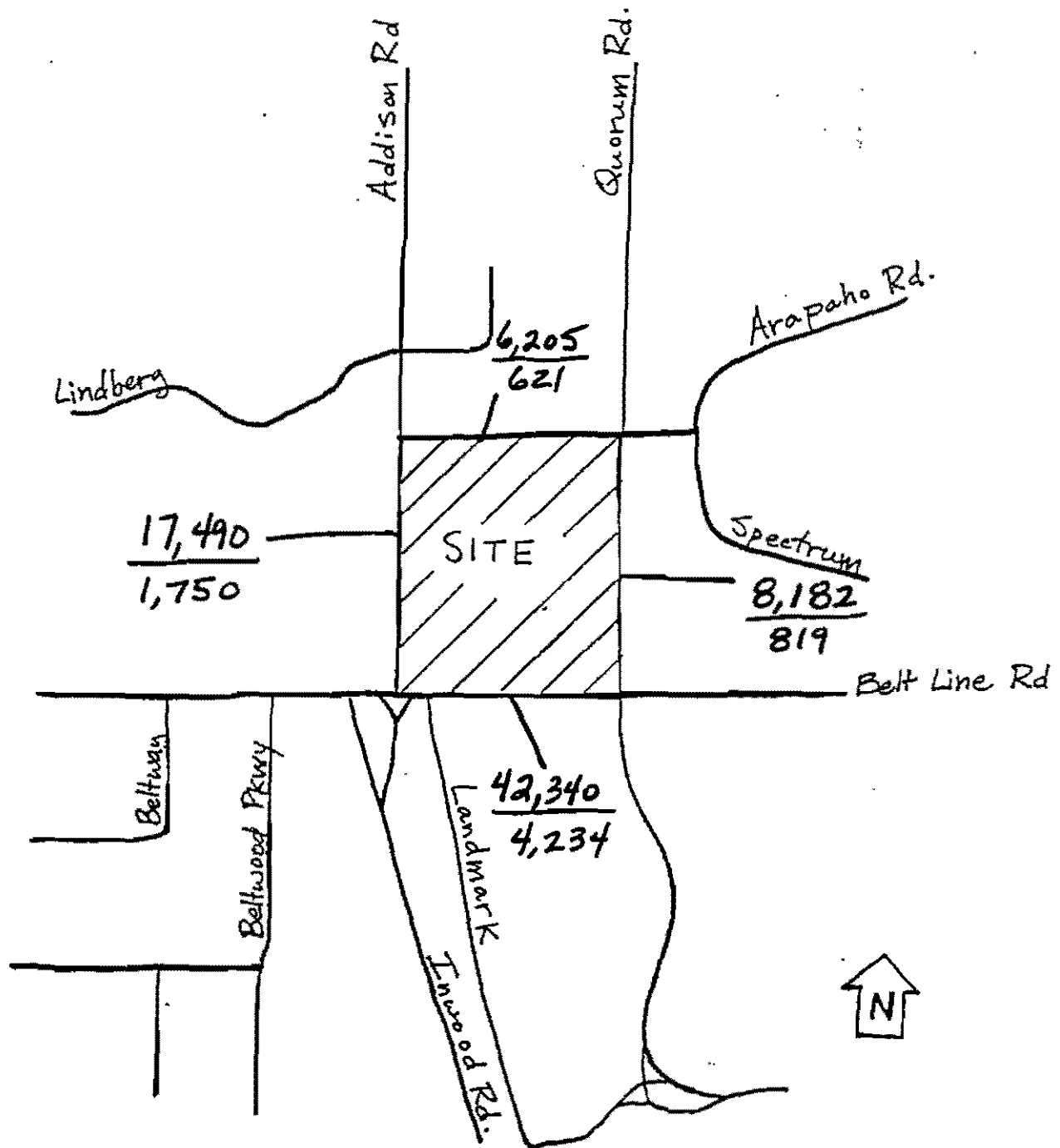
PM Peak Hour

Site Traffic Turning Movements





8
EXHIBIT 5 - SCENARIO #2
PM PEAK HOUR
Site Traffic Turning Movements



$$\frac{XX}{YY} = \frac{24\text{-Hour Count}}{\text{Peak Hour Estimate}}$$

EXHIBIT 6 - TRAFFIC VOLUMES
1989 NCTCOG COUNTS

JOHN

Barton-Aschman Associates, Inc.

5485 Belt Line Road, Suite 199
Dallas, Texas 75240
USA

Phone: (214) 991-1900
Fax: (214) 490-9261
Metro: 263-9138

April 30, 1991

Mr. Robin Jones
Director of Streets
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

RE: Arapaho Road Extension

Dear Robin:

Per your request, I have reviewed the Alternative Arapaho Road alignment presented by Mr. Cline and Mr. Moses in their April 18, 1991 memorandum.

Based on this review, we continue to recommend the originally proposed Arapaho Road alignment. The alternative proposed by Mr. Cline and Mr. Moses would not serve effectively as part of an efficient roadway system. Delay, travel time, fuel consumption, and emissions would be increased and the effectiveness of any extension of Arapaho beyond Addison Road would be reduced. Furthermore, the alternate proposal would be ineffective in relieving congestion on Belt Line Road and would disrupt access to the Grand Kempinski Hotel and adjacent office complex.

This conclusion is based on our review of the need for an Arapaho Road extension and the ability of the alternative alignment to fulfill this need. The following sections and comments summarize this review.

NEED FOR ARAPAHO ROAD EXTENSION

- Belt Line Road is currently the only roadway offering continuous east-west travel through Addison. Belt Line currently has traffic volumes in excess of 44,000 vehicles per day at several segments within the Town. This volume is well above the desirable carrying capacity of this type roadway, as exemplified by the congestion which occurs daily along the roadway.
- Continued growth within the Town of Addison and its neighboring cities will place an increased demand for east-west travel in the Belt Line corridor. With little opportunity to significantly increase the capacity of Belt Line Road along its entire length within Addison (i.e., widen to 8 lanes, grade separations, etc.), an alternative corridor for additional east-west capacity is needed.
- The present congestion along Belt Line Road has prompted many motorists to use Arapaho and Lindberg as an alternative route for east/west travel between the Dallas North Tollway and Midway Road. This route currently experiences congestion on



Addison Road between Arapaho and Lindberg, as motorists travel along this circuitous route.

- Arapaho Road parallels Belt Line from Shiloh Road in Garland to the Dallas North Tollway in Addison. Arapaho currently provides regional east-west capacity in this area. From the Tollway west, the roadway's regional importance is greatly reduced due to its current alignment. West of the Tollway, Arapaho curves southward to a right-angle, stop sign controlled intersection then continues westward again to its terminus at Addison Road.
- The regional importance, continuity, and capacity of Arapaho Road east of the Tollway makes the extension and realignment of Arapaho desirable for providing additional east/west capacity for the Town.

COMPARISON OF ALTERNATIVE ALIGNMENTS

- The proposed realignment of Arapaho Road between the Tollway and Addison Road would increase the efficiency of travel in the area by eliminating the constraint at the Arapaho Road/Spectrum Drive intersection (4-way Stop). Currently, drivers must turn at this intersection when traveling on Arapaho. Under the plan proposed by Mr. Cline and Mr. Moses, drivers would be required to negotiate turns at two intersections when traveling east/west on Arapaho.
- The continuity of a roadway is a major factor in its ability to successfully serve its intended function. Drivers must be able to travel from origin to destination without circuitous routing (i.e., off-set intersections) along an arterial. The alternative plan increases the circuitous travel on Arapaho beyond that which currently exists. This alignment would increase travel times, fuel consumption, emissions, and delay for motorists using Arapaho, and negatively impact the effectiveness of any extension of Arapaho beyond Addison Road.
- The alternative plan, which proposes the realignment at Arapaho slightly south to a terminus at the Tollway's south frontage road, does not offer any advantages over the present alignment. This alignment would disrupt access to the Grand Kempinski Hotel and the office complex on the north side of the proposed alignment, and serve little function as a part of a efficient thoroughfare system. Any extension of an east/west roadway only to the Tollway will not help alleviate Belt Line Road congestion.
- The need for a east/west thoroughfare north of the railroad tracks exists, but the Arapaho Road extension does not replace this need. The proposed Arapaho extension would serve to provide additional capacity only for the densely developed Belt Line Road corridor.

Mr. Robin Jones
April 30, 1991
Page 3

COST-EFFECTIVENESS

- The originally proposed alignment is still just a proposal. As part of the work on the thoroughfare development plan we will be able to determine expected volumes and a benefit/cost ratio. At that time, we be able to determine if the cost of the roadway can be justified.

SUMMARY

In summary, the proposed realignment of Arapaho Road provides the roadway continuity required of any additional east/west arterial to help alleviate Belt Line Road congestion. The alternative plan submitted by Mr. Cline and Mr. Moses increases the circuitous routing of traffic along Arapaho and would impact traffic conditions in the area more negatively than the current alignment.

Thank you for allowing us to respond to the concerns raised in Mr. Cline's memorandum. If you should have any questions, please do not hesitate to contact me.

Sincerely,

BARTON-ASCHMAN ASSOCIATES, INC.



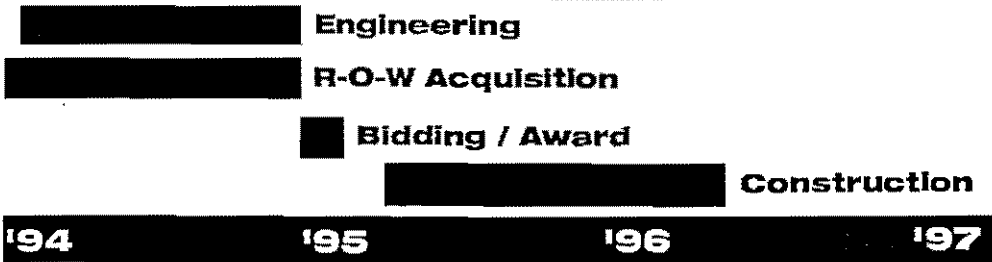
Gary D. Jost, P.E.
Principal Associate

GDJ:rmb

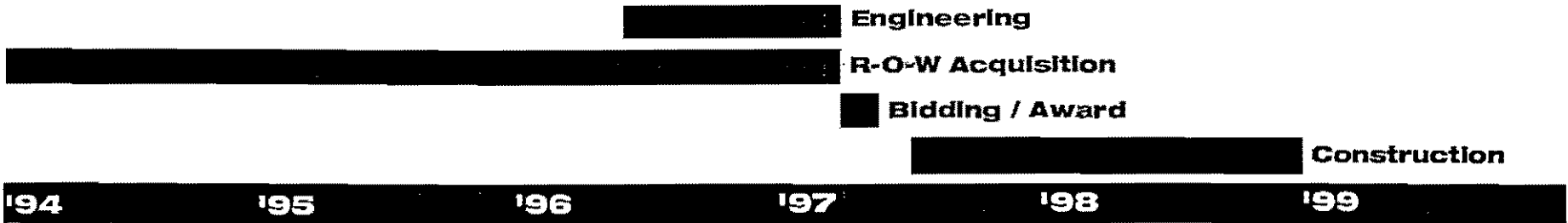
garylarapahord.481

Proposed Arapaho Road Construction Schedule
 October 22, 1993

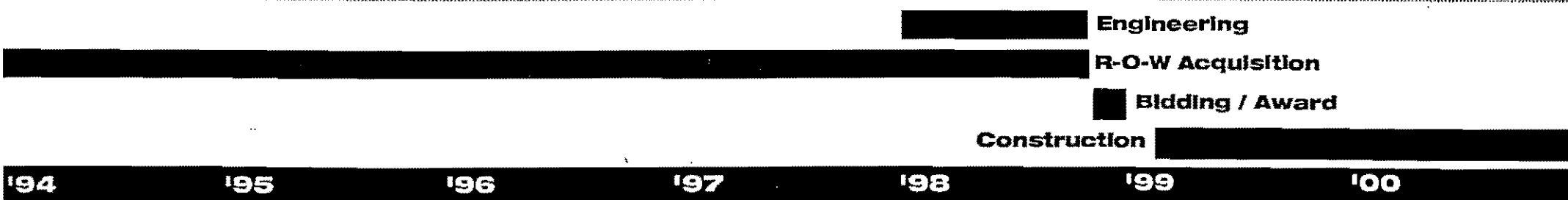
Phase I: Dallas Parkway to Addison Road (Completion May 1996)



Phase II: Addison Road to Midway Road (Completion January 1999)



Phase III: Midway Road to Marsh Lane (Completion December 2000)



Completion of the alignment study is anticipated in February of 1994. The completion dates are dependent upon R-O-W acquisition and funding.

Arapahoe Rd

IMPROVEMENTS SUMMARY - RETAIL/OFFICE BUILDNG			
Construction Type:	Class C ¹ , Office Building	Parking:	<u>Yes</u> <u>No</u>
Rentable Area:	11,914 SF	On Site	√
Number of Buildings:	One	Paved	√
Number of Stories:	Three	Parking Garage	√
Year Built:	1985	Adequate	√
Effective Age:	12	Conforms to Zoning	√
Economic Life:	45	No. of Parking Spaces:	N/A
Remaining Economic Life:	33	Spaces/1,000 SF NRA:	N/A
SF Occ. at Date of Value:	9,514 SF	Construction Quality:	Good
% Occ. At Date of Value:	80%	Construction Condition:	Good
Load Factor:	N/A	Deferred Maintenance:	No
Ceiling:	Acoustical tile	Landscaping:	Adequate
Electrical:	Assumed to meet code	Lighting:	Recessed fluorescent tubes
# Elevators:	One	Plumbing:	Assumed to meet code
Exterior Walls:	Brick veneer	Public Lobby:	No
Floor Cover:	Carpet & vinyl	Restrooms:	Yes
Foundation:	Concrete Slab	Roof Cover:	Built-up composition
Frame:	Steel	Security:	Wired and has exterior Lighting
HVAC:	Central HVAC	Sprinklers:	Yes
Interior Partitions:	Drywall over stud framing in office area	Tenant Improvements:	
		Windows:	Fixed glass in aluminum frames
<p>1 Per <i>Marshall Valuation Service</i>, Class C buildings are characterized by masonry or reinforced concrete (including tilt-up) construction. The walls may be load-bearing, i.e., supporting roof and upper floor loads, or nonbearing with open concrete, steel, or wood columns, bents, or arches supporting the load.</p> <p>Compiled by: Hanford/Healy Appraisal Company</p>			

IMPROVEMENTS SUMMARY - OFFICE/WAREHOUSE BUILDINGS

Construction Type:	Class C ¹ , concrete tilt-up	Parking:	<u>Yes</u>	<u>No</u>
Rentable Area:	25,772 SF	On Site	√	
Number of Buildings:	2	Paved	√	
Number of Stories:	1	Parking Garage		√
Year Built:	15,772 SF - 1969; 10,000 SF - 1979	Adequate	√	
Effective Age:	15,772 SF - 30 years; 10,000 SF - 20 years	Conforms to Zoning	√	
Economic Life:	40 year each	No. of Parking Spaces:	N/A (not striped)	
Remaining Economic Life:	15,772 SF 10 years; 10,000 SF - 20 years	Spaces/1,000 SF NRA:	N/A	
SF Occ. at Date of Value:	25,772 SF	Construction Quality:	Average	
% Occ. At Date of Value:	100% (month-month tenants)	Construction Condition:	Fair	
Load Factor:	N/A	Deferred Maintenance:	Yes	
Ceiling:	Acoustical tile in 15,772 SF bldg; none in 10,000 SF bldg	Landscaping:	Limited	
Electrical:	Assumed to meet code	Lighting:	Fluorescent fixtures	
HVAC:	Forced air - 15,772 SF bldg; none in 10,000 SF bldg	Plumbing:	Assumed to meet code	
Exterior Walls:	15,772 SF - concrete block; 10,000 SF	Public Lobby:	No	
Floor Cover:	commercial grade carpet - office area of 15,772 SF bldg; unfinished in remainder of bldgs	Restrooms:	Yes	
Floor-to-Ceiling Height:	16' - 15,772 SF; 20' - 10,000 SF	Roof Cover:	Built-up tar and gravel	
Foundation:	Concrete Slab	Security:	Exterior Lighting	
Frame:	Steel	Sprinklers:	No	
Interior Partitions:	Gypsum on wood studs	Windows:	Glass in aluminum frames	

1

Per *Marshall Valuation Service*, Class C buildings are characterized by masonry or reinforced concrete (including tilt-up) construction. The walls may be load-bearing, i.e., supporting roof and upper floor loads, or nonbearing with open concrete, steel, or wood columns, bents, or arches supporting the load.

Compiled by: Hanford/Healy Appraisal Company

Direct Capitalization:

DIRECT CAPITALIZATION - RETAIL/OFFICE BASED ON STABILIZED INCOME		
Potential Gross Rental Income - Office		\$176,009
Potential Gross Rental Income - Retail		\$60,000
Subtotal		\$236,009
Vacancy & Collection Loss	5% *	(\$8,800)
Subtotal		\$227,209
Other Income		\$0
Effective Gross Income		\$227,209
Total Operating Expenses		(\$57,084)
Net Operating Income		\$170,125
Direct Capitalization Rate/Value	9.50%	\$1,790,789
Rounded		\$1,790,000
SF		11,914
\$/SF		\$150.24
Source: Hanford/Healy Appraisal Company		

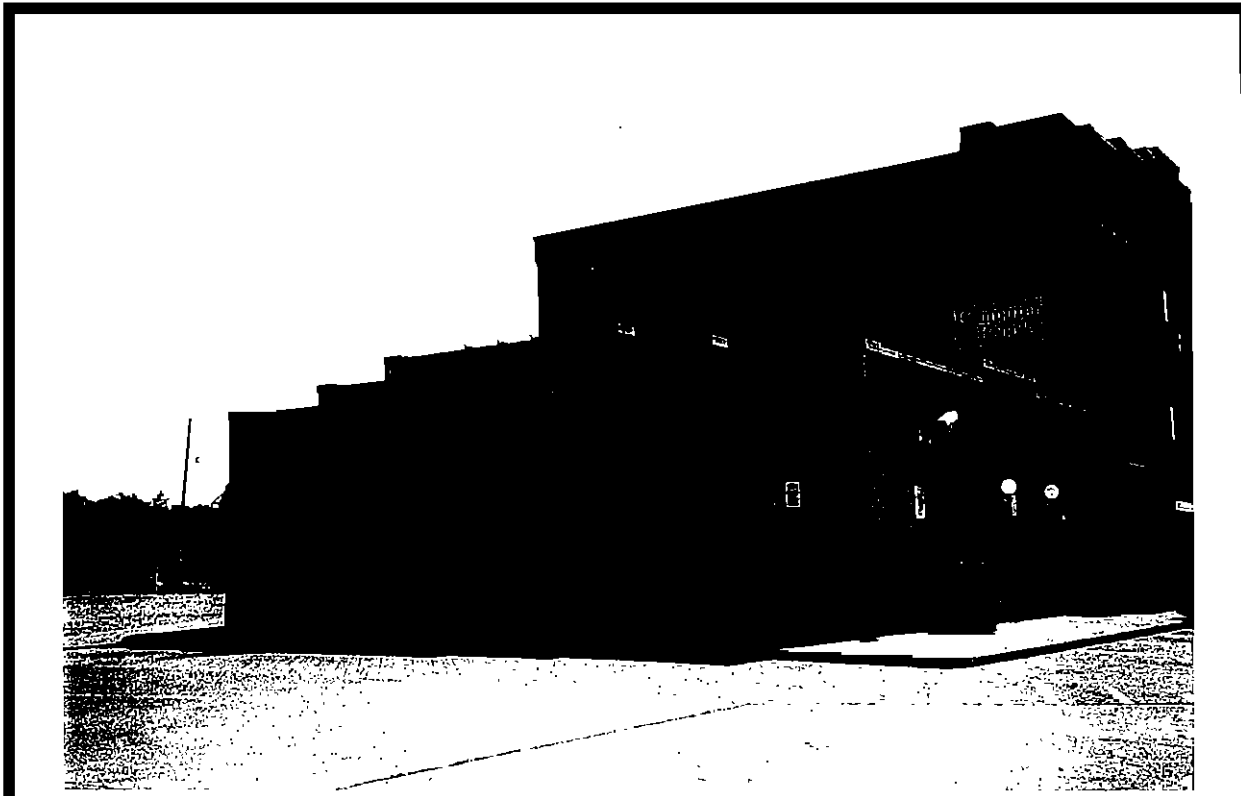
DIRECT CAPITALIZATION - OFFICE/WARHOUSES BASED ON STABILIZED INCOME		
Potential Gross Rental Income - 15,772 SF		\$86,746
Potential Gross Rental Income - 10,000 SF		\$35,000
Subtotal		\$121,644
Vacancy & Collection Loss	5.00%	(\$6,082)
Subtotal		\$115,562
Other Income		\$0
Effective Gross Income		\$115,562
Total Operating Expenses		(\$32,475)
Net Operating Income		\$83,087
Direct Capitalization Rate/Value	10.00%	\$830,868
Rounded		\$830,000
SF		25,772
\$/SF		\$32.21
Source: Hanford/Healy Appraisal Company		

Income Approach Conclusion: The preceding analysis indicates the following conclusions.

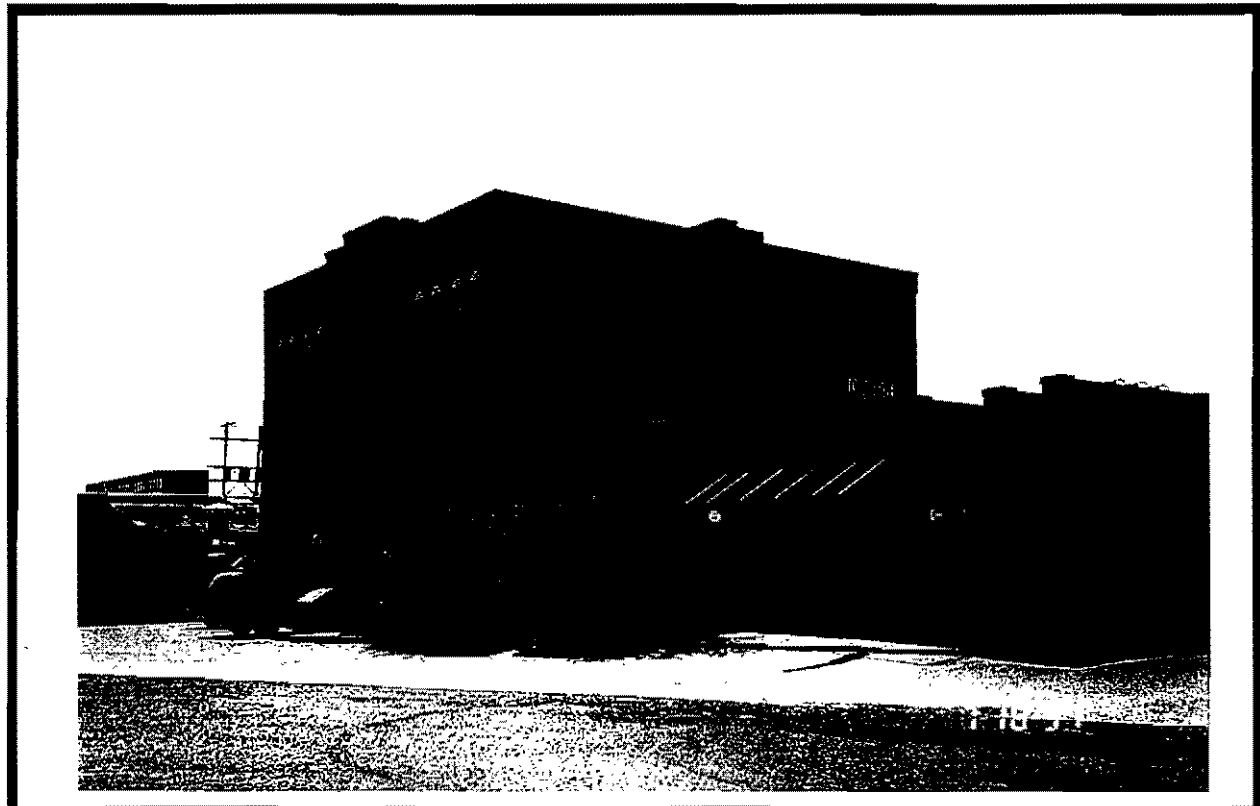
INCOME APPROACH VALUES	
Method	Indicated Value
Direct Capitalization	\$2,620,000
Discounted Cash Flow	N/A
Source: Hanford/Healy Appraisal Company	



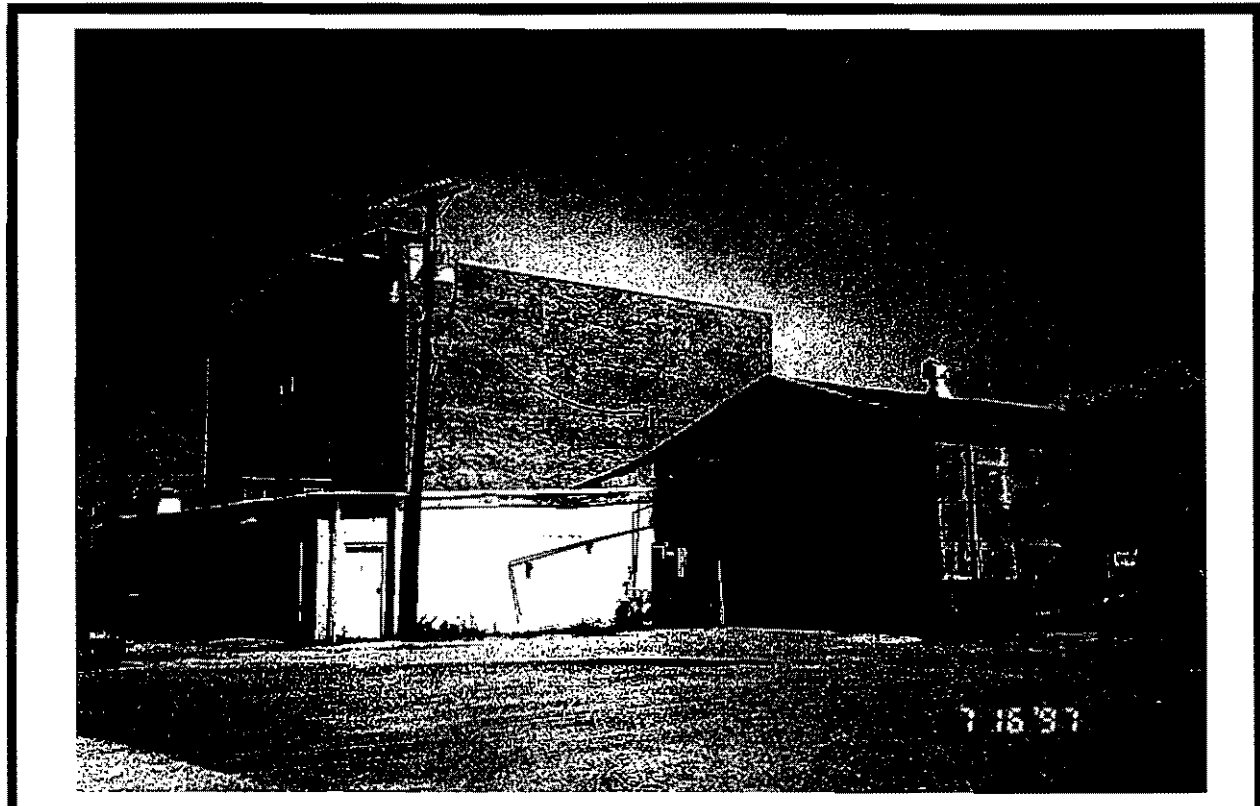
SUBJECT PHOTOGRAPH



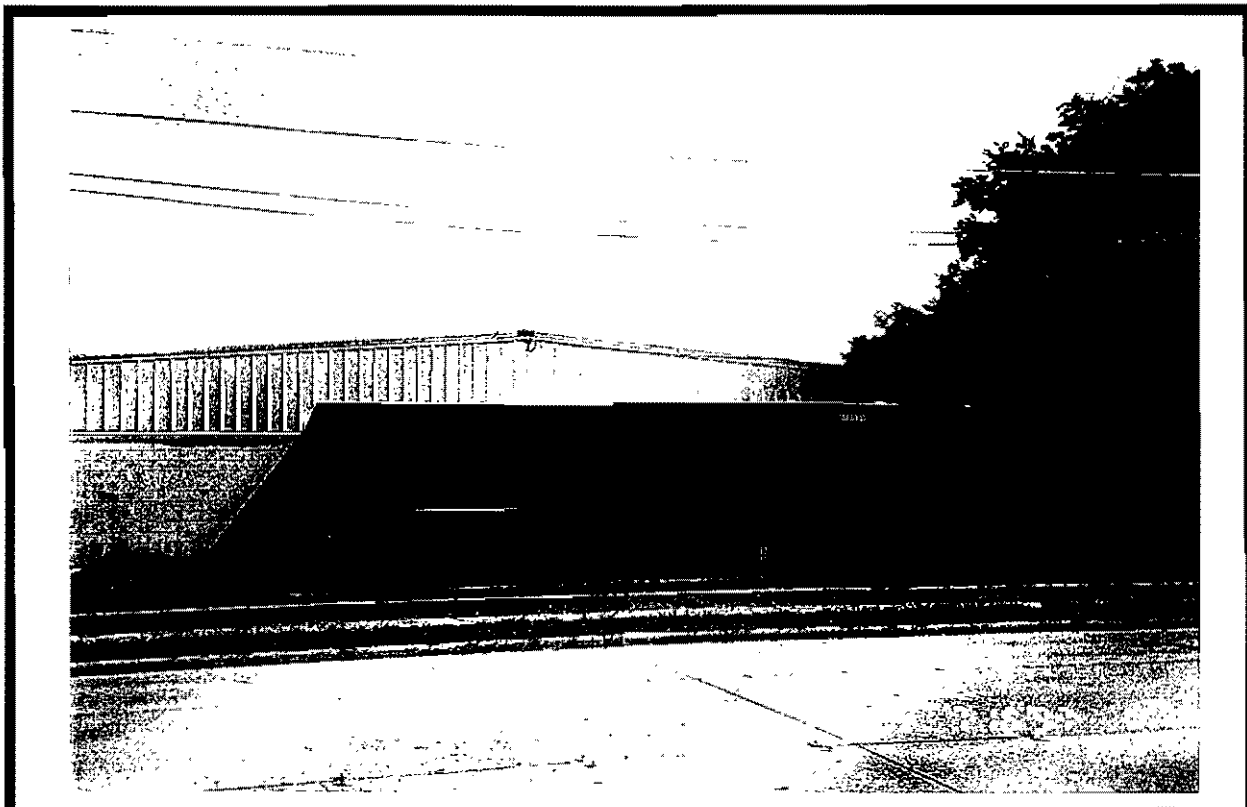
SUBJECT PHOTOGRAPH



SUBJECT PHOTOGRAPH



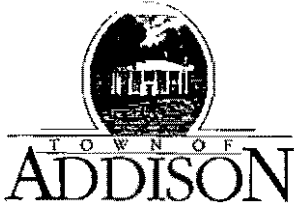
SUBJECT PHOTOGRAPH



SUBJECT PHOTOGRAPH



SUBJECT PHOTOGRAPH



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(972) 450-2871

16801 Westgrove

August 21, 1997

Mr. Tom K Ryden, P.E.
Senior Manager, Project Development
Dallas Area Rapid Transit
P.O. Box 600163
Dallas, Texas 75266-0163

Re: Reimbursement for Land Acquisition-Arapaho Road

Dear Mr. Ryden:

Proceedings for the acquisition of the Pinnell tract are now complete (through condemnation) and DART has posted the total amount of the award, \$2,899,500.00, with the court. According to our Interlocal Agreement with DART, Addison is responsible for 35% of the total award, or \$1,014,825.00. The Town Council has approved the payment to DART, and the money transfer (by wire), should occur today or tomorrow.

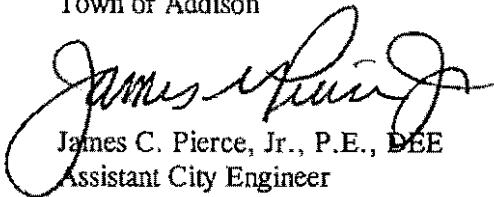
This is to request reimbursement of the \$1,014,825.00 back to Addison from our LAP/CMS funding.

I have attached a "Summary of Testimony", a copy of the Condemnation Proceeding and a copy of the Interlocal Agreement of Purchase and Sale of Real Property, all of which pertain to the above.

Please call me at 972-450-2879 if you have any questions or require additional information.

Very truly yours,

Town of Addison



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

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

Sandra Goforth
Accounting Manager

HUITT-ZOLLARS

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

June 16, 1997

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

RE: Proposal for Additional Engineering Services
Arapaho Road - Dallas North Tollway to Addison Road

Dear Mr. Baumgartner:

As you requested, we have reviewed our Arapaho Road plans, currently estimated at 80% complete, to determine the additional costs associated with: (1) studying the widening of Arapaho Road from a four lane to a six lane divided thoroughfare from the Southbound Tollway Service Road to Quorum Drive and (2) the additional engineering tasks associated with the widening of Arapaho Road as outlined in the letter from David Nighswonger dated February 28, 1997.

In response to your request to study the widening of Arapaho Road from the Southbound Tollway Service Road to Quorum Drive, we propose the following scope of work:

- a) Prepare a conceptual plan of the widened roadway.
- b) Determine the physical impact of the widening on adjacent properties.
- c) Determine the approximate additional right-of-way required for the widening. For the study, additional right-of-way areas will be measured without the benefit of on-the-ground surveys.
- d) After approval of the revised alignment, preparation of five new right-of-way exhibits and legal descriptions and revisions to one existing right-of-way exhibit and legal description. Setting of new right-of-way corners in the field.
- e) Field surveying to obtain additional existing topography information in the area that the roadway will be widened.

The total estimated cost to perform the study is \$10,500.00.

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The following additional scope of work is proposed for the items outlined in the February 28 letter and as discussed in subsequent meetings and phone conversations:

- a) The addition of six additional plan sheets (right-of-way, typical sections, paving, striping, and cross sections) and revisions to existing plan sheets (construction sequencing, paving, and striping) to cover the section of Arapaho Road to be widened from the Tollway to the existing Colonnade driveway including median revisions and the addition of a designated right turn lane.
- b) Revise existing plans to incorporate the widening of the roadway from the existing Colonnade driveway to Quorum Drive
- c) Revise existing plans for changes in median locations and the addition of deceleration lanes adjacent to the DART Transit Center.
- d) The addition of three plan sheets for the signalization of the Arapaho Road and Old Arapaho Road/DART Transit Center intersection and the signal interconnect to link the signals at the intersections of Arapaho Road and future Spectrum Drive, Quorum Drive, Old Arapaho Road, and Addison Road.
- e) The addition of three plan/profile sheets for the parallel stormwater line along the Tollway to increase the capacity of the existing stormwater system. Additional field surveying will be required for this task.
- f) The addition of three plan sheets for water and wastewater mains along Arapaho Road between Quorum Drive and Addison Road.
- g) Revise existing stormwater plans to incorporate stormwater lines being discharged from the DART Transit Center.
- h) Investigate the remaining service life of the existing Arapaho Road pavement from the Tollway to the Colonnade driveway. This task will be performed by our M/DBE consultant Terra-Mar.
- i) Review of the proposed Arapaho Road pavement cross-section to determine its' ability to stand up to increased bus traffic. This task will be performed by our M/DBE consultant Terra-Mar.

The total estimated cost for the design changes a. through i. above is \$37,500.00.

John Baumgartner, P.E.
Proposal: Arapaho Road
June 16, 1997
Page 3

The total estimated cost for the widening study and redesign associated with the widening and additional design tasks is \$48,000.00. Utilizing the existing \$9,000.00 special services budget for "Water Main Design" for the water and wastewater plans, the reallocation of \$4,240.00 in special services funds previously approved for "Surveying for Construction" to be applied to the widening redesign, and \$8,000.00 of additional surveying for the widening redesign being done under our current special services budgets for "Surveying for Design and Right-of-Way Acquisition" which were a part of our original Arapaho Road contract dated July 29, 1994, the total net increase to our contract for these additional services is \$26,760.00. Attachment "A" shows the original fees and proposed revised fees. We propose to perform this work on an hourly basis with our total estimate used as a not-to-exceed budget in accordance with Attachment "B" (time and materials) and under the remaining provisions of our existing contract.

Landscaping and sidewalk revisions and associated irrigation design are not included in this proposal due to Tary Arterburn of MESA Design Group being on vacation until the end of next week. If there is the need to add landscaping, sidewalk, and irrigation improvements to this project at a later date, we will prepare an additional proposal for your approval.

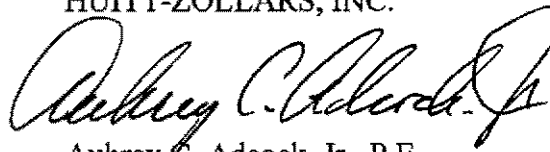
Your signature in the space provided below will serve as your authorization and approval and our notice to proceed. We appreciate the opportunity to perform this important engineering design work for you.

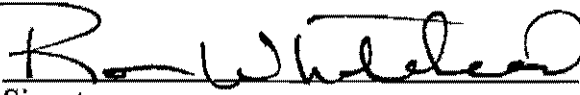
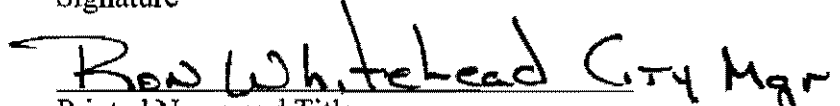
Sincerely,

Approved for:

HUITT-ZOLLARS, INC.

TOWN OF ADDISON


Aubrey C. Adcock, Jr., P.E.
Senior Vice President


Signature

Printed Name and Title

Attachments

6-24-97
Date

ATTACHMENT "A"

REVISED FEE SCHEDULE

ARAPAHO ROAD REALIGNMENT
NORTH DALLAS TOLLWAY TO ADDISON ROAD

Task	Original Fee \$ ¹	Fee Change \$	Revised Fee \$
HZI Project No. 01-1772-01			
<u>Basic Services</u>			
Phase I - Data Acquis. & Concept. Design	6,610.00	0.00	6,610.00
Phase II - Preliminary Design	16,300.00	0.00	16,300.00
Phase III - Final Design	48,750.00	0.00	48,750.00
Phase IV - Bidding & Contract Award	3,930.00	0.00	3,930.00
Phase V - Construction Phase Services	<u>9,610.00</u>	<u>0.00</u>	<u>9,610.00</u>
BASIC SERVICES TOTALS	\$ 85,200.00	\$ 0.00	\$ 85,200.00
HZI Project No. 01-1772-02			
<u>Special Services</u>			
Surveying for Design ²	22,630.00	0.00	22,630.00
Surveying for Right-of-Way Acquisition ²	35,700.00	0.00	35,700.00
Surveying for Construction ²	10,240.00	(4,240.00)	6,000.00
Water Main Design	9,000.00	0.00	9,000.00
Geotechnical Investigation ³	16,836.00	3,000.00	19,836.00
Landscape Architecture & Irrigation ³	9,933.00	0.00	9,933.00
Traffic Study ³	9,700.00	0.00	9,700.00
Widening Study - Tollway to Quorum	0.00	3,500.00	3,500.00
Redesign Due To Widening & DART	<u>0.00</u>	<u>24,500.00</u>	<u>24,500.00</u>
SPECIAL SERVICES TOTAL	\$ 114,039.00	\$ 26,760.00	\$ 140,799.00

NOTES:

- (1) All fees will be billed at Huitt-Zollars published hourly rates with a not-to-exceed total as indicated.
- (2) Separate elements under Survey Services are for budgeting purposes and may be adjusted as long as the total is not exceeded for all items combined.
- (3) Tasks performed by subconsultants to Huitt-Zollars, Inc.

ATTACHMENT "B"

HUITT-ZOLLARS, INC.
BASIS FOR PROFESSIONAL FEES AND CHARGES
NOVEMBER 1, 1996

Projects indicated to be performed on a "Time and Materials" basis will be invoiced monthly using actual direct salary cost for the persons working on the project times a multiplier which is an overhead factor, including profit. The current year multiplier is 2.32. The general ranges of direct salary cost for various employees are as follows:

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

SURVEY CREWS WILL BE INVOICED ON AN HOURLY RATE BASIS:

2 Person Total Station Crew	\$85.00
3 Person Crew	\$100.00
4 Person Crew	\$115.00

HOURLY BILLING RATES
EXPERT WITNESS

Testimony	\$250.00
Standby	\$125.00
Preparation	\$125.00

REIMBURSABLE EXPENSES WILL BE INVOICED AS FOLLOWS:

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

