

ARAPAHO ALIGNMENT

ATTACHMENT B

RESOLUTION NO. R99-039

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, APPROVING THE TECHNICALLY PREFERRED ALIGNMENT FOR ARAPAHO ROAD PHASE II/III.

WHEREAS, the Town desires to further extend Arapaho Road from Addison Road west to Marsh Lane; and

WHEREAS, an engineering report entitled *Alignment Study for Proposed Arapaho Road Extension*, dated January 1999, was prepared for the Town; and

WHEREAS, the Study proposes a Technically Preferred Alignment for Arapaho Road Phase II/III; and

WHEREAS, a depiction of the Technically Proposed Alignment is attached to this Resolution; now, therefore,

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

THAT, the City Council does hereby approve the Technically Preferred Alignment for Arapaho Road Phase II/III.

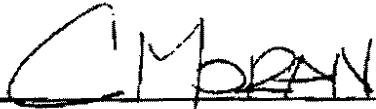
ATTACHMENT B

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, this the 27th day of April, 1999.



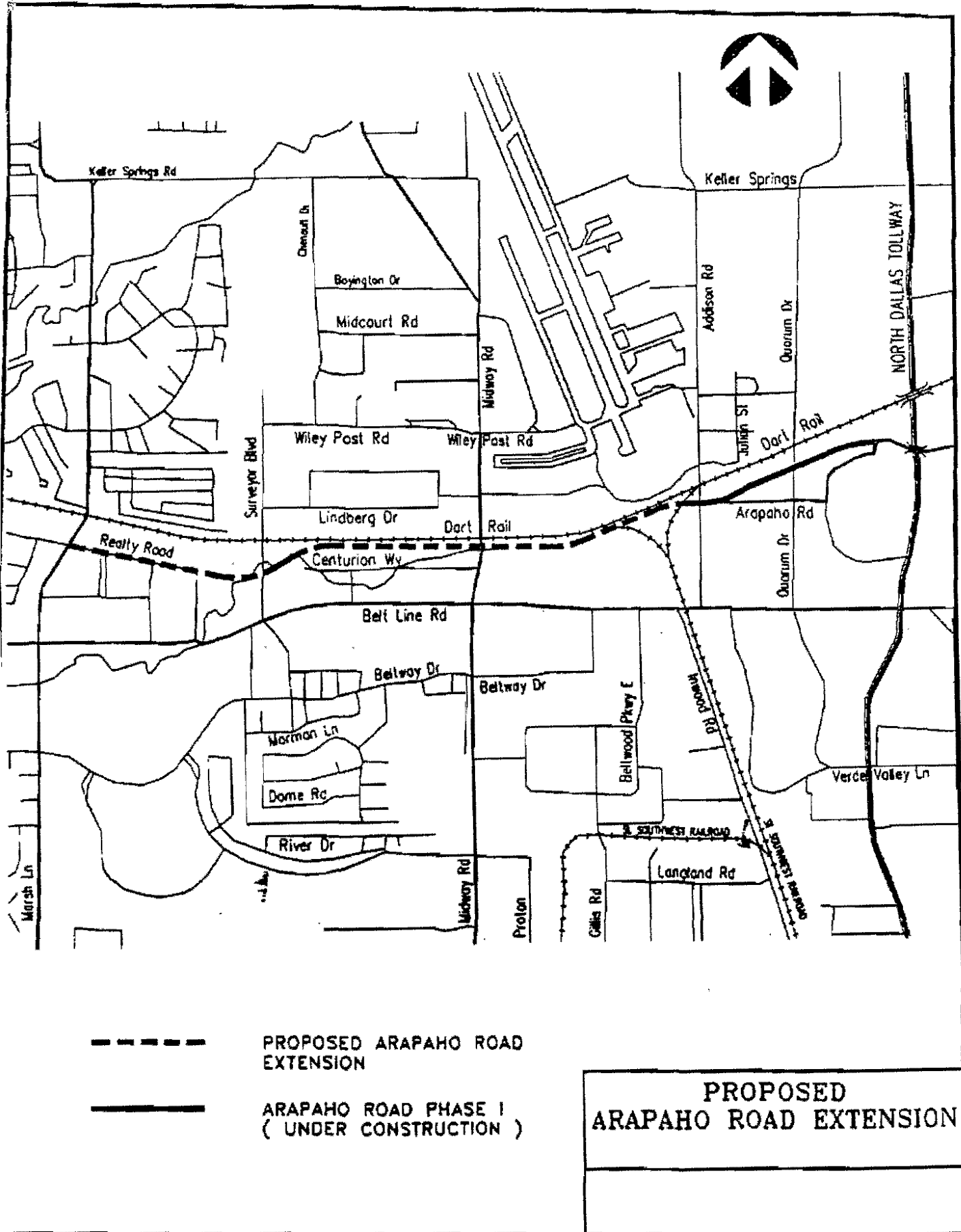
Mayor

ATTEST:



City Secretary

ATTACHMENT B



RESOLUTION NO. R99-039

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WHEREAS, a depiction of the Technically Proposed Alignment is attached to this Resolution; now, therefore,

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

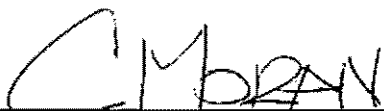
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DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, this the 27th day of April, 1999.

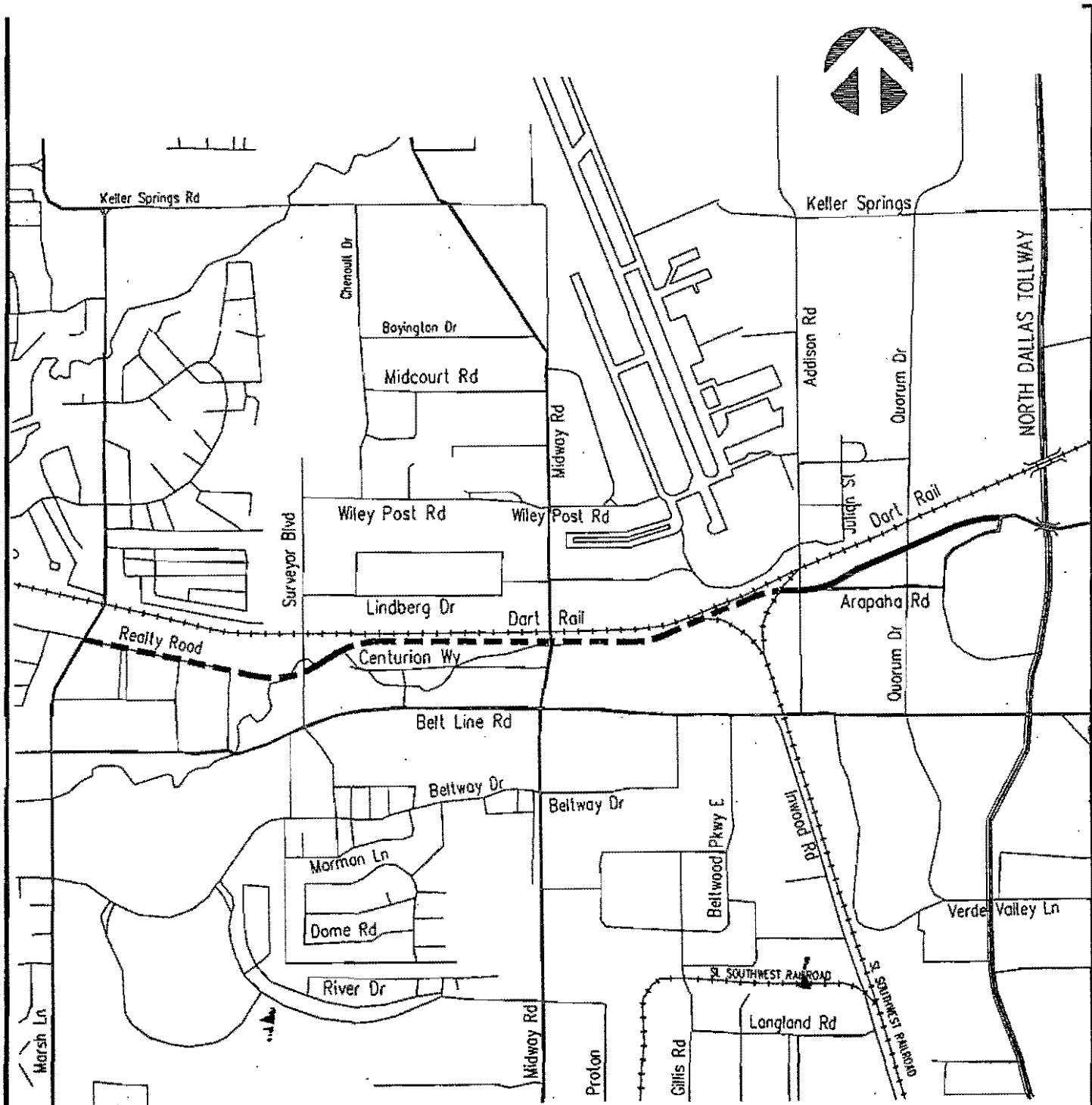


Mayor

ATTEST:



City Secretary



PROPOSED ARAPAHO ROAD EXTENSION



ARAPAHO ROAD PHASE I (UNDER CONSTRUCTION)

PROPOSED ARAPAHO ROAD EXTENSION

OFFICIAL ACTIONS OF THE ADDISON CITY COUNCIL

April 27, 1999
7:30 p.m. - Council Chambers
5300 Belt Line Road

Present: Mayor Beckert, Councilmembers Dolan, Halpern, Klein, Mallory, Sudduth
Absent: Councilmember Watson

Item #R1 - Consideration of Old Business.

The following employees were introduced to the Council: Tony Shanley (Police), Wes Ashcraft (Utilities), and Michele Covino (City Manager's Office).

Items 2b and 2c were removed from the consent agenda and considered separately.

Item #R2 - Consent Agenda.

#2a - Approval of the Minutes for the April 13, 1999, Council Meeting.
(Approved)

#2d - Award a bid in the amount of \$23,067.20 to Palm, Inc. for miscellaneous landscape renovations. (Approved)

#2e - Approval of purchase in the amount of \$62,943.76 to HGAC for a 1999 truck mounted sewer cleaner. (Approved)

#2f - Consideration of a Resolution authorizing the City Manager to submit applications to the North Central Texas Council of Governments (NCTCOG) for funding for the Belt Line/Tollway Single Point Urban Interchange and Tollway Southbound to Northbound U-turn at Arapaho Road projects. (R99-038)

#2g - Award a bid in the amount of \$21,995 to Doric Building Corporation for remodeling of restrooms at Central Fire Station and Fire Station #2. (Approved)

Councilmember Halpern moved to approve the above listed items.
Councilmember Dolan seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

#2b - Consideration of a Resolution to amend the Code of Ordinances giving the City Manager or a designated representative the authority to approve service of alcoholic beverages in parks.

Councilmember Sudduth moved to approve Resolution No. R99-036 giving the City Manager or a designated representative the authority to approve service of alcoholic beverages in parks within established guidelines. Councilmember Halpern seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

#2c -Consideration of a Resolution approving a reservation policy for the Les Lacs park pavilion.

Councilmember Klein moved to approve Resolution No. R99-037 approving a reservation policy for the Les Lacs park pavilion, subject to changing the provision that portable toilets be removed within 48 hours of an event. Councilmember Halpern seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

Item #R3 – Consideration of a Resolution approving the Technically Preferred Alignment for Arapaho Road Phase II/III.

The Mayor asked for comments from the floor. Gary Crouch and Joe Dingman spoke in opposition to the Technically Preferred Alignment for Arapaho Road Phase II/III.

Councilmember Halpern moved to approve Resolution No. R99-039 approving the Technically Preferred Alignment for Arapaho Road Phase II/III. Councilmember Klein seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

Item #R4 - PUBLIC HEARING and consideration of an Ordinance amending Ordinance No. O99-006 approving the development plans for 315 multi-family units, located on 3.92 acres in the Addison Circle development, on the north side of Morris Avenue, between Quorum Drive and Addison Road, on application from Post Properties.

**TOWN OF
ADDISON**

PUBLIC WORKS

To: MS. ANGELA WASHINGTON

STEVE CHUTCHAN &
From: **Michael E. Murphy, P.E.**
Director of Public Works

Company: COWLES & THOMPSON

Phone: 972/450-²⁸⁸⁶~~2878~~

FAX #: 214-672-2344

Fax: 972/450-2837

Date: 3/28/02

No. of pages (including cover): 6

16801 Westgrove
P.O. Box 9010
Addison, TX 75001-9010

Ginny Jordan / Robert Lynn Co

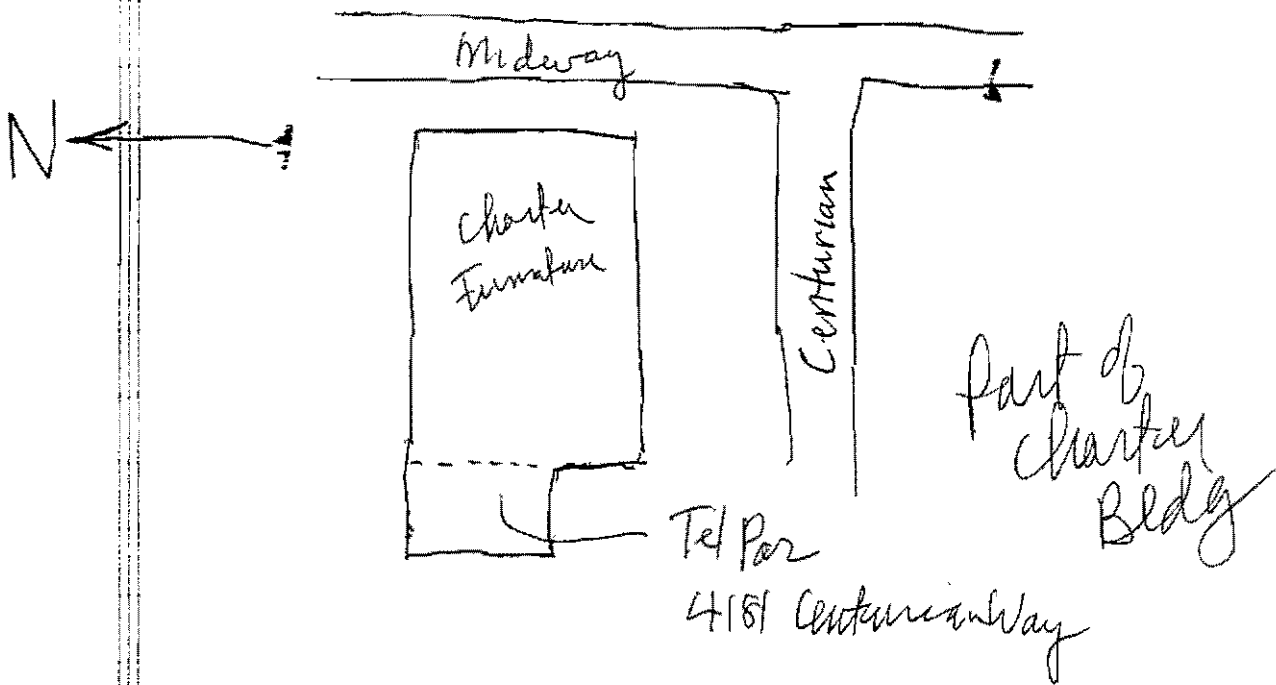
~~4181 Centurian Way~~

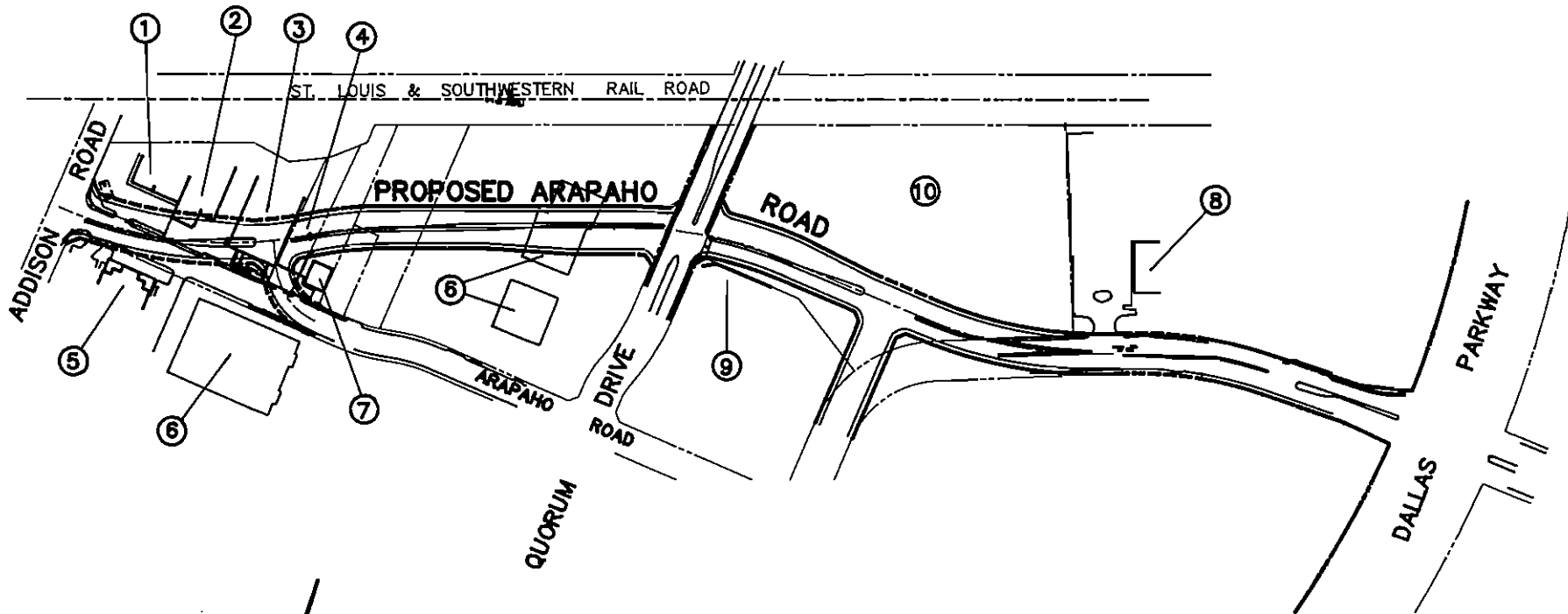
15105 Midway Rd Tel Par -
214-637-1770

Fax 972-241-8118

Impact of Addison Rd

West of Midway





- 1 15350 ADDISON ROAD
- 2 4803 ARAPAHO ROAD
- 3 4805 ARAPAHO ROAD
- 4 4807 ARAPAHO ROAD
- 5 OFFICE BUILDING
- 6 CONCRETE SLAB
- 7 4851 ARAPAHO ROAD
- 8 ANTIQUE MALL
- 9 PARKING GARAGE
- 10 VACANT PROPERTY

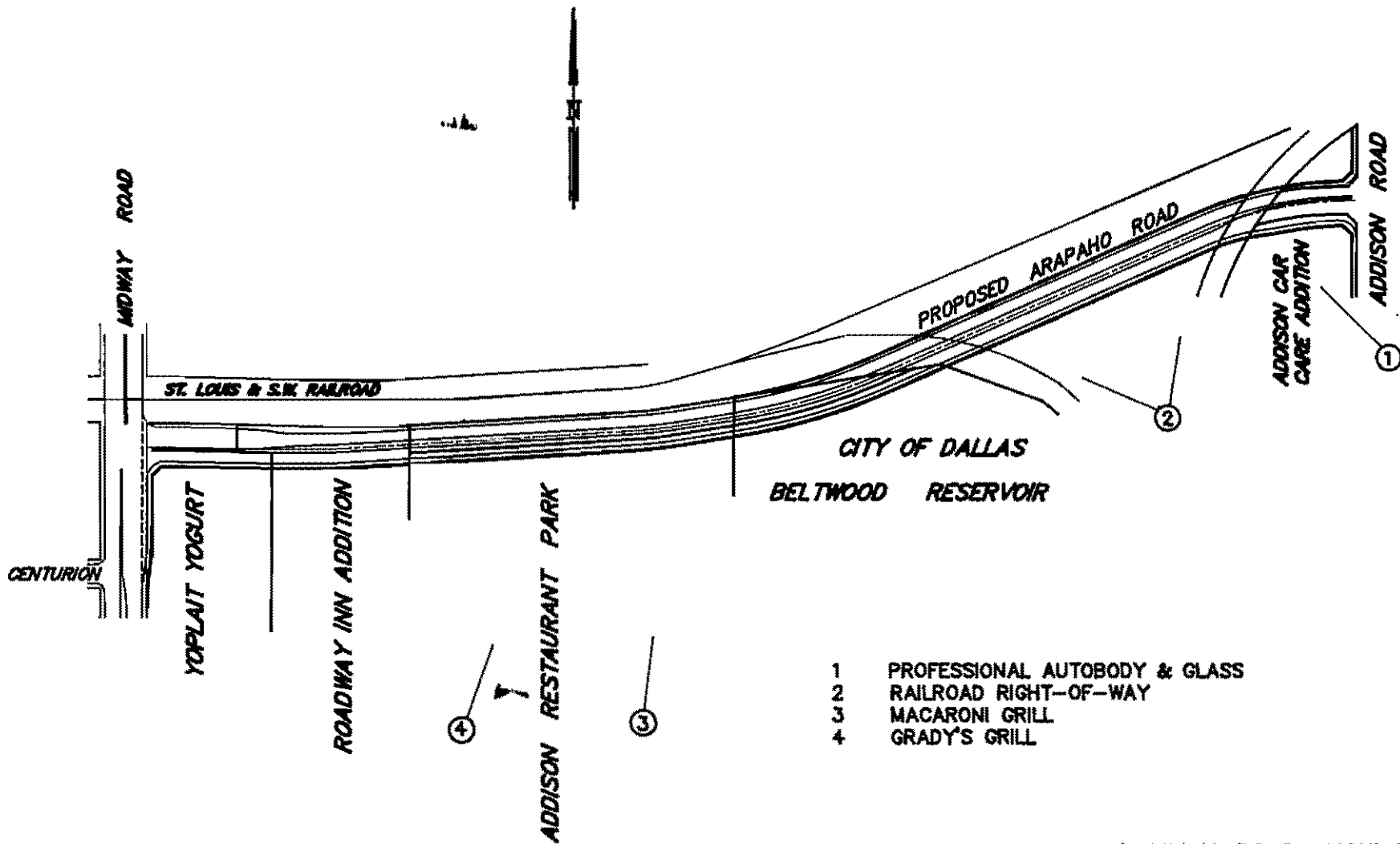
ARAPAHO ROAD ALIGNMENT

**BARTON-ASCHMAN
ASSOCIATES, INC.**

5145 BELT LINE RD. #100 • DALLAS, TEXAS 75240 • (214) 991-1800



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TRANSPORTATION GROUP**



- 1 PROFESSIONAL AUTOBODY & GLASS
- 2 RAILROAD RIGHT-OF-WAY
- 3 MACARONI GRILL
- 4 GRADY'S GRILL

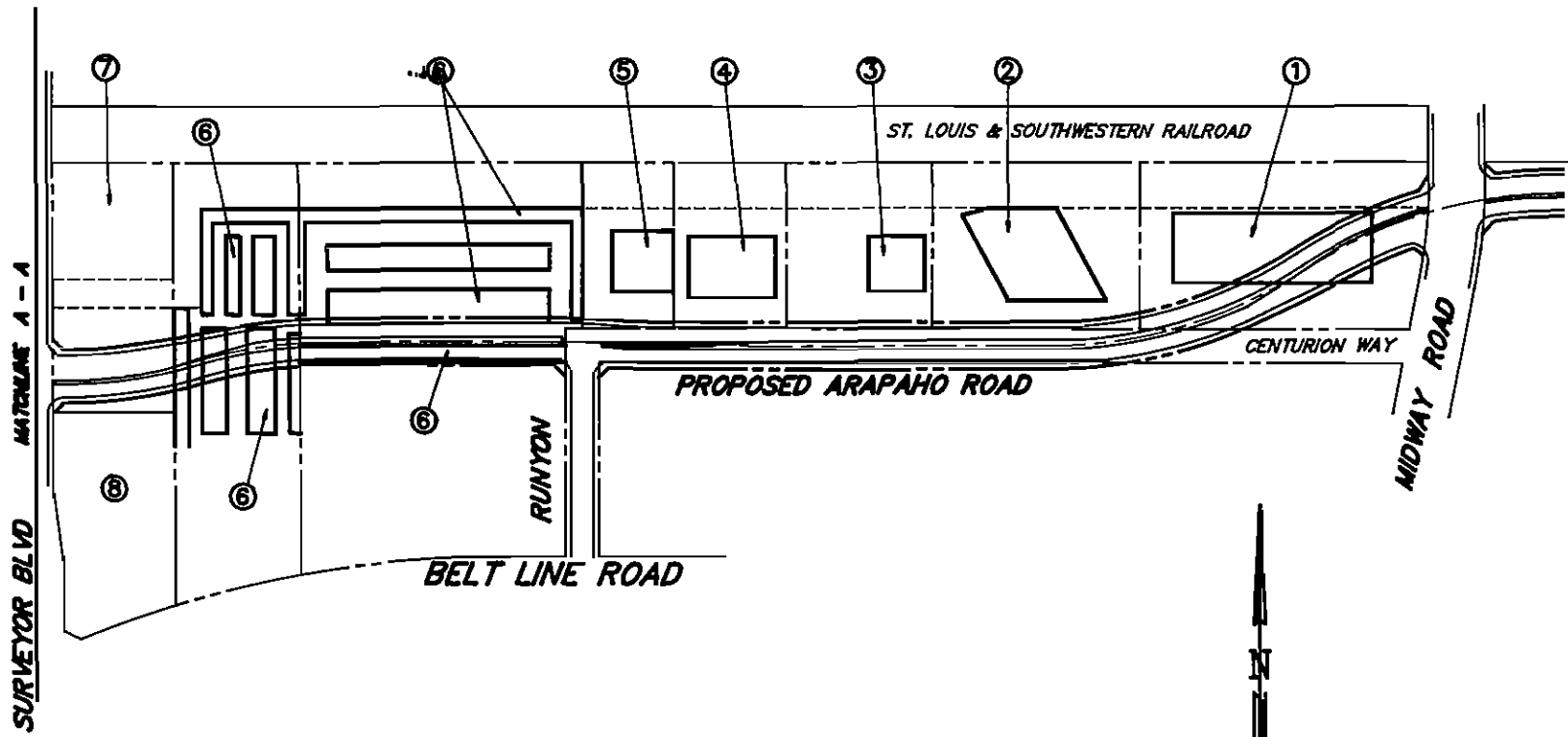
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SURVEYOR BLVD
ANTENNAE A - A

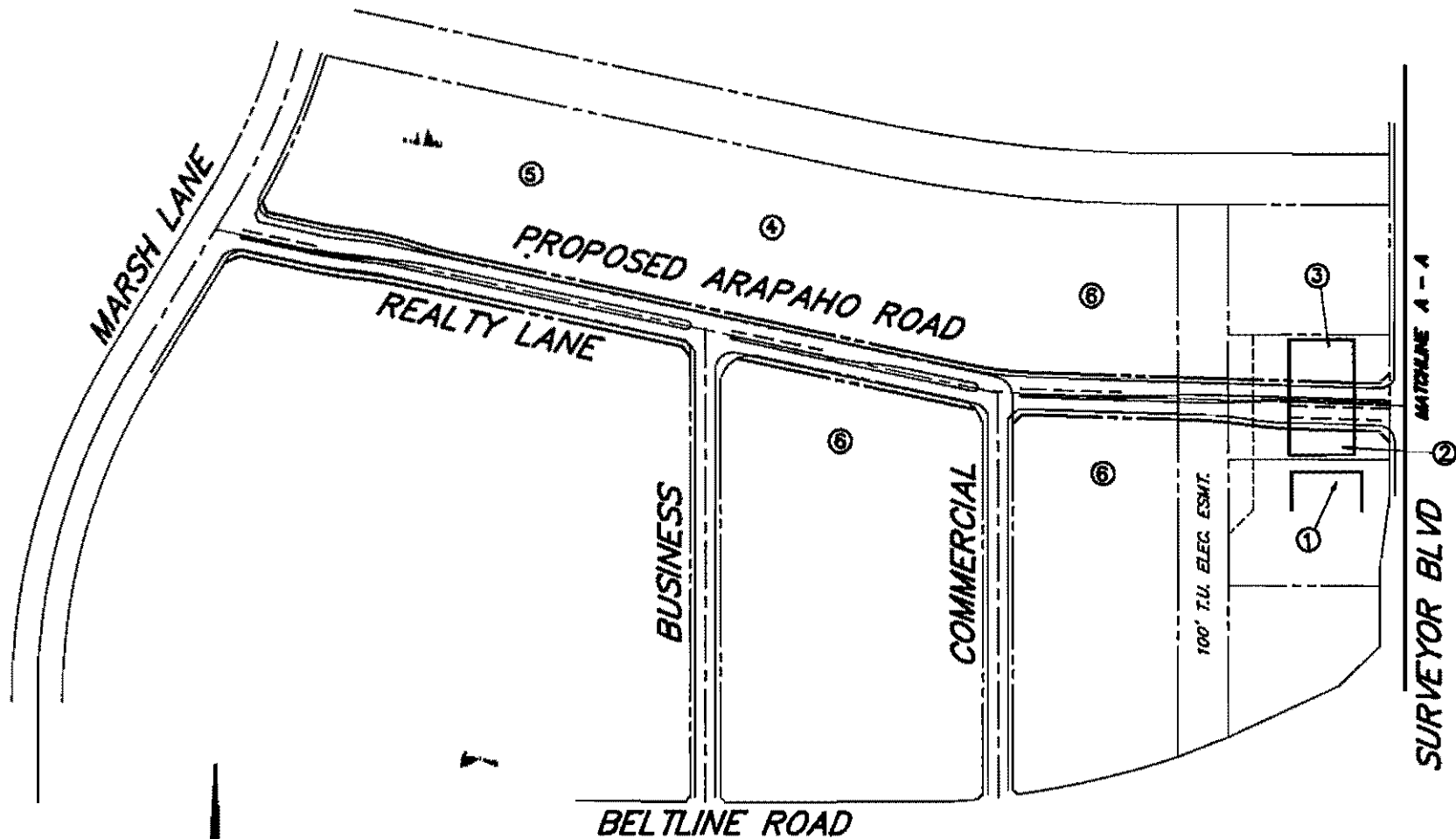
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- 2 4139 CENTURION WAY
- 3 4131 CENTURION WAY
- 4 4125 CENTURION WAY
- 5 4101 CENTURION WAY
- 6 TILT SLAB MINI-WAREHOUSES
- 7 GROUND MOUNT WATER TANK
- 8 VACANT PROPERTY

ARAPAHO ROAD ALIGNMENT

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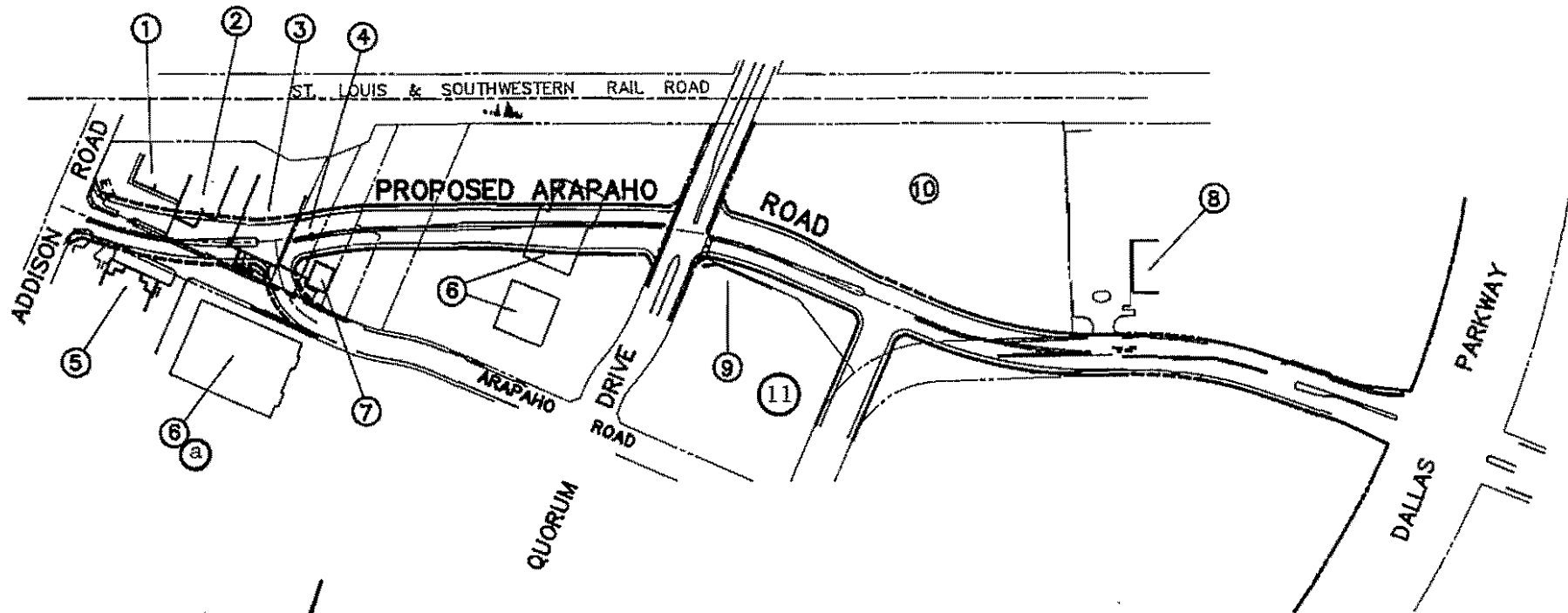
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- 2 15109 SURVEYOR BLVD.
- 3 15115 SURVEYOR BLVD.
- 4 3801 REALTY LANE
- 5 3799 REALTY LANE
- 6 VACANT

ARAPAHO ROAD ALIGNMENT

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TRANSPORTATION GROUP

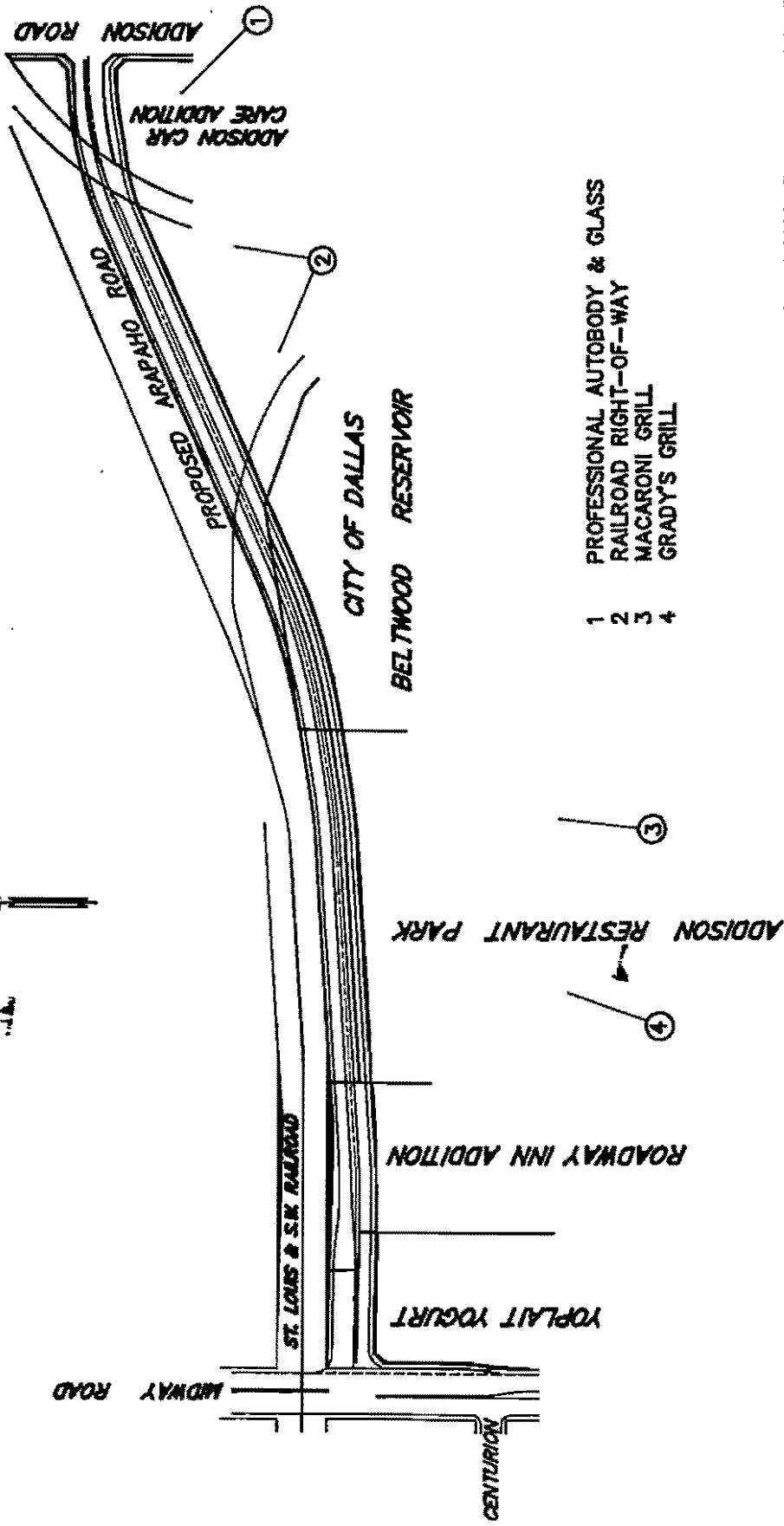


- 1 15350 ADDISON ROAD
- 2 4803 ARAPAHO ROAD
- 3 4805 ARAPAHO ROAD
- 4 4807 ARAPAHO ROAD
- 5 OFFICE BUILDING
- 6 CONCRETE SLAB
- 7 4851 ARAPAHO ROAD
- 8 ANTIQUE MALL
- 9 PARKING GARAGE
- 10 VACANT PROPERTY
- 6a 4900 Arapaho Road
- 11 5025 Arapaho Road

ARAPAHO ROAD ALIGNMENT

BARTON-ASCHMAN ASSOCIATES, INC.
5405 BELT LINE RD. #100 • DALLAS, TEXAS 75240 • (214) 951-1000

PARSONS TRANSPORTATION GROUP

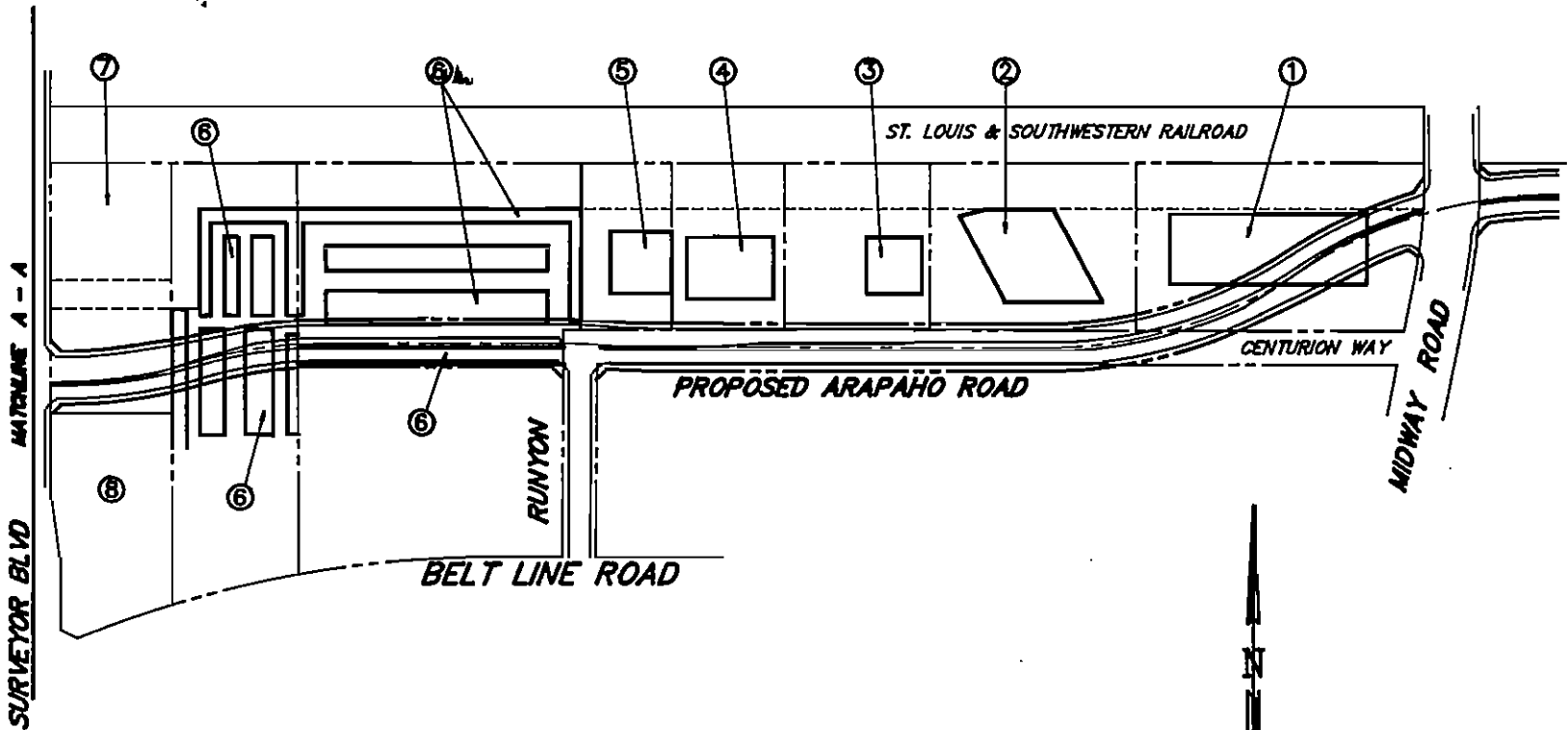


- 1 PROFESSIONAL AUTOBODY & GLASS
- 2 RAILROAD RIGHT-OF-WAY
- 3 MACARONI GRILL
- 4 GRADY'S GRILL

ARAPAHO ROAD ALIGNMENT

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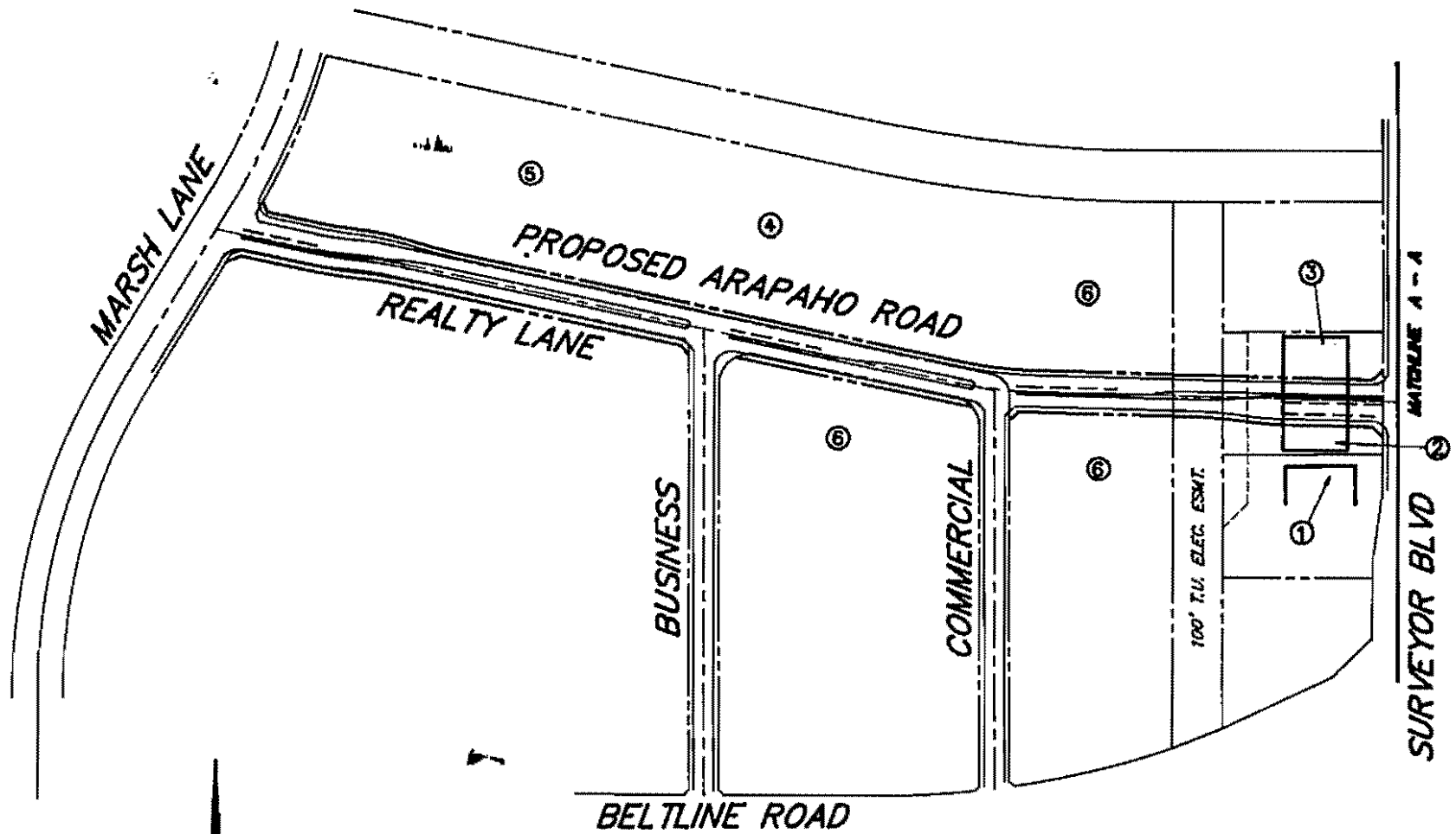
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- 2 4139 CENTURION WAY
- 3 4131 CENTURION WAY
- 4 4125 CENTURION WAY
- 5 4101 CENTURION WAY
- 6 TILT SLAB MINI-WAREHOUSES
- 7 GROUND MOUNT WATER TANK
- 8 VACANT PROPERTY

ARAPAHO ROAD ALIGNMENT

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ASSOCIATES, INC.**

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- 1 15107 SURVEYOR BLVD.
- 2 15109 SURVEYOR BLVD.
- 3 15115 SURVEYOR BLVD.
- 4 3801 REALTY LANE
- 5 3799 REALTY LANE
- 6 VACANT

ARAPAHO ROAD ALIGNMENT

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8400 BELT LINE RD. (714) DALLAS, TEXAS 75240 • (214) 991-1800

PARSONS TRANSPORTATION GROUP

TOWN OF
ADDISON

PUBLIC WORKS

To: Jack D.

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

Company: Metrocrest News

Assistant City Engineer

Phone: 972/450-2879

FAX: 972/450-2837

FAX #: 972-418-1620

Date: 11-26-97

16801 Westgrove

P.O. Box 144

Fayed

Re: Arapaho Road

of pages (including cover): 5

Addison, TX 75001

Original in mail

Per your request

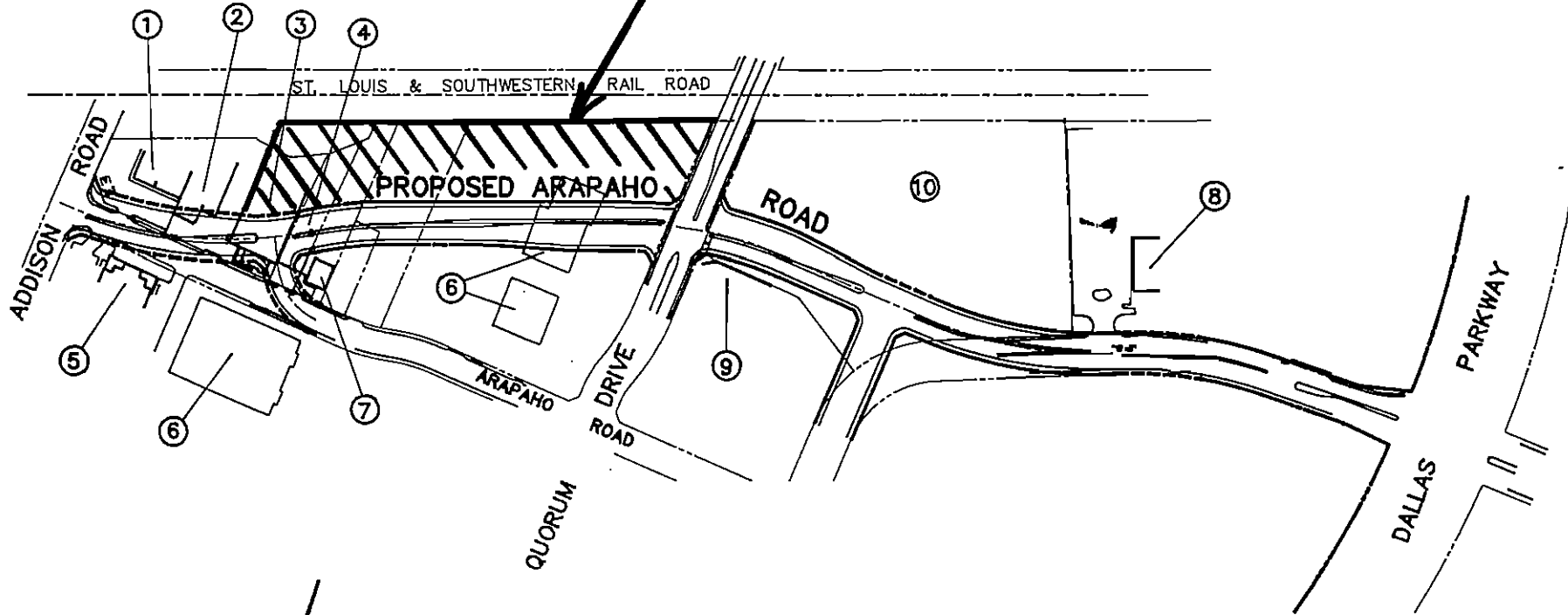
FYI

Call me

Comments:

Proposed alignment of Arapaho
Road and location of DART
Transit Center

PROPOSED DART TRANSIT CENTER



- 1 15350 ADDISON ROAD
- 2 4803 ARAPAHO ROAD
- 3 4805 ARAPAHO ROAD
- 4 4807 ARAPAHO ROAD
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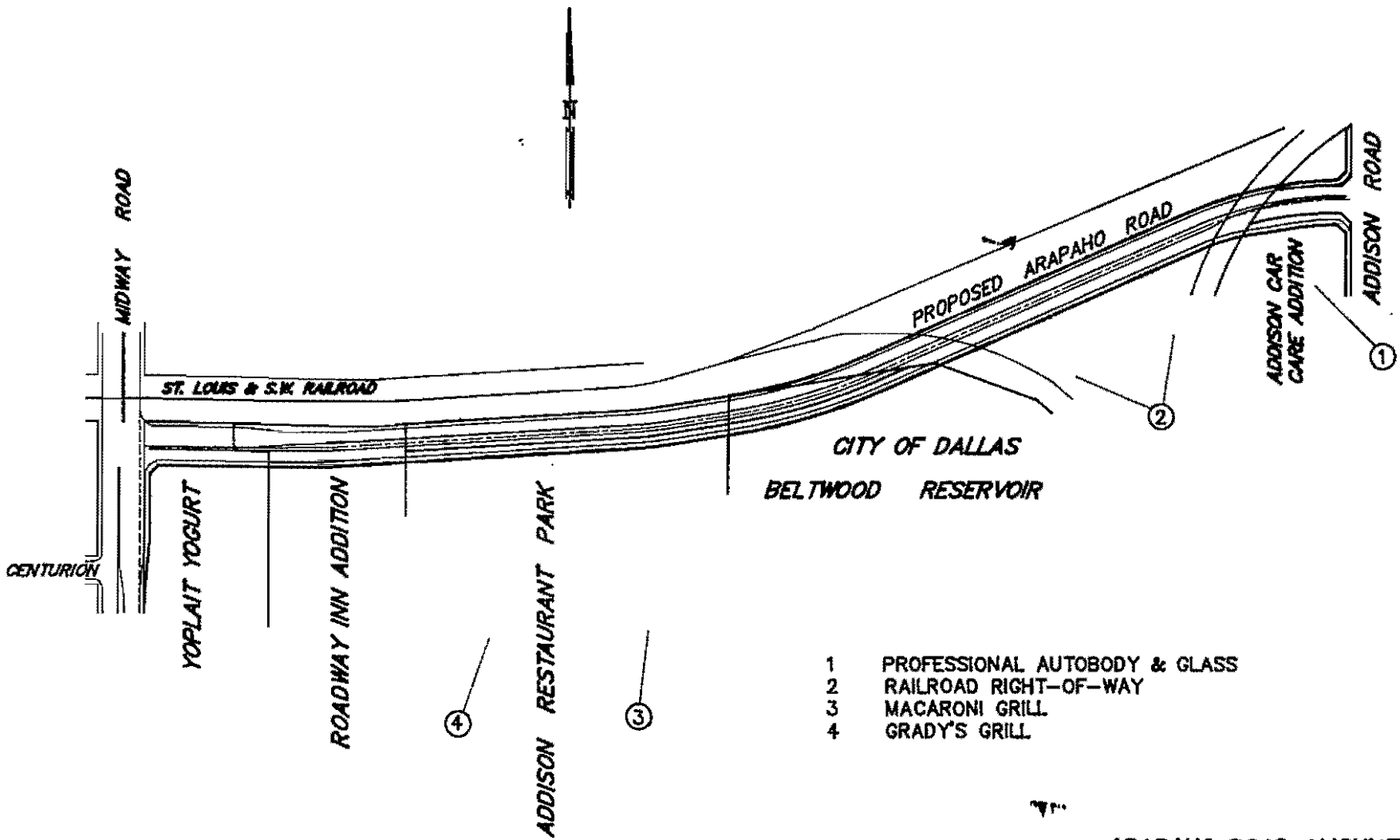
ARAPAHO ROAD ALIGNMENT

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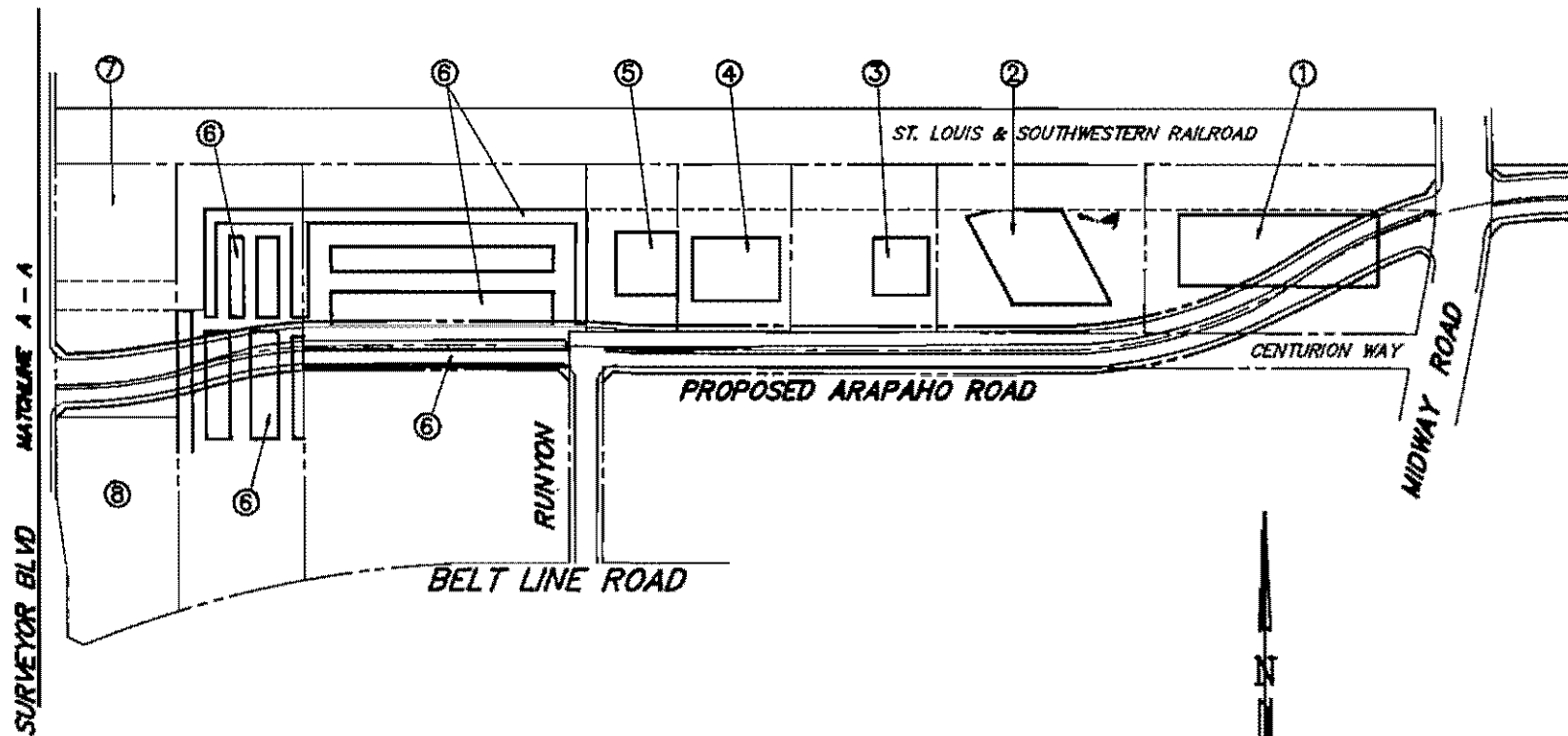


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- 4 GRADY'S GRILL

ARAPAHO ROAD ALIGNMENT

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 5405 BELT LINE RD. #100 • DALLAS, TEXAS 75240 • (214) 891-1900

 **PARSONS TRANSPORTATION GROUP**



- 1 15101 MIDWAY ROAD
- 2 4139 CENTURION WAY
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- 4 4125 CENTURION WAY
- 5 4101 CENTURION WAY
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- 8 VACANT PROPERTY

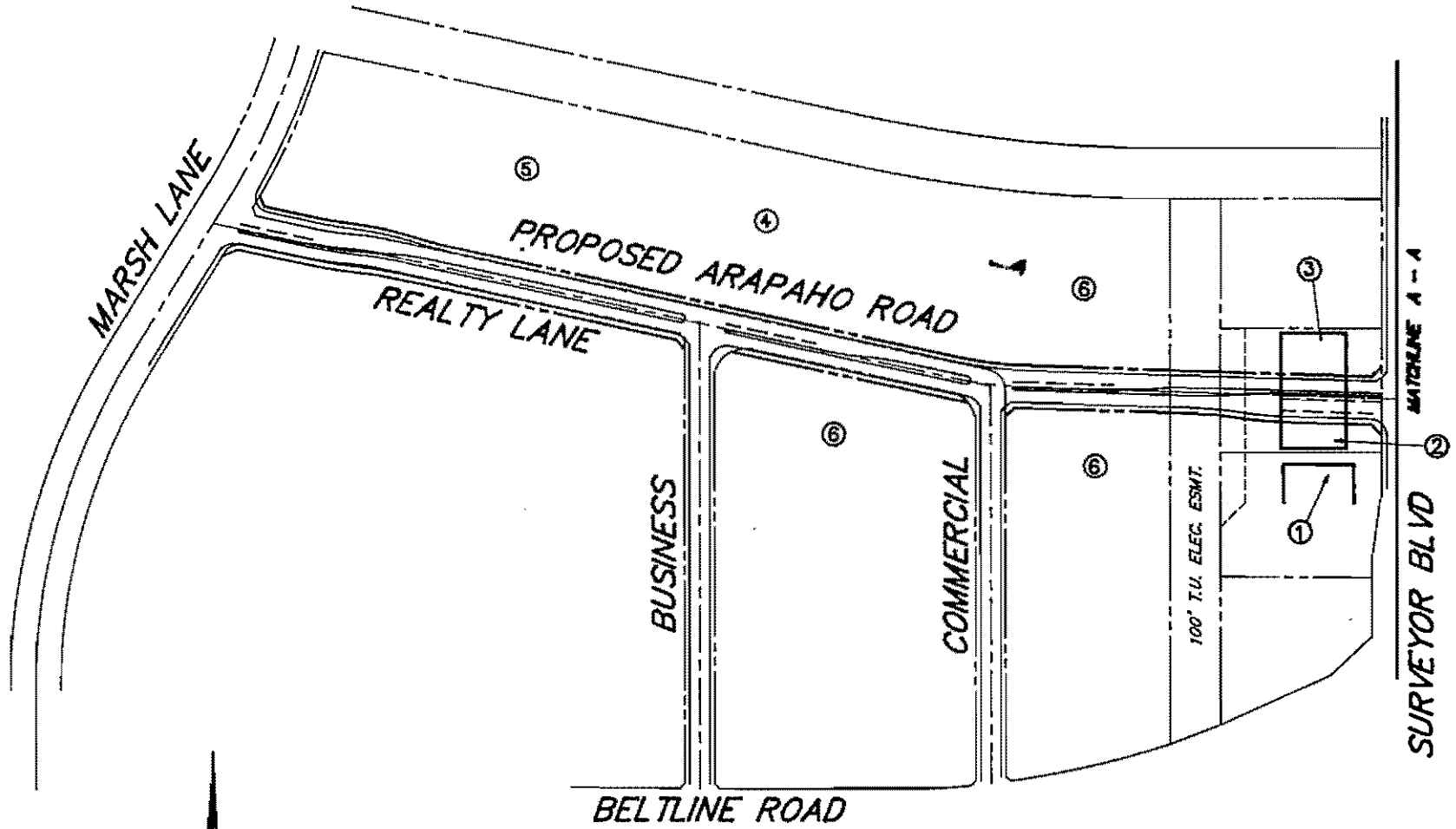
ARAPAHO ROAD ALIGNMENT

**BARTON-ASCHMAN
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- 2 15109 SURVEYOR BLVD.
- 3 15115 SURVEYOR BLVD.
- 4 3801 REALTY LANE
- 5 3799 REALTY LANE
- 6 VACANT

ARAPAHO ROAD ALIGNMENT

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***** (FAX-200 02.17)* - 972 450 2834- *****

ALIGNMENT STUDY REPORT
FOR
PROPOSED ARAPAHO ROAD EXTENSION

Prepared for the
TOWN OF ADDISON



*File
Copy*

T O W N O F
ADDISON

Prepared By

HNTB Corporation
GBW Engineers, Inc.
Jack Hatchell & Associates

JANUARY 1999

ALIGNMENT STUDY REPORT

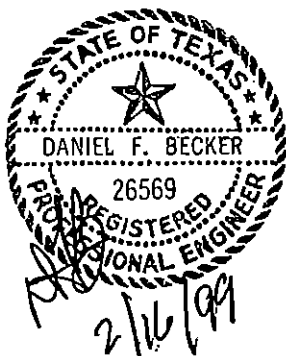
ARAPAHO ROAD EXTENSION

for the

TOWN OF ADDISON

Prepared by:

HNTB Corporation
GBW Engineers, Inc.
Jack Hatchell & Associates



January, 1999

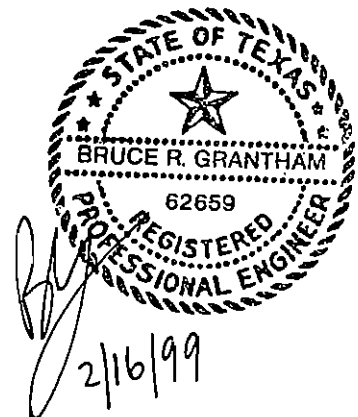


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LIST OF EXHIBITS

Exhibit A	Centurion Way Alignment
Exhibit B	Divided Roadway Alignment
Exhibit C	DART Railroad Alignment
Exhibit D	Enhanced Photograph - Midway Overpass
Exhibit E	Technically Preferred Alignment (map pocket)
Exhibit F	Right-of-way Strip Map (map pocket)

Executive Summary

In February of 1998, the Town of Addison retained a team of consultants, lead by HNTB Corporation, to study an extension of Arapaho Road as a four lane roadway from Addison Road west to Marsh Lane. The purpose of the Arapaho Road extension is to relieve traffic congestion on roadways in the project vicinity, particularly on Belt Line Road, the primary east-west thoroughfare.

The project team conducted a traffic study which showed that an Arapaho Road extension would reduce traffic volumes on Belt Line Road and Midway Road. The traffic study also indicated that the section of Arapaho Road east of Midway Road should be constructed as a four-lane divided facility based on projected traffic volumes. West of Midway Road, Arapaho Road can be constructed as a four-lane undivided roadway if no entry or exit ramps are installed.

The proposed extension, which is approximately 7,800 feet in length, includes intersections at Addison Road, Midway Road, Surveyor Boulevard, Commerce Street and Marsh Lane. Presently, the section of Arapaho Road from just west of the North Dallas Tollway to Addison Road is under construction.

From Addison Road to Marsh Lane, the project corridor must fit between Belt Line Road to the south and the Dallas Area Rapid Transit (DART) owned railroad to the north. At the east end, the roadway must be a continuation of the portion of Arapaho Road which is presently under construction, and at the west end it must align with existing Realty Road on the Farmers Branch side of Marsh Lane.

Within this corridor, the project team analyzed the following three general alignments for the Arapaho Road extension.

- Centurion Way alignment
- Divided Roadway alignment
- DART Railroad alignment

Exhibits A, B and C within Section 2 of the report show these alignments. Due to the constraints presented by the intersections at either end of the project, an electrical substation on the west side of Surveyor Boulevard, existing buildings in the project corridor and the DART railroad, there is no viable alternative to the alignment sections east of Midway Road and west of Surveyor Boulevard.

Although the Centurion Way alignment benefits from the use of an existing right-of-way, it requires the purchase of the Charter Furniture property. In addition, at the west end of Centurion Way where the street turns 90 degrees to the south and becomes Runyon Road, this alignment divides the Mini Warehouse facility in two and requires the removal of a significant portion of the buildings on that property.

Executive Summary (cont'd)

The divided roadway alignment requires the purchase of Charter Furniture and a smaller portion of the Mini Warehouse property than the Centurion Way alignment. This alignment also results in less convenient access for vehicles entering or exiting the buildings along Centurion Way, which currently carries two-way traffic. If, as part of this alignment, an underpass or overpass were constructed at Midway Road, access to the buildings closest to Midway would be severely impacted.

The DART railroad alignment allows Centurion Way to remain in place as a service road for the adjacent buildings. Furthermore, no purchase of the Charter Furniture building is required, and only a corner of the Mini Warehouse property is impacted. Given the potential access and cost benefits associated with the DART railroad alignment, a more in-depth evaluation of its viability was conducted.

The analysis of the DART railroad alignment primarily focuses on the intersection at Midway Road. Southbound traffic queues currently extend on Midway Road from Belt Line Road to north of the DART railroad during much of the day. Consequently, an at-grade crossing of Arapaho Road at Midway Road may not be feasible without providing dual-coordination of the traffic signals along Midway and Belt Line Roads.

The grade separated options, with or without ramps, all reduce traffic on Belt Line and Midway Roads with one exception. If entry/exit ramps are included at Midway Road on the south side of Arapaho Road, then traffic on Midway Road is increased between proposed Arapaho Road and Belt Line Road. As a result, the following six horizontal and vertical alignment options at the Midway Road intersection were evaluated .

- Option 1 – Overpass at Midway Road with Entry/Exit Ramps on the North Side of Proposed Arapaho Road
- Option 2 – Underpass at Midway Road with Entry/Exit Ramps on the North Side of Proposed Arapaho Road
- Option 3 – Overpass at Midway Road Without Ramps (*similar alignment to Option 2*)
- Option 4 – Underpass at Midway Road Without Ramps (*similar alignment to Option 2*)
- Option 5 – Overpass Without Ramps, No Taking of Charter Furniture Warehouse
- Option 6 – Underpass Without Ramps, No Taking of Charter Furniture Warehouse

Due to extensive utility relocations in a tight construction corridor, the viability of Option 6 is questionable at this point. If the Town wanted to pursue this option, further coordination would be necessary with DART and DWU prior to developing an Opinion of Probable Cost.

Three overpass and three underpass options were evaluated, and in each case the corresponding underpass option was more expensive. An underpass may be more visually appealing than an overpass, however, the narrowing of Midway Road to facilitate construction would increase traffic delays during the 12 months of construction. Given the increased project cost and the impact on

Executive Summary (cont'd)

Midway Road traffic during construction associated with the underpass options, an overpass is preferred.

Overpass Option 1 requires the purchase of the Charter Furniture and MNBA buildings in order to make the entry ramp onto Arapaho Road safe at the merge point. Overpass Option 3, like Option 5, has no ramps, however, it would require the purchase of the Charter Furniture building. Of the three overpass options, Option 5 is the only one which does not require the purchase of either the Charter Furniture or MNBA buildings. Option 5 places the edge of the overpass structure 10 feet from the MNBA building and 15 feet from the Charter Furniture building, with a two-and-a-half-foot sidewalk for emergency access on both sides of the overpass. In addition, it would require DWU of accept 20 feet for maintenance of their 60-inch water line.

Given the escalating cost of real estate and the traffic impacts, neither the additional construction area associated with Option 3 nor the ramps associated with Option 1 appear to justify the required property purchases. Therefore, it is our recommendation that Option 5, an overpass without ramps at Midway Road and no building takes at this location, be selected as the Technically Preferred Alternative.

The following issues will need to be resolved to facilitate construction of the Technically Preferred Alignment.

- Use the southern 10 feet of a 30-foot DWU easement which is contiguous with the DART railroad right-of-way and contains a 60-inch transmission main.
- Gain permission from Union Pacific to cross the railroad wye spur.
- Design construction sequencing plans for the affected intersections at Addison Road, Midway Road, Surveyor Boulevard, Commerce Street and Marsh Lane.
- Consider measures to improve the aesthetics of the Midway Road overpass in order to integrate the structure with the neighborhood.
- Evaluate extending the column supports from Midway Road to the west end of the MNBA building in order to maintain visibility of Charter Furniture for southbound motorists on Midway Road and to facilitate covered parking under the roadway deck for both properties.
- Proceed with the acquisition of right-of-way and the property remainders which are deemed unusable.

The Town of Addison may wish to consider phasing the construction of the Technically Preferred Alignment. This section describes two separate phases of construction.

- Phase 1 - Marsh Lane to Surveyor Boulevard

The expansion of existing Realty Road east of Marsh Lane and the extension of Realty Road

Executive Summary (cont'd)

from the 90° bend at Commerce Street east to Surveyor Boulevard could be constructed separately from the balance of the project. This would provide a direct four-lane connection from Marsh Lane to Surveyor Boulevard for east- and west-bound traffic. Realty Road would be widened from a 41-foot wide two-lane roadway to a 45-foot four lane undivided roadway within its existing limits. The estimated construction cost for this phase, including right-of-way, is \$ 4,093,344.00.

- Phase 2 - Surveyor Boulevard to Addison Road

The overpass at Midway Road dictates that the roadway be constructed from Addison Road to Surveyor Boulevard as one phase. This is by far the most costly and time-consuming phase to complete. It includes coordination with Union Pacific to obtain a crossing of the wye spur and Dallas Water Utilities to obtain use of 10 feet of their 30-foot easement. The estimated construction cost for this phase, including right-of-way, is \$ 13,098,120.00.

The combined estimated construction cost for the Arapaho Road extension, including both phases, is \$ 17,191,464.00.

In February of 1998, the Town of Addison retained a team of consultants, lead by HNTB Corporation, to study an extension of Arapaho Road as a four lane roadway from Addison Road west to Marsh Lane. The purpose of the Arapaho Road extension is to relieve traffic congestion on roadways in the project vicinity, particularly on Belt Line Road, the primary east-west thoroughfare through the Town of Addison.

The proposed extension, which is approximately 7,800 feet in length, will include intersections at Addison Road, Midway Road, Surveyor Boulevard, Commerce Street and Marsh Lane. Presently, the section of Arapaho Road from just west of the North Dallas Tollway to Addison Road is under construction.

HNTB's scope of services includes alignment studies, determination of right-of-way needs, meetings with property owners, and the preparation of right-of-way documents for the extension of Arapaho Road. The scope of services is divided into two phases, Data Acquisition and Conceptual Design (Phase 1), and Preliminary Design (Phase 2).

This report, which is the culmination of Phase 1, describes the consulting team's process of evaluating alignments with the Town's engineering staff in order to select a Technically Preferred Alternative for presentation to the Town Council. In addition to explaining the reasons why the Technically Preferred Alternative was selected, this report describes the agency coordination, property purchase, construction phasing, traffic and cost issues associated with it. Both undivided and divided pavement sections have been evaluated for the four lane roadway.

Once the Town Council has approved an alignment, HNTB will proceed with Phase 2 which includes sufficient preliminary engineering to identify all major utility relocations, right-of-way and easement requirements, and constructibility issues. Coordination with affected utility companies and property owners is included in this phase. Upon completion of Phase 2, a final presentation of the Technically Preferred Alignment will be made to the Town Council.

From Addison Road to Marsh Lane, the project corridor must fit between Belt Line Road to the south and the Dallas Area Rapid Transit (DART) owned railroad to the north. At the east end, the roadway must be a continuation of the portion of Arapaho Road which is presently under construction, and at the west end it must align with existing Realty Road on the Farmers Branch side of Marsh Lane.

Within this corridor, the project team analyzed three general alignments for the Arapaho Road extension.

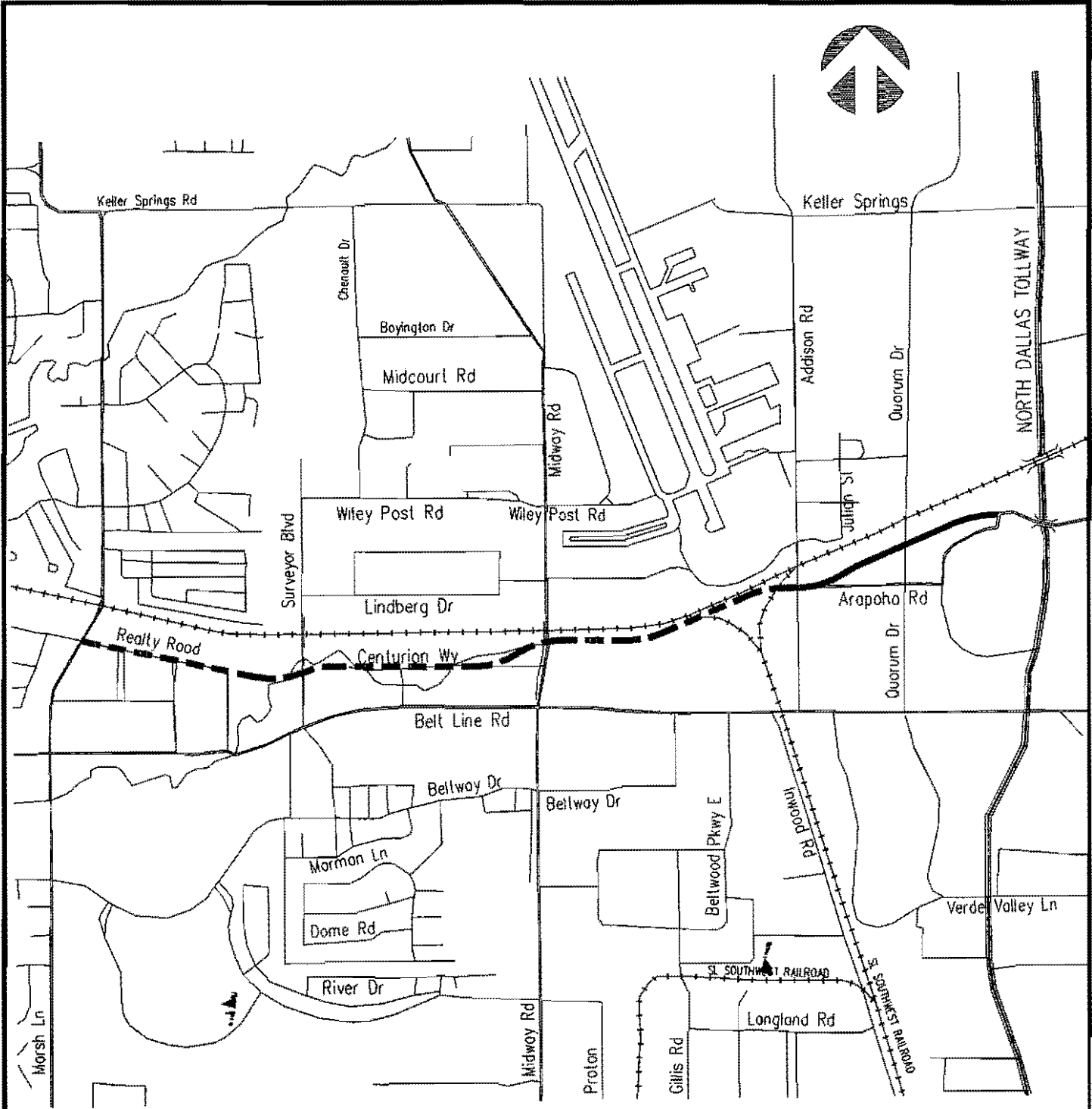
2.1 Centurion Way Alignment

The Centurion Way alignment, which had been identified at a conceptual level in a previous study, makes two at-grade crossings of a Union Pacific railroad wye spur just west of Addison Road. It then extends easterly between the DART railroad on the north side and several buildings on the south side, including Iceoplex, Motel 6, Homewood Suites and Super 6. After this alignment crosses Midway Road, it angles toward the southeast as it passes through the Charter Furniture Building before bending back to the east along the existing Centurion Way right-of-way. At the end of Centurion Way, this alignment passes through a Mini Warehouse facility on the east side of Surveyor Boulevard. On the west side of Surveyor Boulevard, it passes through a light commercial building before crossing a concrete lined channel behind Addison Bank and an open field east of Realty Road. The alignment then follows Realty Road to the Marsh Lane intersection. (See Exhibit A).

Due to the constraints presented by the intersections at either end of the project, an electrical substation on the west side of Surveyor Boulevard, existing buildings in the project corridor and the DART railroad, there are very few viable alternatives to the alignment sections east of Midway Road and west of Surveyor Boulevard. Between Midway Road and Surveyor Boulevard, this alignment uses the existing 60-foot wide Centurion Way right-of-way which currently contains a 41-foot wide pavement section measured from the back of curb.

Although this alignment benefits from the use of an existing right-of-way, it requires the purchase of the Charter Furniture property. In addition, at the west end of Centurion Way where the street turns 90 degrees to the south and becomes Runyon Road, this alignment divides the Mini Warehouse facility in two and requires the removal of a significant portion of the buildings on this property.

Both the north and south sides of Centurion Way are fully developed with building and parking improvements which extend out close to the existing right-of-way. The narrowest portion of this alignment is between the MNBA building on the north side and the ATC building on the south side where only 103 feet exists between these two buildings. There is not room for a four-lane divided roadway between these buildings.



PROPOSED ARAPAHO ROAD EXTENSION



ARAPAHO ROAD PHASE I (UNDER CONSTRUCTION)

PROPOSED ARAPAHO ROAD EXTENSION EXHIBIT 'A'

CENTURION WAY ALIGNMENT

Alternative Alignments (cont'd)

The minimum pavement width for a four lane divided roadway is 45 feet measured to the back of curb. The extra four feet of pavement widening would add to the impact on the businesses along Centurion Way which would have to gain access to and from a much busier thoroughfare.

2.2 Divided Roadway Alignment

The divided roadway varies significantly from the Centurion Way alignment between Midway Road and Surveyor Boulevard. With this alignment, the roadway splits immediately west of Midway Road into two lanes of traffic in each direction. (See Exhibit B).

The two eastbound lanes follow the Centurion Way alignment described in Section 2.1. The two westbound lanes are located next to the DART railroad from Midway Road to the Mini Warehouse facility. The westbound lanes then curve toward the southeast as they cut through a corner of the Mini Warehouses before merging with the eastbound lanes just east of Surveyor Boulevard.

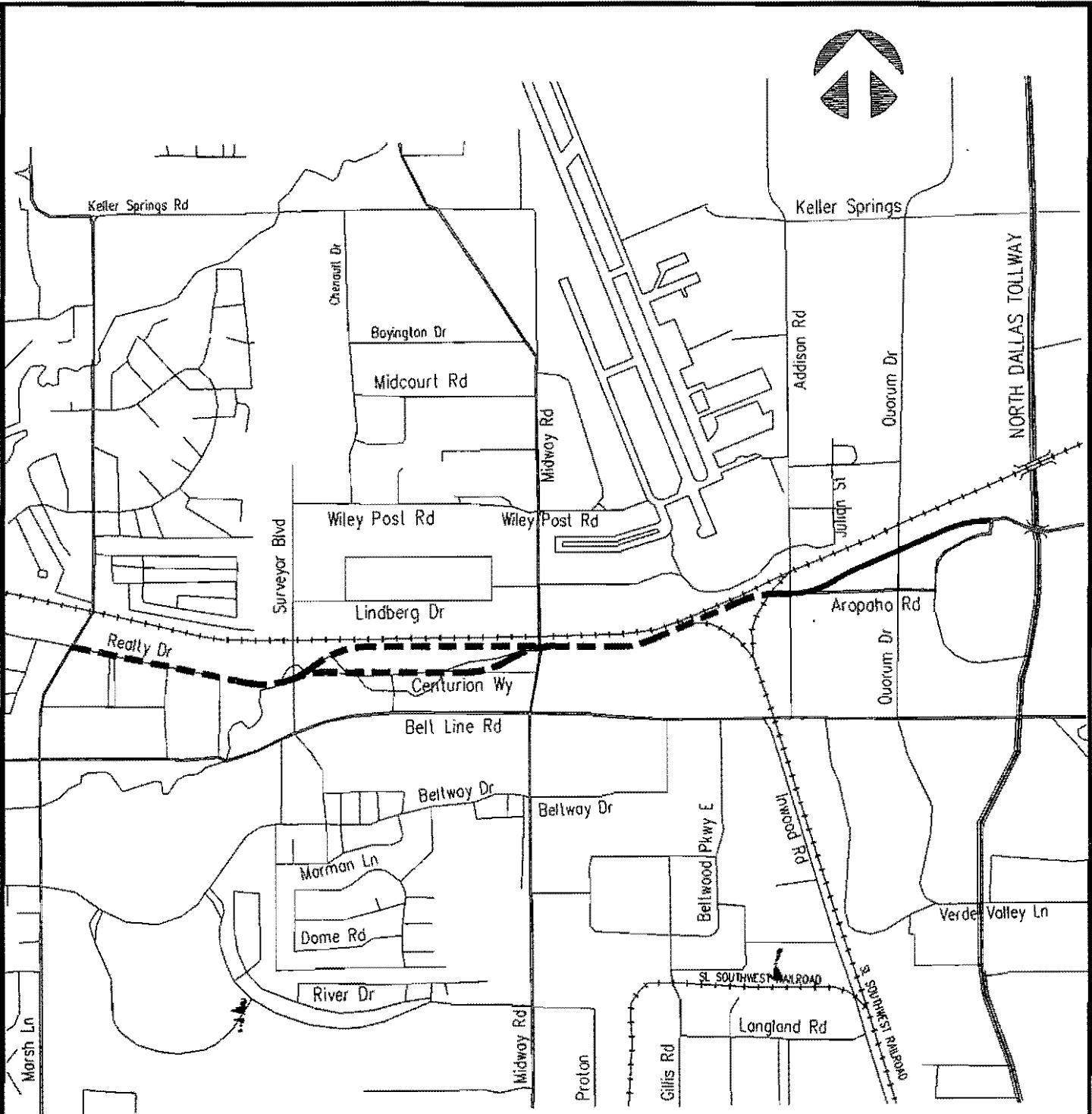
The divided roadway alignment requires the purchase of Charter Furniture and a smaller portion of the Mini Warehouse property than the Centurion Way alignment. This alignment also provides less convenient access for vehicles entering or exiting the buildings onto a one-way roadway rather than existing Centurion Way, which currently carries two-way traffic. Should access to westbound Arapaho Road be permitted along the divided roadway, motorists may attempt to cut through private parking lots to avoid circuitry of travel. If an underpass or overpass were constructed at Midway Road, access to the buildings closest to Midway would be more severely impacted.

After an evaluation of the negative impacts to the developments along Centurion Way, it was determined that this alignment was not desirable.

2.3 DART Railroad Alignment

The DART railroad alignment varies significantly from the Centurion Way alignment between Midway Road and Surveyor Boulevard. This alignment, which generally follows the westbound lanes of the divided roadway, is located next to the DART railroad from Midway Road to the Mini Warehouses where it curves toward the southeast across a corner of the Mini Warehouse property. It then crosses Surveyor Boulevard at an angle before curving back toward the east in order to match existing Realty Road. (See Exhibit C).

This alignment allows Centurion Way to remain in place as a service road for the adjacent buildings. Furthermore, the roadway can be configured such that no purchase of the Charter Furniture building is required, and only a corner of the Mini Warehouse property is impacted.



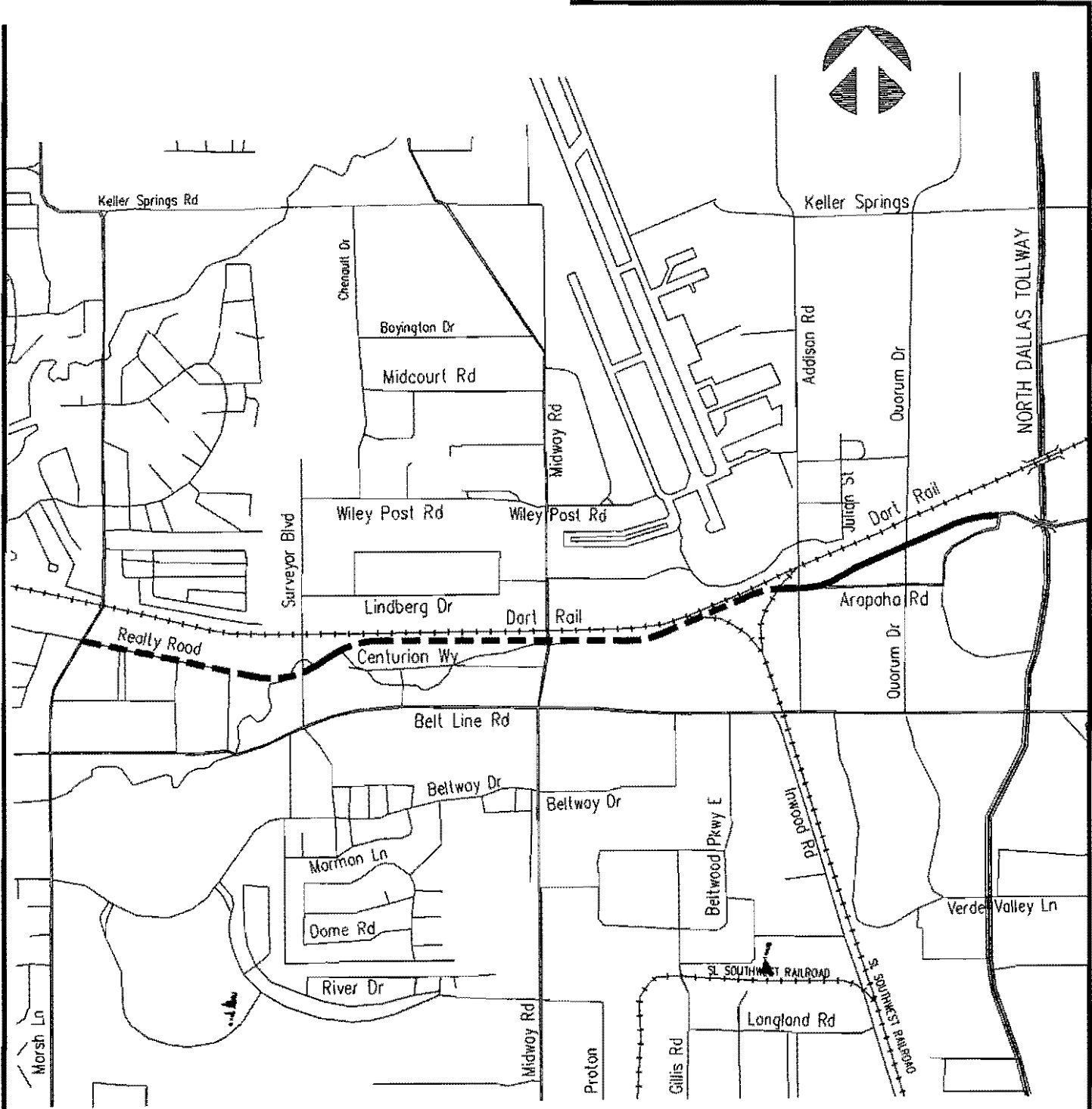
PROPOSED ARAPAHO ROAD
EXTENSION



ARAPAHO ROAD PHASE I
(UNDER CONSTRUCTION)

**PROPOSED
ARAPAHO ROAD EXTENSION
EXHIBIT 'B'**

DIVIDED ROADWAY ALIGNMENT



PROPOSED ARAPAHO ROAD EXTENSION



ARAPAHO ROAD PHASE I (UNDER CONSTRUCTION)

PROPOSED ARAPAHO ROAD EXTENSION EXHIBIT 'C'

DART RAILROAD ALIGNMENT

Alternative Alignments (cont'd)

The narrowest portion of the alignment is between the MNBA building and the DART right-of-way where 81 feet is available. Although there are no franchise utilities to contend with, a 60-inch Dallas Water Utility (DWU) transmission main is located in a 30-foot easement adjacent to the railroad. A concrete-lined channel is also located along this alignment between Midway Road and the Town of Addison water tower.

Given the potential access and cost benefits associated with the DART railroad alignment, a more in-depth evaluation of its viability was conducted.

2.4 Traffic Analysis

At this point in the study, the project team reviewed traffic assignments for the year 2020 which were prepared by the North Central Texas Council (NCTCOG) of Governments for five alternatives for the Arapaho Road Extension. Two of these alternatives included entry and exit ramps at Midway Road, one with entry/exit ramps on the north side only and a second with entry/exit ramps on the south side only. These alternatives are described below.

- xviii) "No Build" Alternative – what is the impact on adjacent streets if Arapaho Road is not extended?
- ii) "At-Grade" Alternative – Arapaho Road extended with the Midway Road intersection at grade.
- iii) "Grade-Separated" Alternative – Arapaho Road extended with a grade separation at Midway Road without entry/exit ramps.
- iv) "Ramps on the North Side" Alternative – Arapaho Road extended with a grade separation at Midway Road and entry/exit ramps on the north side of Arapaho Road.
- v) "Ramps on the South Side" Alternative – Arapaho Road extended with a grade separation at Midway Road and entry/exit ramps on the south side of Arapaho Road.

2.4.1 Projected Traffic Volumes

The following table presents a summary of projected traffic impacts for the extension of Arapaho Road on Belt Line Road and Midway Road assuming that the Keller Springs tunnel is in service.

Alternative Alignments (cont'd)

TRAFFIC VOLUME COMPARISON (PROJECTED DAILY TRAFFIC VOLUMES BY YEAR 2020)

SEPARATED	GRADE SEPARATED GRADE				
	NO BUILD	AT GRADE	GRADE SEPARATED	WITH RAMPS ON NORTH SIDE	WITH RAMPS ON SOUTH SIDE
ARAPAHO ROAD					
Addison to Midway	-	24,000	13,000	18,000	28,000
Midway to Surveyor	-	6,000	13,000	17,000	17,000
BELT LINE ROAD					
Addison to Midway	58,000	53,000	54,000	46,000	50,000
Midway to Surveyor	47,000	46,000	42,000	42,000	45,000
MIDWAY ROAD					
North of Arapaho	52,000	36,000	44,000	44,000	32,000
South of Arapaho	58,000	57,000	44,000	50,000	60,000
South of Belt Line	-	52,000	46,000	47,000	52,000

2.4.2 Evaluation of Traffic Volumes

The existing congestion on Belt Line Road and Midway Road supports an extension of Arapaho Road. Traffic already backs up on Midway Road from Belt Line Road to north of the DART railroad much of the day; consequently, an at-grade crossing of Arapaho Road at Midway Road may not be feasible without providing dual-coordination of the traffic signals along Midway and Belt Line Roads. The grade separated scenarios, with or without ramps, all reduce traffic on Belt Line and Midway Roads with the exception of the section of Midway Road between proposed Arapaho Road and Belt Line Road with ramps on the south side.

For the grade separated scenario without ramps, year 2020 volumes on Belt Line Road are projected to be approximately 5,000 vehicles per day (vpd) less with Arapaho Road extended. Volumes on Midway Road are projected to be reduced by 8,000 to 12,000 vpd. Arapaho Road is projected to carry 13,000 vpd from Addison Road to Marsh Lane if no entry or exit ramps are installed at Midway Road.

According to the projected traffic volumes, the extension of Arapaho Road can be constructed as a four-lane undivided roadway if no entry or exit ramps are installed at Midway Road. It should be noted that even though these traffic studies contain a large margin for error, they do serve to support the grade separated configuration with no ramps at Midway Road.

Alternative Alignments (cont'd)

2.5 Options Studied for DART Railroad Alignment

After the project team selected the DART Railroad alignment for a more detailed analysis, the following six horizontal and vertical alignment options were considered.

2.5.1 Option 1 -- Overpass at Midway Road with Entry/Exit Ramps on the North Side of Proposed Arapaho Road

Option 1 requires the purchase of the Charter Furniture and MNBA buildings in order to construct a four-lane undivided roadway and provide a safe merge length for the westbound entry ramp on the north side of proposed Arapaho Road. Permission would be required with this option to construct the entry and exit ramps within the DWU easement, however, these ramps would be constructed at grade.

2.5.2 Option 2 -- Underpass at Midway Road with Entry/Exit Ramps on the North Side of Proposed Arapaho Road

Like Option 1, Option 2 requires the purchase of the Charter Furniture and MNBA buildings, and the use of the DWU easement for the at-grade entry and exit ramps. In addition, the probable construction sequence for an underpass would require the removal of one half of Midway Road at a time. As a result, Midway Road would have to be realigned and narrowed to two lanes through the construction zone. Four lanes of traffic could be provided by installing temporary pavement on the outside of each segment. The underpass construction could affect Midway Road in this manner for up to a year.

2.5.3 Option 3 -- Overpass at Midway Road Without Ramps

Option 3 follows an alignment similar to Option 1 through the Charter Furniture building, however, without ramps, no taking of the MNBA is required. This option provides more working space between proposed Arapaho Road and the DART railroad on both sides of Midway Road. No roadway improvements would be required in the DWU easement.

2.5.4 Option 4 -- Underpass at Midway Road Without Ramps

Option 4 follows the same alignment as the overpass without ramps (Option 3) through the Charter Furniture building. It also presents the same construction sequencing challenges as the underpass option with ramps (Option 2) at Midway Road.

Alternative Alignments (cont'd)

2.5.5 Option 5 – Overpass Without Ramps, No Taking of Charter Furniture Warehouse

Option 5 places the north right-of-way line 20-feet off the DART right-of-way from Midway Road to the Mini Warehouse property. This requires the use of the southern 10 feet of the 30-foot DWU easement but does not require taking either the Charter Furniture or the MNBA buildings. Furthermore, this option places the edge of the overpass structure approximately 10 feet from the MNBA building. The existing concrete-lined channel next to the DWU water main would need to be replaced with double 9'x5' box culverts under the overpass structure.

2.5.6 Option 6 – Underpass Without Ramps, No Taking of Charter Furniture Warehouse

Option 6 follows the same alignment as the overpass without taking the Charter Furniture building, however, it presents the same construction sequencing challenges as the other underpass options. In addition, this option would require the installation of box culverts on the north side of the railroad to replace the concrete-lined channel presently on the south side. If a minimal separation were to be provided from the box culverts to an existing 12-inch sanitary sewer line, the edge of the boxes would be approximately five feet from several existing buildings. In addition, multiple drainage and utility relocations would be required under the railroad tracks at Midway Road, and the box culverts would need to cross back under the railroad further to the west.

2.6 Evaluation of DART Railroad Alignment Options

Horizontal and vertical alignments, along with Opinions of Probable Cost, were prepared for Options 1 through 5. These costs are included in a matrix of issues related to these options, in addition to Option 6, at the end of this section.

Due to extensive utility relocations in a tight construction corridor, the viability of Option 6 is questionable at this point. If the Town wanted to pursue this option, further coordination would be necessary with DART and DWU prior to developing an Opinion of Probable Cost.

The primary goal expressed by Town of Addison staff for this project is to relieve congestion on Belt Line Road. All the options will provide some relief to Belt Line Road.

Three overpass and three underpass options were evaluated, and in each case the corresponding underpass option was more expensive. Although no cost was prepared for Option 6, it is certain that the extensive utility relocations required would result in its cost exceeding that of Option 5. An underpass may be more visually appealing than an overpass, however, the narrowing of Midway Road would increase traffic delays during the 12 months

Alternative Alignments (cont'd)

of construction. Although an underpass would create less noise impact, only five commercial buildings are located within the overpass limits on both sides of the railroad, including Charter Furniture.

As a result of the increased project cost and the impact on Midway Road traffic during construction associated with the underpass options, an overpass is preferred.

Overpass Option 1 requires the purchase of the Charter Furniture and MNBA buildings in order to make the entry ramp onto Arapaho Road safe at the merge point. Overpass Option 3, like Option 5, has no ramps, however, it would require the purchase of the Charter Furniture building. Of the three overpass options, Option 5 is the only one which does not require the purchase of either the Charter Furniture or MNBA buildings. Option 5 places the edge of the overpass structure 10 feet from the MNBA building and 15 feet from the Charter Furniture building, with a two-and-a-half-foot sidewalk for emergency access on both sides of the overpass. In addition, it would require DWU to accept 20 feet for maintenance of their 60-inch water line.

Given the escalating cost of real estate and the traffic impacts, neither the additional construction area associated with Option 3 nor the ramps associated with Option 1 appear to justify the required property purchases. Therefore, it is our recommendation that Option 5, an overpass without ramps at Midway Road and no building takes at this location, be selected as the Technically Preferred Alternative.

ARAPAHO ROAD ALIGNMENT OPTIONS
Midway Road Section — Matrix of Issues

DESCRIPTION OF ISSUE	OPTION 1 Overpass with ramps on north side	OPTION 2 Underpass with ramps on north side	OPTION 3 Overpass without ramps	OPTION 4 Underpass without ramps	OPTION 5 Overpass without ramps; without building take	OPTION 6 Underpass without ramps; without building take
Alignment Description	Separated from railroad right-of-way	Same as 1	Same as 1	Same as 1	Adjacent to railroad right-of-way	Same as 5
Charter furniture building take	Yes	Yes	Yes	Yes	No	No
MBNA building take (for ramp safety)	Yes	Yes	No	No	No	No
Relocate DWU water line	No	No	No	No	No	Yes
Noise	Yes	No	Yes	No	Yes	No
Realign Midway for construction sequence (4 lanes)	No	Yes	No	Yes	No	Yes
Sump storm sewer	No	Yes	No	Yes	No	Yes
Move box culvert to north side of R/R; other utility relocations	No	No	No	No	No	Yes
Opinion of Probable Cost (with 20% contingency)	\$20,160,648	\$20,678,292	\$19,760,712	\$20,631,576	\$17,191,464	N/A

Section 3

Technically Preferred Alternative

The Technically Preferred Alternative (TPA), as shown in the Exhibit D map pocket, follows the DART railroad alignment and Option 5 between Midway Road and Surveyor Boulevard which avoids taking either the Charter Furniture or the MNBA buildings. This section discusses some of the issues and costs associated with the TPA.

3.1 Coordination Issues

3.1.1 DWU Easement

The TPA will require the use of the southern 10 feet of a 30-foot DWU easement which is contiguous with the DART railroad right-of-way. The DWU easement contains a 60-inch water transmission main which is located approximately six feet off the DART right-of-way to the center of the pipe. A written request has been made to DWU regarding the use of a portion of their easement, and negotiations are pending.

3.1.2 Railroad Crossing

A report has been prepared that will be submitted to Union Pacific requesting permission to cross the wye spur. This report includes a commitment to place a fully signalized gate at the crossing.

3.1.3 Realty Road Section

The traffic volumes indicate that a four-lane undivided roadway would be adequate along the existing Realty Road alignment. Omitting a median from most of this section of the project would minimize the impact on adjacent parking lots and driveways. The roadway could still be widened for turn lanes at Midway Road and Surveyor Boulevard.

3.1.4 Construction Sequencing

Construction sequencing plans will still be necessary at the intersections along the TPA, although far less extensive measures will be necessary than those required for an underpass at Midway Road. For example, some drainage and utility relocations will be necessary, particularly at Midway Road and Surveyor Boulevard.

3.1.5 Overpass Aesthetics

Measures can be taken to improve the aesthetics of the Midway Road overpass to integrate the structure with the neighborhood. Discussions with the owners of Charter Furniture and the MNBA buildings have also resulted in an evaluation of extending the column supports from Midway Road to the west end of the MNBA building in

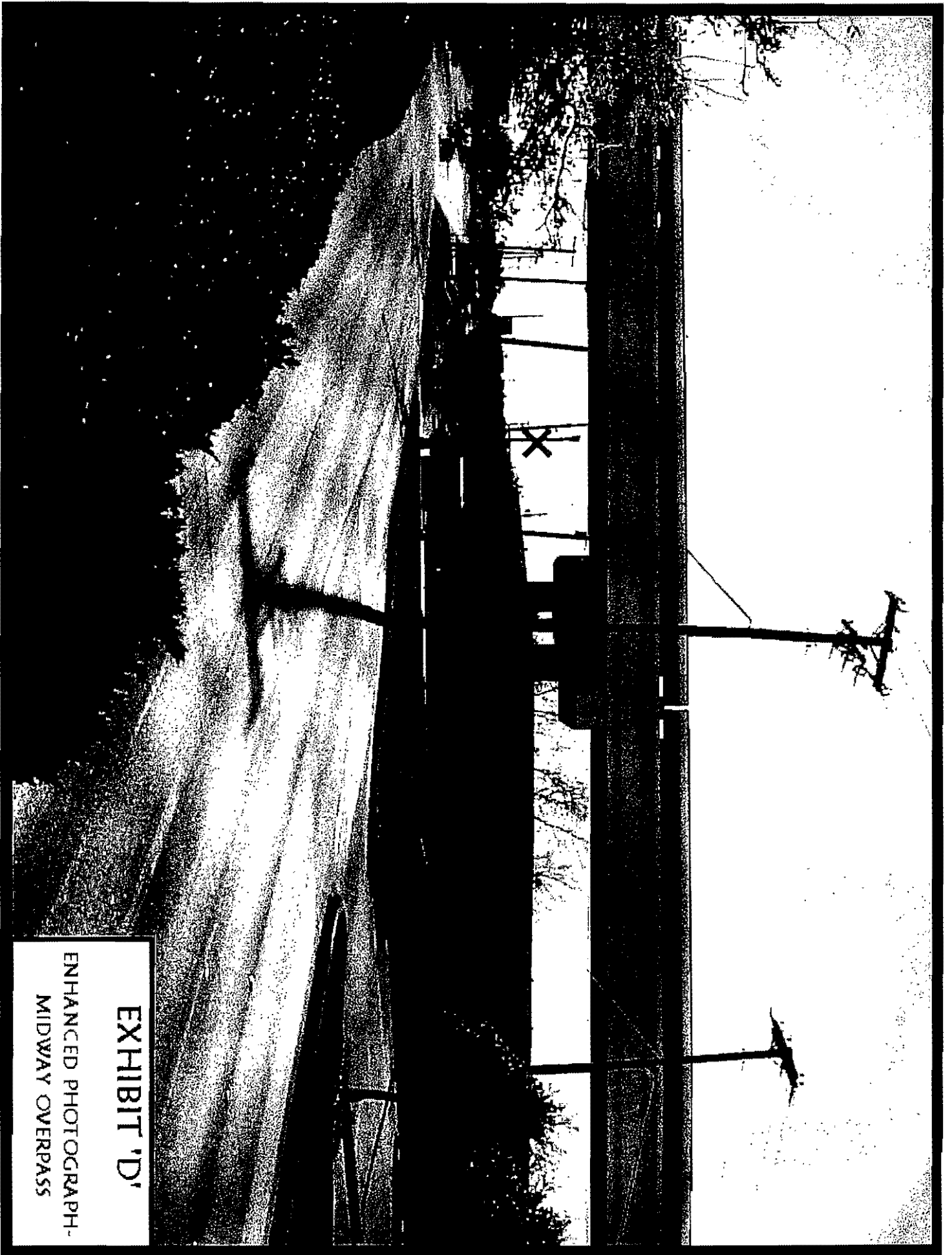


EXHIBIT 'D'

ENHANCED PHOTOGRAPH -
MIDWAY OVERPASS

Technically Preferred Alternative (cont'd)

costly and time-consuming phase to complete. It includes coordination with Union Pacific to obtain a crossing of the wye spur and Dallas Water Utilities to obtain use of 10 feet of their 30-foot easement. In addition, the overpass of Midway Road is the most costly portion of this project. The estimated construction cost for this phase, including right-of-way, is \$ 13,098,120.00.

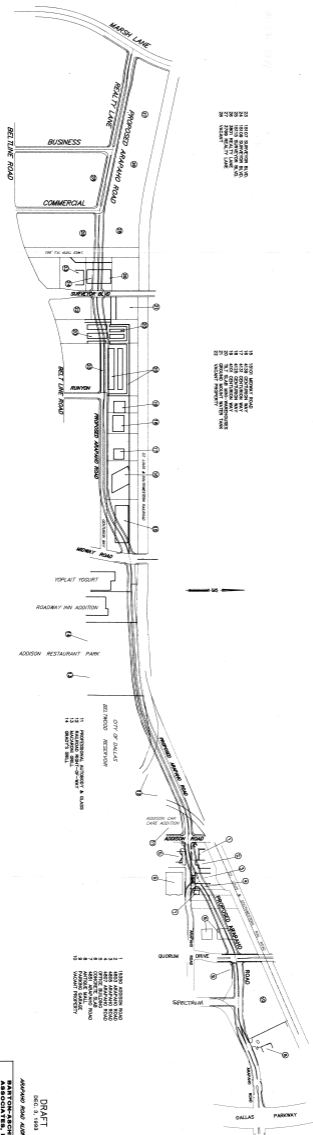
3.3 Cost Estimates

This section provides construction cost estimates for the two phases identified previously. Estimates have also been included for the right-of-way and other property takes along the project alignment. The combined estimated cost for both phases is \$ 17,191,464.00.

**PROPOSED
ARAPAHO ROAD EXTENSION
TECHNICALLY PREFERRED ALIGNMENT
TOWN OF ADDISON
EXHIBIT E**

**PROPOSED
ARAPAHO ROAD EXTENSION
RIGHT OF WAY STRIP MAP
TOWN OF ADDISON
EXHIBIT F**

10/10/03



- 23 18100 QUORUM BLVD
- 24 18100 QUORUM BLVD
- 25 18100 QUORUM BLVD
- 26 28001 REALTY LANE
- 27 27000 REALTY LANE
- 28 VACANT

- 18 4000 MONTGOMERY ROAD
- 19 4000 CENTURION WAY
- 20 4000 CENTURION WAY
- 21 4000 CENTURION WAY
- 22 7617 S.E. 24TH HIGHWAY
- 23 60000 REALTY CENTER TRAIL
- 24 VACANT PROPERTY

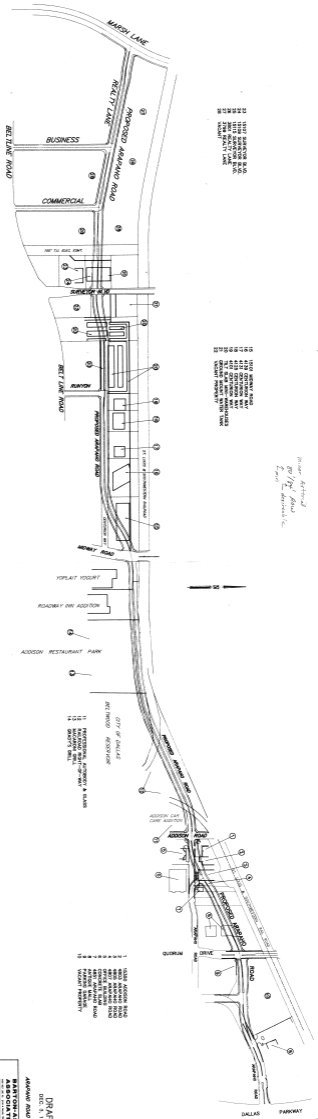
- 11 CITY OF DALLAS
- 12 PROFESSIONAL, ARCHITECT & ENGINEER
- 13 RAILROAD BENT-UP-BENT
- 14 SMART'S BENT

- 1 10300 ADDISON ROAD
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DRAFT
DEC. 31, 1993

ALVARADO ROAD ALIGNMENT
BARTON-ASCHEMAN
ASSOCIATES, INC.
10000 WEST LOOP SOUTH, SUITE 1000
HOUSTON, TEXAS 77042





- 23 1817 SARDONIA BLVD.
- 24 1818 SARDONIA BLVD.
- 25 1819 SARDONIA BLVD.
- 26 2801 REALTY LANE
- 27 2798 REALTY LANE
- 28 VACANT PROPERTY

- 15 1510 BERRY ROAD
- 16 4128 CENTURION WAY
- 17 4129 CENTURION WAY
- 18 4130 CENTURION WAY
- 19 4131 CENTURION WAY
- 20 7617 SUE ANN WALKER BLVD.
- 21 7618 SUE ANN WALKER BLVD.
- 22 VACANT PROPERTY

*near Arford
to 1st Ave
from E. Arford St.*

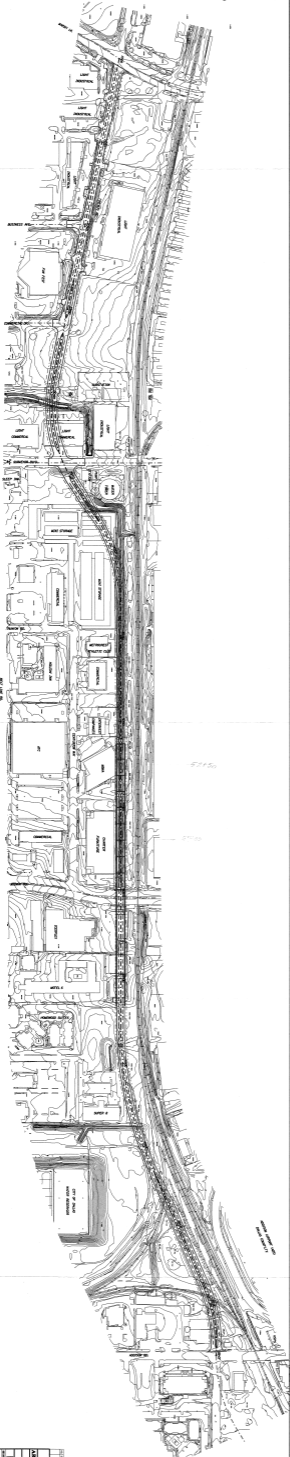


- 11 PROFESSIONAL OFFICE & LABS
- 12 SAUNDERS BLDG. - 2nd FLOOR
- 13 SAUNDERS BLDG. - 1st FLOOR
- 14 SAUNDERS BLDG. - 3rd FLOOR

- 1 1510 BERRY ROAD
- 2 1511 BERRY ROAD
- 3 1512 BERRY ROAD
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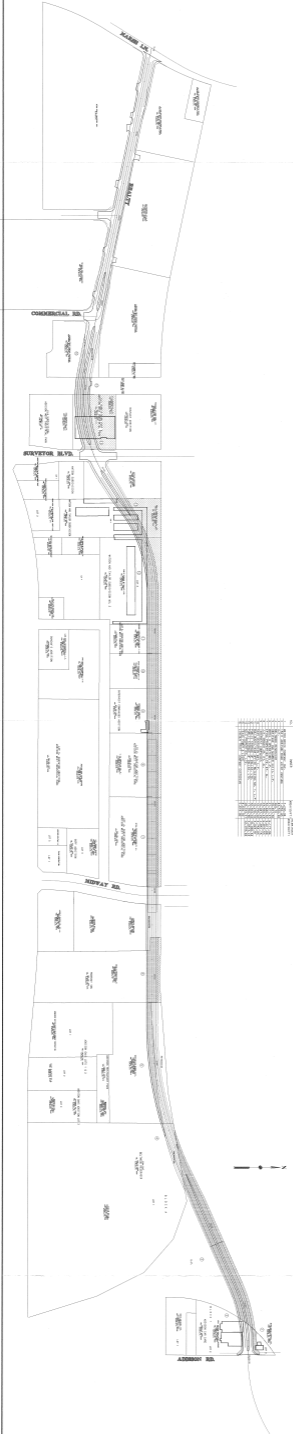
ASARAND ROAD ALIGNMENT
DRAFT
 DEC. 5, 1983

BARTON-ASCHMAN ASSOCIATES, INC.
 1000 W. WILSON ROAD, SUITE 100
 DALLAS, TEXAS 75207



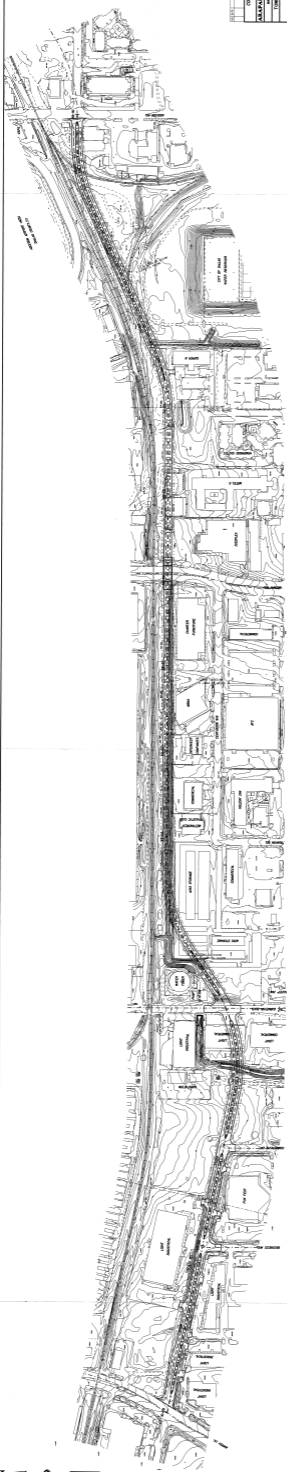
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CONSTRUCTION MANAGEMENT		
ALABAMA ROAD EXTENSION		
SHEET NO. 100 OF 100 SHEETS		
TOWN OF ADDITION, TEXAS		
ENGINEER		
DRAWN BY		
CHECKED BY		
DATE		

PLAN
 SHOWING
 PROPOSED
 EXTENSION
 OF
 RAILROAD
 TRACKS
 THROUGH
 THE
 CITY
 OF
 ST. LOUIS,
 MISSOURI
 1908



NO.	DESCRIPTION	AREA
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49	LOT 49	...
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88	LOT 88	...
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90	LOT 90	...
91	LOT 91	...
92	LOT 92	...
93	LOT 93	...
94	LOT 94	...
95	LOT 95	...
96	LOT 96	...
97	LOT 97	...
98	LOT 98	...
99	LOT 99	...
100	LOT 100	...

ALTERNATE 5 OVERPASS WITHOUT RAMPS



DATE	NOV 20 2014
PROJECT	CONCEPTUAL PLANNING STUDY
CLIENT	CITY OF PALM BEACH AIRPORT
SCALE	AS SHOWN
DESIGNER	URS
APPROVED BY	[Signature]
DATE	NOV 20 2014

1/2" = 1' - 0"

DAVID MYERS SURVEY
A-923

CALLED 1.890 AC
PRADAM & LOWE 5104, L.P.
DECEMBER 14, 1960
VOL. 10242, PG. 05943
D.R.S.D.C.T.

LOT 1
HOUSE ADDITION
AUGUST 27, 1920
VOL. 7923, PG. 3238
D.R.S.D.C.T.

CALLED 3.83 AC
SHALL FORD &
LEIGHT COMPANY
MAY 21, 1953
VOL. 4532, PG. 358
D.R.S.D.C.T.

THE 1/4TH OF
"N" 1/4TH CORNER

50' GRANITE CHANNEL EASTMENT
NO. 18173, PG. 0169
D.R.S.D.C.T.

P.O.B.
THE "N" 1/4TH CORNER

COULDS NORTHWEST - 320.00'
N. 89°44'49" E - 320.00'

KJA SUBDIVISION PART 2,
ADDISON WEST INDUSTRIAL PARK
MAY 11, 1976
VOL. 7768, PG. 1151
D.R.S.D.C.T.

1 STORY CONCRETE
1,8182 ACRES
79,202 SQ. FT.

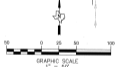
HLE PROPERTIES, LTD.
AUGUST 26, 1997
VOL. 8784, PG. 3024
D.R.S.D.C.T.

KJA SUBDIVISION
ADDISON WEST INDUSTRIAL PARK
SEP. 2, 1977
VOL. 7768, PG. 14
D.R.S.D.C.T.

DAVID MYERS SURVEY
SURVEYOR BLVD. (BY RECORD)

PROPOSED
ARAPAHO ROAD

PROPOSED ARAPAHO ROAD



NOTES

ALL BEARINGS ARE REFERENCED TO THE NORTH RIGHT OF WAY LINE OF CENTERLINE HWY. CALLED 8.897000' E. ACCORDING TO THE FINAL PLAT OF LOT 2, SUPERIOR ADDITION, RECORDED IN VOL. 17724, PAGE 134, D.R.S.D.C.T.

ALL ENCUMBRANCES SHOWN ON THIS PLAT ARE REFERENCED IN THE COMMENTARY FOR TITLE RECORDING, S.F. NO. 102032314. EFFECTIVE DATE: SEPTEMBER 6, 2000. ISSUED BY HEARST-PHILIP TITLE COMPANY. THE SURVEYOR DOES NOT ABSTRACT THE SUBJECT PROPERTY, THEREFORE, ANY ENCUMBRANCES NOT CITED IN THE ABOVE COMMENTARY, IF ANY, MAY NOT BE SHOWN HEREON.

THE TRAIL POWER AND LIGHT COMPANY'S EASEMENT AND RIGHT-OF-WAY CITED IN SCHEDULE B, ITEM #101 OF THE ABOVE MENTIONED TITLE COMMITMENT, AND RECORDED IN VOLUME 7304, PAGE 398 OF THE DEED RECORDS OF DALLAS COUNTY, TEXAS, DOES NOT APPLY TO THE SUBJECT PROPERTY.

THE EASEMENT CITED IN SCHEDULE B, ITEM #101 OF THE ABOVE MENTIONED TITLE COMMITMENT, AND RECORDED IN VOLUME 7304, PAGE 398 OF THE DEED RECORDS OF DALLAS COUNTY, TEXAS, HAS EXPIRED AND NO LONGER APPLIES TO THE SUBJECT PROPERTY.

- OD CLEAN CUT
- OM GAS METER
- OP GAS METER
- OH OVERHEAD ELECTRIC
- DENOTES A CORNER POINT AS INDICATED
- DENOTES A TREE
- - - - - PROPOSED RIGHT OF WAY LINE

BEING A description of a 1.8182 acre [79,202 sq. feet] tract of land situated in the David Myers Survey, Abstract Number 103, of Addison, Tarrant County, Texas, and being a part of said certain tract of land conveyed to HLE Properties, L.L.C. on and recorded in Volume 8784, Page 3024 of said Deed Records of Dallas County, Texas, said HLE Properties, L.L.C. tract being a part of said KJA subdivision Part 2, Addison West Industrial Park, on addition to the Town of Addison, as evidenced by the plat dated August 27, 1920, and recorded in Volume 7923, Page 3238 of said Deed Records, and 1,8182 acre tract of land being more particularly described by rates and bearings as follows:

BEING, SOUTH 02°10'00" EAST (called South 02°10'00" East), along the common East line of said Hle Properties, L.L.C. tract and West right of way line of said Surveyor Blv. Subdivision, a distance of 247.40 feet (called 247.40 feet) to an "X" in concrete found for the common Southeast corner of said Hle Properties, L.L.C. tract and Northwest corner of the KJA Subdivision, Addison West Industrial Park, as mentioned in the Town of Addison, as evidenced by the plat dated September 7, 1977 and recorded in Volume 7768, Page 16 of said Deed Records;

THENCE, SOUTH 02°10'00" EAST (called South 02°10'00" East), along the common East line of said Hle Properties, L.L.C. tract and West right of way line of said Surveyor Blv. Subdivision, a distance of 247.40 feet (called 247.40 feet) to an "X" in concrete found for the common Southeast corner of said Hle Properties, L.L.C. tract and Northwest corner of the KJA Subdivision, Addison West Industrial Park, as mentioned in the Town of Addison, as evidenced by the plat dated September 7, 1977 and recorded in Volume 7768, Page 16 of said Deed Records;

THENCE, SOUTH 89°44'49" WEST (called South 89°44'49" West), along the common East line of said Hle Properties, L.L.C. tract and West right of way line of said Surveyor Blv. Subdivision, a distance of 320.00 feet (called 320.00 feet) to an "X" in concrete found for the common Northwest corner of said Hle Properties, L.L.C. tract and Northwest corner of said KJA Subdivision, Addison West Industrial Park, as mentioned in the Town of Addison, as evidenced by the plat dated September 7, 1977 and recorded in Volume 7768, Page 16 of said Deed Records;

THENCE, NORTH 02°10'00" WEST (called North 02°10'00" West), along the common East line of said Hle Properties, L.L.C. tract and West right of way line of said Surveyor Blv. Subdivision, a distance of 247.40 feet (called 247.40 feet) to an "X" in concrete found for the common Northwest corner of said Hle Properties, L.L.C. tract and Northwest corner of said KJA Subdivision, Addison West Industrial Park, as mentioned in the Town of Addison, as evidenced by the plat dated September 7, 1977 and recorded in Volume 7768, Page 16 of said Deed Records;

THENCE, NORTH 89°44'49" WEST (called North 89°44'49" West), along the common East line of said Hle Properties, L.L.C. tract and West right of way line of said Surveyor Blv. Subdivision, a distance of 320.00 feet (called 320.00 feet) to the POINT OF BEGINNING;

CONTAINING an area of 1,8182 acres or 79,202 square feet of land with the areas stated.

THIS SURVEY SUBSTANTIALLY COMPLIES WITH THE CURRENT TEXAS SOCIETY OF PROFESSIONAL SURVEYORS STANDARDS AND SPECIFICATIONS FOR A CATEGORY 1A, DOMESTIC SURVEY.

David Myers
DAVID MYERS SURVEYOR
TEXAS REGISTRATION NO. 4872
PROJECT NUMBER:
DATE: 8/16/01



THIS SURVEY SUBSTANTIALLY COMPLIES WITH THE CURRENT TEXAS SOCIETY OF PROFESSIONAL SURVEYORS STANDARDS AND SPECIFICATIONS FOR A CATEGORY 1A, DOMESTIC SURVEY.

Atish R. Sargali
ATISH R. SARGALI, P.L.S.
TEXAS REGISTRATION NO. 2913
PRINCIPAL PLANSMAN
DATE: 8-16-01



PLAT OF SURVEY
D. MYERS SURVEY, A-923
CITY OF ADDISON
OF 1.8182 ACRES BEING
KJA SUBDIVISION PART 2

ARS
Engineers, Inc.
1810 N. GUYTON, FORT WORTH, TEXAS 76108
PHONE: 817-335-3725 FAX: 817-335-8888

DATE: 07/20/07	SCALE: 1" = 50'
CALC. BY: C.E.C.	DRAWN BY: C.E.C.
CHK. BY: H.W.A.	JOB NO.: 132-07-072
FILE: PART-DIVIDING	

SHEET

RECORDED 8-16-01 BY: ACD - PROPOSED ROAD