

To address the covortion issues N My staff has contacted Mr Sam arnaout, Director of Engineering, Hanson concrete Products Company and Carl Kirkpatrick, President of Elk Enginiering (a consider engineering firm) about the subject of The new roadway affecting consist of the 60" pipeline. Both gentlemen were of the opinion that the new roadway would have no affect on corrision of the pipeline. Rick Galgeron-1401 DAV14 7163 3725- HIRCH Wells of Morth 202 469-384-6531

DWU Response Cover Letter

To Whom It May Concern:

As a result of a meeting on February 4, 2003 with those in attendance being Ted Benavides/Dallas City Manager, Ramon Miguez/Dallas Assistant City Manager, Robert Johnson/Interim Director DWU, Randy Stalnaker/Wholesale Services Manager, Ron Whitehead/Addison City Manager and Mike Murphy/Addison Director of Public Works, the Town of Addison has prepared the following documents and responses that were requested:

Poletriket

- ✓ Signed and Sealed letters from HNTB and URS describing their efforts with respect to the 60-inch water main.
- Documentation of our survey regarding location and alignment of the 60-inch main line and location of thrust blocking. (In field locations, engineered plans, as-built drawings)
- Hold Harmless agreements (wording prepared by City of Dallas and Town of Addison Attorneys).
- Proposed compromise regarding bridge height clearance, all removable sidewalk sections, and conversations with DWU Assistant Director indicated a required 25-foot minimum overhead clearance was all that was needed for maintenance and repair of a 60-inch water main.

Because of safety concerns of stranded vehicles on roadway we feel that it is imperative to maintain a pedestrian walkway on the bridge deck. Therefore, the Town of Addison is proposing to raise the bridge deck to twenty-five feet over the Midway crossing with easily removable sidewalk planks.

 Since one of the concerns of a water main failure is "disposal" of the resulting water, our engineers will design special inlets that will drain this water into the new drainage box culvert that will be provided as part of this project. Therefore, plan revisions will be made indicating the inclusion of drainage inlets along elevated roadway sections to minimize flooding in case of line leak or break.

To address the corrosion issue, Public Works staff has contacted Mr. Sam Arnaout, Director of engineering, Hanson Concrete Products Company and Earl Kirkpatrick, President of Elk Engineering (a corrosion engineering firm) about the subject of the new roadway affection corrosion of the 60-inch pipeline. Both gentlemen were of the opinion that the new roadway would have no affect on corrosion of the SCRC pipeline.

DWU Response Cover Letter

To Whom It May Concern:

As a result of a meeting on February 4, 2003 with those in attendance being Ted Benavides/Dallas City Manager, Ramon Miguez/Dallas Assistant City Manager, Robert Johnson/Interim Director DWU, Ron Whitehead/Addison City Manager and Mike Murphy/Addison Director of Public Works, the Town of Addison has prepared the following documents and responses that were requested:

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PUBLIC WORKS DEPARTMENT Post Office Box 9010 Addison, Texas 75001-9010 (972) 450-2871 FAX (972)450-2837 16801 Westgrove

50 YEARS OF FUN!

VIA FAX to 214-243-1110

Mr. Marco Ramirez DWU Relocations Water Utilities Department Engineering Services-Relocations 2121 Main Street, #400 Dallas, TX 75201



RE: Arapaho Road Phase III Breakdown of DWU Portion of Construction Cost

Dear Mr. Ramirez:

Per the attached bidder's proposal form submitted by Archer Western, the selected contractor on the above referenced project, the construction cost for the DWU water line valve and relocation is as follows:

Bid Item 263 - 60" RCCP water lowering including but not limited to all thrust blocking, fittings and appurtenances (per DWU standards) - \$113,119.20 (\$1,413.99 per linear foot)

Bid Item 270 - 60" Butterfly Valve and Appurtenances, per plans - \$18,309.88 (lump sum)

DWU is responsible for the cost of Bid Item 270, \$18,309.88, and any other costs as covered in the ILA agreement between the Town of Addison and the City of Dallas. All other construction costs shall be the responsibility of the Town of Addison.

Sincerely,

-E. Mary

Mike Murphy, P.E. Director of Public Works

Attachment: Archer Western Bid Sheet

cc: Peter Fitzwilliams, DWU Program Manager

214-670-6** зг.—

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- To: Marco Ramirez, DWU Relocations -----
- Cc: Peter Fitzwilliams, DWU Program Manager ----

From: ?, Town of Addison

Re: Arapaho Road Phase 3 Breakdown of DWU Portion of Construction Cost

Per the attached bidder's proposal form submitted by Archer Western, the selected contractor on the above referenced project, the construction cost for the DWU water line valve and relocation are as follows:

Bid Item 263 - 60" RCCP water lowering including but not limited to all thrust blocking, fittings, and appurtenances (per DWU standards) - \$113,119.20 (\$1,413.99 per linear foot)

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HP LASERJET 3200

AUG-17-2004 2:45PM



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Fax Call Report

Job	Date	Time	Туре	Identification	Duration	Pages	Result
584	8/17/2004	2:4 2:16PM	Send	92142431110	2:49	3	OK

TOWN OF ADDISON PUBLIC WORKS Michael E. Murphy, P.E. Director of Public Works Fire Williams From: in To:_ Office: 972/450-2878 Fax: 972/450-2837 I WH Company:____ FAX # 2142431110 16801 Westgrove P.O. Box 9010 Addison, TX 75001-901D Date: 8-17-04 No. of Pages(including cover):

HP LaserJet 3200se

HP LASERJET 3200

AUG-17-2004 2:48PM



Fax Call Report

Job	Date	Time	Туре	Identification	Duration	Pages	Result
585	8/17/2004	2:46:19PM	Send	99728642334	2:15	¢	OK

TOWN OF ADDISON PUBLIC WORKS From: 10: Katura Curry Company: Ge Asso! FAX #: 9-864-2334 Date: 8-17-04

No. of Pages(including cover);

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

Office: 972/450-2878 Fax: 972/450-2837

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

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AUG-17-2004 2:54PM

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Fax Call Report

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586	8/17/2004	2:52:23PM	Send	92142431110	2:08	3	0K

TOWN OF ADDISON PUBLIC WORKS ALCO MANULUS From: To: Swull Company:____ FAX# 214243 1110 Dato: 8-17-04 No. of Pagas(including cover): 2

Michael E. Murphy, P.E. Director of Public Works Office: 972/450-2878 Fax: 972/450-2837

Fax: 972/450-2837 16801 Westgrove

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





June 30, 2004

Mr. James Pierce, Jr., P.E. Town of Addison 16801 Westgrove Dr. P.O. Box 9010 Addison, Texas 75001-9010

Re: 60-inch water main lowering design issues Arapabo Road Extension from Surveyor to Addison Road DWU Contract No. 03-167F

Dear Mr. Pierce,

This letter is in response to an e-mail received June 23, 2004 from Bruce Grantham of Grantham and Associates and a faxed copy of the proposed 60-inch DWU water main lowering plans on June 25, 2004. DWU has the following comments:

- Do not design for pressure testing against the 60-inch butterfly valve.
- Please verify that the blocking necessary for external test plugs will not interfere with tying into the existing pipe.
- Please verify that the proposed 60-inch valve with manhole does not interfere with the existing 48-inch valve with manhole.
- Flanged outlets for access shall be 30-inches internal diameter.
- Internal test plugs should be used for the pressure test.
- The blow-off is for emergency draining of the pipe and should be located at a low point. The blow-off will be located on the by-pass for the butterfly valve.
- Air release valves may be necessary to vent any air trapped at any high points created by the proposed lowering.

Please incorporate these comments into the design and send final design plans to DWU for review when available.

If you have should have any questions or require any additional information please feel free to call at (214) 671-9527.

Sincerely.

Brick Steitle

Relocation Section, Interim Manager Dallas Water Utilities

cc: Katura Curry, P.E., Grantham & Associates Jennifer Nicewander, P.E., HNTB Peter Fitzwilliams, P.E. Manager, DWU Engineering Services Larry Scalf, City of Dallas Attorney's Office Rick Galceran, Manager DWU Distribution Randy Stalnaker, Manager DWU Wholesale Services

Water Utilitles Department

Engineering Services-Relocations · 2121 Main Street; Ste. 400 · Dallas, Texas 75201 · 214/671-9523 · Fax 214/243-1110

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P.1 Milee Steve 8p

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FAX TRANSMISSION	D	ATE:	6-30-04	5
TO: James Pierce P.E				
COMPANY: Town of Addos	9th			
FAX NO .: 972- 450-2837 P	AGES: 2	INCLUI	ING COVER SHEET	r
FROM: RAYMOND KEES	2.173			
	ICES – DALLA IN STREET, S LAS, TEXAS 7	UITE 40(
FAX (214) 243-1110	PHONE:	(214)	671-9531	
MESSAGE:				
Attached is the lastest	verreu 1.	Her c	oncering the	19
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the 60" when main a	et th A	apahe y	loge Project.	
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March 12, 2003

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

Re: Arapaho Road Bridge at Midway Road Revised Bridge Exhibits for DWU

Dear Mr. Murphy:

Please find enclosed the Exhibits for the Arapaho Road Bridge to be used in your meeting with DWU. We have updated and revised these exhibits as directed in the meeting on March 7, 2003 at HNTB's offices and per further direction from Jim Pierce and Luke Jalbert during a brief meeting on March 12, 2003 at the Addison Service Center.

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Sincerely,

URS Corporation

Cliff R. Hall, P.E. Project Manager

URS Corporation Graystone Centre 3010 LBJ Freeway, Suite 1300 Dallas, TX 75234 Tef: 972.406.6950 Fax: 972.406.6951

CLAY PHILLIPS ACM W COPPEL

P-works Meeting March 3, 2003

- 1. Re-grooving Belt Line Road Status
 - a. Grooving is complete
 - b. Joint and crack sealing complete
 - c. Waiting for good weather to finish markings

2. Arapaho Road Phase III status

- a. DWU Status
- b. ROW acquisition
- c. Bridge Design (on hold)
- 3. Addison Road update
- 4. Brookhaven Club Sanitary Sewer 🌋 a. Current status
- 5. Landmark South Quorum RXR crossing

6. Bicycle and Pedestrian Issues

- a. Need for Master Plan
- b. Assignment of Responsibilities

7. A+B Poster Presentations

- a. Tx Section, ASCE Corpus Christie
- b. Tx Public Works Assn San Antonio
- 8. Other
- Street parking letter (review) EMAIL LETTER a.
 - ONCOR meeting b.
 - Lighting 3 C.

+ GET UP4 ENGINEERS

MARTING W/GONERE

DEN Hell - NEED A PLAN

completion

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PUBLIC WORKS DEPARTMENT Post Office Box 9010 Addison, Texas 75001-9010 (972) 450-2871 FAX (972) 450-2837

16801 Westgrove

January 30, 2003

Dallas City Hall 1500 Marilla Street Room 4A North

ATTN: Randy Stalnaker Dallas Water Utilities / Wholesale Manager

Re: Arapaho Road Extension / Addison, Texas

Dear Randy,

Please find attached the following information you requested:

- 1. Documentation of the Right of Way the Addison has acquired showing that Addison has the right to use the property for the purpose of the project.
- 2. A set of plans of the project.

I have also included a copy of a letter that MASTEC emailed to me, restating their ability to repair the water main during a worst-case scenario.

I appreciate your prompt response and would like to reiterate our willingness to work with DWU towards mutually acceptable solution regarding this project.

Please contact me with any question.

Sincerely,

MLE. Mr.

Michael E. Murphy, PE Director of Public Works / Addison

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	260	8" Reinforced Concrete Parking Lot sawcut/removal/replacement at Pump Station	SY	73.67	45	3,315.15
ŀ	261	Fire Hydrant (including 6" water lead and valve)	EA.	2,591.65	1	2,591.65
Ì	262	8" C909 PVC Class 150 water line	L.F.	55.18	85	4,690.30
		60" RCCP water lowering including but not limited to all thrust				annan الله الله الله الله الله الله الله الل
-	263	blocking, fittings, and appurtenances (per DWU standards)	L.F	1,413.99	80	113,119.20
	264	16" C900 PVC Class 150 Water lowering	L.F.	143.17	30	4,295.10
	265	8" C909 PVC Class 150 Water lowering	<u>L.F.</u>	145.67	40	5,826.80
	266	Trench Safety	L.F.	1.00	14,536	14,536.00
[267	Sediment removal, inside 66" RCP	CY	30.74	250	7,685.00
	268	Remove 9'x5' Headwall on West side of Midway Road	EA.	1,256.75	1	1,256.75
	269	Preparation and implementation of SWPPP, per specifications and TCEQ requirements	LS	500.00	1	500.00
<u>k-</u>	270	60" Butterfly Valve and Appurtenances, per plans	LS	18,309.88	1	18,309.88
	271	Grouted Riprap	SY	36.29	750	27,217.50
	070	Temporary 8" thick Asphalt Pavement (2" HMAC Type D, 6" HMAC	O V	00.00	500	44 505 00
	272	Type B), per Traffic Control Plan	SY	23.05	500	11,525.00
	ITOTIAL AM	OUNT BIDIFOR MATERIALS AND SERVICES. SCHEDULE/IMTEMS	200 THROUG	1272 INCLUSIVE		SEA
	301	Traffic Signals - Arapaho Road at Addison Road	L.S.	23,000.00	1	23,000.00
	302	Traffic Signals - Arapho Road at Surveyor Boulevard	L.S.	10,500.00	1	• 10,500.00
ľ	303	Conduit, 2" schedule 40 PVC	L.F.	5.00	11,003	55,015.00
	304	Conduit, 2" schedule 40 PVC, bored and trenched	L.F.	20.00	108	2,160.00
	305	Conduit, 4" schedule 40 PVC, bored and trenched	L.F.	25.00	195	4,875.00
	306	Conduit (RM)(1-1/2")	L.F.	20.00	243	4,860.00
	307	35' 3" street light pole	EA.	2,000.00	9	18,000.00
	308	Pedestrian base and light pole	EA.	3,400.00	64	217,600.00
	309	Combination, street light w/pedestrian fixture	EA.	8,500.00	13	110,500.00
	310	Retaining Wall Mounted Light Pole	EA.	1,500.00	4	6,000.00
	311	70W wall mounted luminaire fixture	EA.	6,750.00	4	27,000.00
L	312	Cable, insulated, #6 AWG	L.F.	1.00	22,706	22,706.00
	313	Cable, insulated, #8 AWG	L.F.	0.85	770	654.50
L	314	Bare ground, #8 AWG	L.F.	0.85	385	327.25
	315	Bare ground, #6 AWG	L.F.	1.00	11,353	11,353.00
L	316	Cable, insulated, #4 AWG	L.F.	1.00	780	780.00
	317	Bare ground, #4 AWG	L.F.	1.00	390	390.00
L	318	Foundation, 35' 3" street light pole	EA.	800.00	21	16,800.00

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Michael Murphy

From:	Michael Murphy
Sent:	Wednesday, January 15, 2003 10:41 AM
То:	'rstalnak@dwu.ci.dallas:tx.us'
Subject:	Arapaho Road in Addison - DWU 60 inch water main

Randy,

I can only imagine how busy you and your staff must be with all of the recent departures in the Water Department.

I am very concerned over a recent change in course as it relates to the extension of Arapaho Road in Addison. As you know, we have been working with DWU since 1999 on construction of Arapaho Road in Addison and the protection of a 60 inch DWU water main. The Town has spent literally millions of dollars on this extension; some of which was used to purchase ROW from DWU behind the Beltway Pump Station and reservoir, so DWU should be intimately familiar with the alignment and extension.

With the assurances from the DWU staff, we have moved forward with ROW acquisition, roadway alignment and bridge design with a final decision of whether the footings of the bridge were to be 3 feet or 5 feet away from the water main as the only pending concern. You can only imagine my disbelief when one of my engineers informed me that DWU is now requesting that we relocate our bridge or pay to relocate the 60 inch water main, both of which are unacceptable and completely contradictory to any discussion we have had over the past 4 years. I have been unable to get explanations of any kind regarding the sudden change after several years and several meetings and conversations.

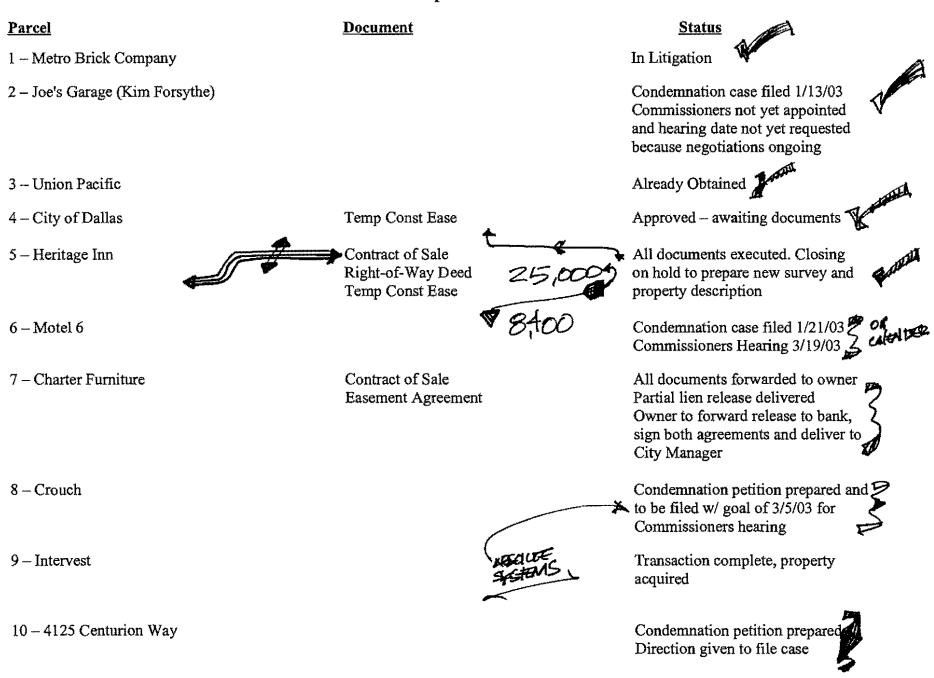
Obviously the Town is very concerned about the implications of this decision. However, I am confident that our engineering staff and DWU's staff can get together on a solution that will insure the protection and maintenance concerns regarding bridge construction and location as they relate to the 60 inch water main.

Any help or direction you can provide would be greatly appreciated,

Mike

Michael E. Murphy, PE Director of Public Works (972) 450-2878 Work (214) 215-5280 Mobile (972) 450-2837 Fax *E-Mail: mmurphy@ci.addison.tx.us*

ARAPAHO ROAD PROJECT PHASE II Status Report 1/9/03



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11-Bullough/Lykos

12 & 13 – Public Storage (Watson/Taylor)

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Contract of Sale

Amended petition filed 1/13/03 Commissioners hearing 3/18/03

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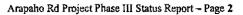
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Owners atty has had agreement for approx two weeks. They plan to go forward w/transaction, but in processing of making all partners aware first



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PUBLIC WORKS DEPARTMENT Post Office Box 9010 Addison, Texas 75001-9010 (972) 450-2871 FAX (972) 450-2837

16801 Westgrove

11.

10 January 2002

City of Dallas City Secretary 1500 Marilla Dallas, TX 75201 Via Fax 214-670-5029

SUBJECT: AGENDA ITEM 34, 11 DECEMBER 2002, COUNCIL MEETING

Dear City Secretary:

Re your December 11, 2002, City Council Meeting, Agenda Item 34, "Authorize the conveyance of a street easement..."

Could you please fax or send to me a copy of the Resolution, Item Description and any visuals for this Item.

Thank you for your assistance,

Michael E. Murphy

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

MEM:sef



February 12, 1999

Mr. Jim Milstead, P.E. City of Dallas Water Utilities Department 320 East Jefferson, Room 218 Dallas, Texas 75203

Re: Proposed Arapaho Road Extension Adjacent to DWU 60-inch Water Line

Dear Mr. Milstead:

The Town of Addison is in the planning stages for the extension of Arapaho Road from Addison Road west to Marsh Lane. Traffic congestion on the major thoroughfares in this part of Addison, particularly Belt Line Road, is the driving force behind the proposed extension.

For the past year, a team of consultants lead by HNTB Corporation has worked with the Town of Addison's engineering staff to evaluate alignment alternatives in the design corridor. At the east end of the project, the alignment is fixed by an extension of Arapaho Road which is presently under construction from just west of the North Dallas Tollway to Addison Road. At the west end of the project, the alignment is fixed by the current intersection of Realty Road with Marsh Lane. The design team is preparing to present the Technically Preferred Alignment shown on the attached exhibit to the City Council in the near future. For most of the Technically Preferred Alignment, the roadway roughly parallels the Dallas Area Rapid Transit (DART) owned railroad on the north side.

Along with providing a general notification regarding this proposed project, the purpose of this letter is to begin a coordination effort related to the section of roadway from just east of Midway Road to just east of Surveyor Boulevard. Through this section, the Technically Preferred Alignment is adjacent to a 60-inch DWU R.C. water main on the north side. As-built plans for this water main show it to be 7.5 feet off the DART right-of-way in a 30-foot wide easement.

The narrowest corridor for the proposed roadway is adjacent to the Charter Furniture and MNBA buildings on the west side of Midway Road. There is less than 90 feet between the face of these buildings and the DART right-of-way.

It is currently proposed to elevate Arapaho Road over Midway Road. This elevated section is likely to be extended past the two aforementioned buildings. The desired separation from the roadway structure to the face of these buildings is 10 feet. It is anticipated that the roadway

Mr. Jim Milstead February 12, 1999 Page 2

structure, including the 46-foot wide pavement section, would be approximately 60 feet wide, although a final structure width is still under review. This would leave approximately 20 feet from the north side of the structure, where the water main is located, to the DART right-of-way. The attached roadway cross sections are located next to Charter Furniture (Exhibit A) and just east of Midway Road (Exhibit B).

The Town of Addison requests your consideration of the use of the 10 to 15 feet of the existing 30-foot water main easement for the purpose of constructing and maintaining the proposed roadway. We would appreciate the opportunity to meet with your staff to discuss this request in more detail.

Please contact me if you need any additional information.

Sincerely,

Bruce R. Grantham, P.E. Assistant Project Manager

cc: John Baumgartner, Town of Addison Jim Pierce, Town of Addison Dan Becker, HNTB

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Arapaho R	oad Exter	nsion Phase	e		
Right of W	ay acquisitio	on status report			
Parcel Name and Number		Sta	tus		
	Negotiating	Going to court	have contract	sold/settled	\$\$\$\$\$\$\$
Metro Brick Parcel #1				X	\$95,150
Joe's Auto Body Parcel #2		X			\$173,202
Union Pacific Railway Company Parcel #3				X	\$1,204,217
The City of Dallas Parcel #4				X	\$13,018
Heritage Inn Parcel #5			1	X	\$140,700
Motel 6 Parcel #6		X			\$413,244
Charter Furniture Parcel #7				X	\$166,466
Gary Crouch/MBNA Parcel #8		X	1		\$62,381
Intervest Parcel #9				X	\$112,000
Harbour Group Parcel #10	***	X			\$29,768
Dale Bullough/Metrocrest 1 Parcel #11		X	1		\$29,357
Public Storage of Dallas, Ltd. Parcel #12				X	\$1,583,210
Public Storage of Dallas, Ltd. Parcel #13			İ	X	
					\$4,022,713
		***New owner is	willing to negoiate). D.	

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February 12, 1999

Mr. Jim Milstead, P.E. City of Dallas Water Utilities Department 320 East Jefferson, Room 218 Dallas, Texas 75203

Re: Proposed Arapaho Road Extension Adjacent to DWU 60-inch Water Line

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Mr. Jim Milstead February 12, 1999 Page 2

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The Town of Addison requests your consideration of the use of the 10 to 15 feet of the existing 30-foot water main easement for the purpose of constructing and maintaining the proposed roadway. We would appreciate the opportunity to meet with your staff to discuss this request in more detail.

Please contact me if you need any additional information.

Sincerely,

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Bruce R. Grantham, P.E. Assistant Project Manager

cc: John Baumgartner, Town of Addison Jim Pierce, Town of Addison Dan Becker, HNTB

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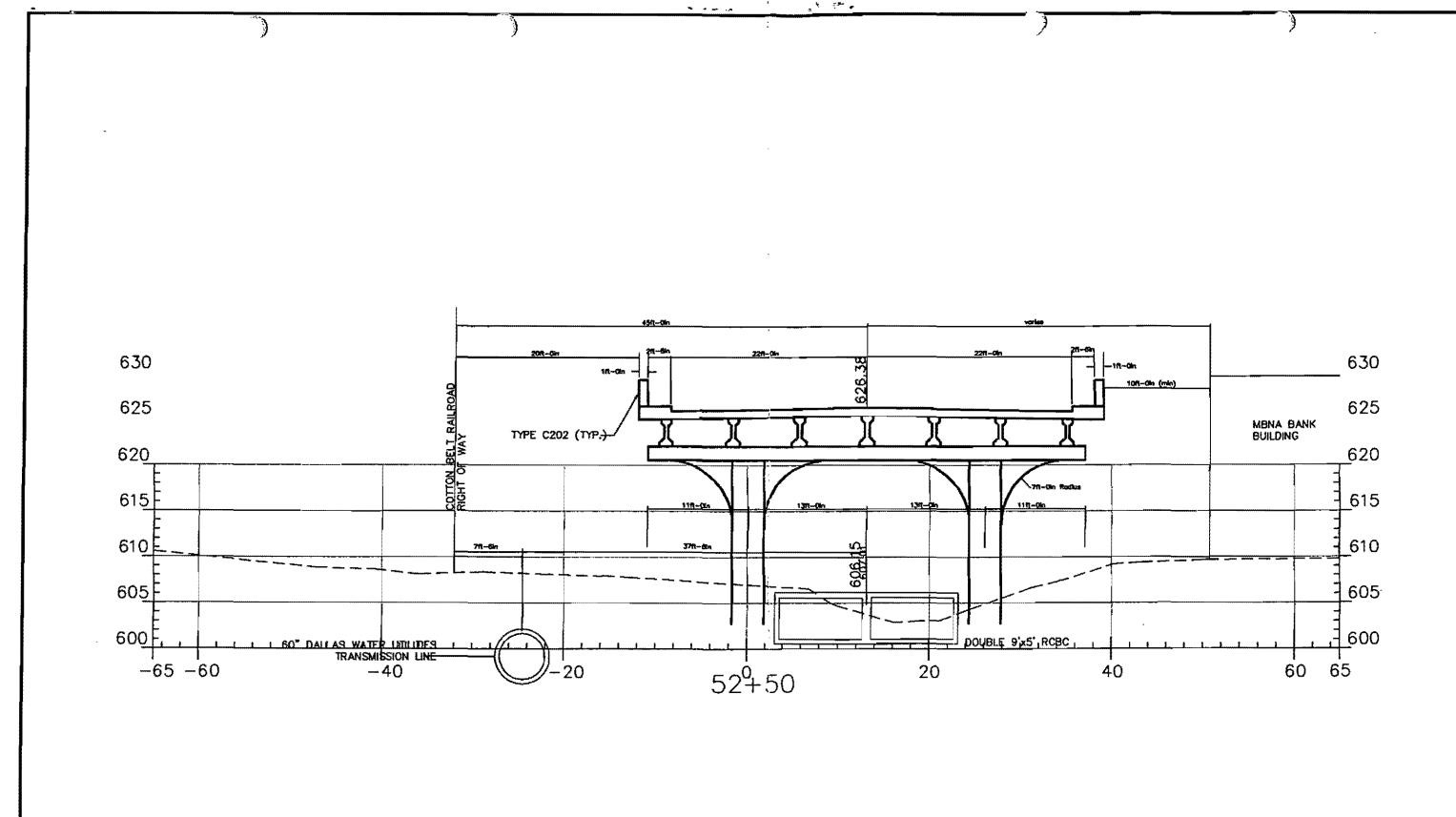


EXHIBIT 'A'

- moving the thrust block in so that it was not over the 60" pipe and not straddling it
- Cliff presented two options for the thrust block locations. The first was to move the arch inside of the sidewalk and obtain the 3-foot clearance desired by DWU. The second was to straddle the 60" pipe with drilled shafts. DWU did not like the second option but were alright with the first one.
- DWU stated they saw they had 2 options
 - 0 Not move the pipe at all and leave it where it is
 - Replace the 60" w/ an 84" prior to the construction of the road/bridge. HTNB to do the design in conjunction w./ the bridge. Cost approx 1.5 million could get out of the emergency fund if needed.
- JDH asked 2 questions
 - Could the line be constructed before the road was built? DWU response was that if HNTB could design it in the next three months then the construction time wouldn't be a problem.

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- Did DWU have the money to have it designed and built. DWU's response was that the money could be taken from an emergency fund if necessary. I quick estimate was that it would cost approximately 1.5 million and that was doable.
- 01/09/03 meeting w/ Town (Luke Jalbert), HNTB (Jerry Holder), URS (Cliff Hall), and DWU (Erlin Holey, Erick Stietle, and Tonia Lichtenberg).
 - DWU presented the only 2 "acceptable" alternatives they would offer.
 - 0 Move the road south to get out of the 30-foot easement
 - DWU was told that this would involve buying additional ROW and demolishing existing building and it was an unacceptable alternative.
 - Relocate the 60" to another location. DWU to pay for engineering. Addison to pay for construction. Two locations discussed:
 - In front of Charter Furniture
 - A completely new and unknown location.
 - HNTB pointed out there would be 20 feet between the north easement line and the roadway. DWU stated this was not enough room to work on the pipeline. It was pointed out to them that they only had a 15 foot easement on the east side of Midway.
- 01/15/03 Email from Mike Murphy to Randy Stalnaker expressing concern with change of course.
- 01/17/03 Meeting with Mastec to discuss Maintenance problems in regards to the bridge They assured us that in the worst case scenario they would be able to repair a leak in 12 hours.
- 1/21/03 Meeting w/ Town (Luke Jalbert, Mike Murphy, Steve Chutchian, Jim Pierce), HNTB (Jerry Holder), URS (Cliff Hall), and DWU (Erlin Holey, Erick Stietle, and Randy Stalnaker)

The Town presented there ideas to protect the bridge, and allow DWU to maintain there line.

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Unapaho Rd. Ron Wnitchead, John Baumgartner, Bill Shipp, Jon Pierce, Bruce G. C. Sy It 1501 midway powner Marilyn Goe prop. (owners. me -4139 Centurion Way Gam RW 4-lane street not to serve retail JB Brief history of project RW Can take care of design concerns JB Still working WITWU on land. Prop. owners own to treeline Dary Not concern W/bridge Clear ligt to go 2 stories 1 song 18K-20K from ex. 30K. 00% ancord. MBNA - all office double fiber optics Want to keep parking paved parking in hear Ut healthclub-office now internest - office now ATC-office #8-10K/SF Jampon healty N. of RR industrial

Meeting Notes Date 4.22.99 Page of Notes by C. Solu ttendees: subject Angle Rd nce Granthan DWU - John B. & Jun P. met W/ Bruce Grantham appler he talked to DWU. DWU may be willing to more close homener Addison styp wants to keep honzontal allowment as onomally recommended. Property owners are not anticipated to be Action Items: cooperature in design inespecture of location of taday. Bruce does not have Barton techman Rindburg heport-Drainag Jutility printary responsibility - Drainag area map regid - any pipes - Che conflict - letter cost Need additional field @ interactions from MH y as builts not avail. Locate lines on plan iren -reloc +new.

April 22, 1999

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

Attn: Mr. Jim Pierce, Jr., P.E., DEE Assistant City Engineer

ARAPAHO ROAD ALIGNMENT REPORT

Dear Mr. Pierce:

The following issues were discussed, regarding this project, with city staff, HNTB Corporation, GBW, and several property owners on March 15, 1999, at Addison Town Center. Mr. Ron Whitehead, City Manager, requested that the team of consultants provide a brief report upon completion of an analysis of suggested alternatives discussed during the meeting. Listed below is a brief summary of the suggestions and concerns discussed during the meeting.

Lindberg Drive Alignment Alternative

One suggestion made by the property owners present at the meeting was to further study the Lindberg Drive alignment on the north side of the Dallas Area Rapid Transit (DART) owned railroad as the preferred location due to the dense industrial development present along this corridor. Lindberg Drive is primarily a two-lane roadway between Addison Road and Midway. Road that terminates just west of Midway Road.

The project team identified several issues with the Lindberg Drive alignment. One concern is the number of at-grade skewed crossings required with the DART railroad. Typically, railroad crossings are required to intersect the tracks at a 90-degree angle whenever possible for safety purposes. Even slightly skewed crossings of a main track are not desirable or typically approved by the Railroad. The DART railroad is currently a highly utilized freight train track, between Kelly Boulevard and the Galleria retail shopping area, serving many commercial businesses in Carrollton, Farmers Branch, Addison, and Dallas. Should the existing Lindberg Drive right-ofway be utilized as the extension of Arapaho Road, two significantly skewed at-grade crossings of the main tracks are required.

The flight pattern of the runway at Addison Airport would also be impacted. Currently, Lindberg Drive is restricted from through trucks due to the height of the planes landing and departing from Addison Airport. The expansion of Lindberg Drive to four lanes could further decrease the available runway length. FAA approval could be required due to the impact to

Town of Addison Addison, Texas 75001-9010 - 2 -

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Addison Airport. Also, a steep grade would be required on the Arapaho Road extension in order to match the at-grade intersection at Addison Road.

Prior to preparing plans for the Arapaho Road extension from the Dallas North Tollway (DNT) to Addison Road, the Town of Addison evaluated the Lindberg Drive alignment and selected a general corridor south of the railroad tracks. Consequently, right-of-way has already been acquired from several property owners south of the railroad. Changing the alignment to the north of the railroad would increase the project costs.

Overpass at Midway Road

The height and location of the bridge structure in relation to the existing businesses was also discussed during the meeting. Several concerns expressed by the property owners included the horizontal location of the bridge structure in relation to Charter Furniture and MBNA. The current alignment places the edge of the bridge deck a minimum of 10 feet from the buildings.

Upon reviewing various other horizontal alignments with city staff after the meeting, the original alignment was still determined to be the desired horizontal alignment in relation to the buildings, due to the location of the Dallas Water Utilities (DWU) 60-inch water main. Moving the structure closer to the water main raises access concerns should DWU need to access their water main for maintenance or repair. City staff will meet with DWU to determine if the recommended location of the structure is acceptable, or other alignments could be considered that would further infringe on the DWU easement. Although final approval has yet to be received from DWU for the technically preferred alignment, the response to date has been positive.

Upon review of the vertical alignment of the proposed bridge near the MBNA and Charter Furniture buildings, it is anticipated that the height of the overpass structure will be lower than the existing buildings. The existing buildings are estimated to be a minimum of 5 to 15 feet higher than the bridge roadway surface elevation. Exhibits are attached for your clarification.

Another concern expressed by the property owners was the loss of property rights, should the buildings be destroyed due to hail or other catastrophic means. City staff and consultants concurred upon conclusion of the meeting that the City is able to allow the property owners to rebuild to the existing building set backs and not be considered "non-conforming".

Additional alignments recommended for further study by the property owners included constructing the bridge structure over the DWU water line. This alignment increases concern related to DWU access to the 60-inch water main along with the increased cost. It was determined not to be acceptable by DWU due to inability of maintenance and expansion of a major viaduct type structure.

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Midway At-Grade Intersection

The property owners present at the meeting also requested the city staff examine the potential of removing the traffic signal at Lindberg Drive and Midway Road and relocating it south to a new at-grade intersection at Arapaho Road in lieu of constructing an overpass. HNTB has reviewed this recommendation and determined that should Arapaho Road be constructed at-grade, the traffic signal at Lindberg Drive would still be required due to the volume of traffic and safety concerns.

Spanning the DART Alignment

One option also discussed at the meeting was the potential to relocate Arapaho Road onto the existing DART right-of-way, either with a bridge structure or an at-grade roadway within the existing 100-foot railroad right-of-way. Mr. Ron Whitehead agreed to discuss this issue with DART officials. Upon further consideration, it was determined this option was not feasible. This was primarily due to federal guidelines regarding vertical clearance for electrification facilities, and the required horizontal clearance width to allow DART to maintain the existing freight traffic in the corridor and to allow for expansion of the service to include passenger rail in the future.

Overpass vs. Underpass

The pros and cons of the underpass versus overpass were further reviewed to determine if the technically preferred alternative should remain the same. The overpass alternative provides improved mobility, minimum disruption of traffic during construction, less restrictive impact on DWU water line, and provides more convenient location for enclosure of the major drainage ditch to remain on the south side of the railroad. The negative aspects of an overpass include: less aesthetically pleasing to adjacent property owners; potential noise concerns; wall construction will be partially on DWU easement, above and 7.5 feet from water line; and restriction of the DWU easement width.

The underpass alternative provides improved mobility, minimizes noise impact, and eliminates most of the visual impacts. The negative aspects of the underpass include: the reduction of Midway Road traffic to two lanes; construction costs will be increased approximately \$1,500,000; a major drainage structure will be required to be constructed on the north side of the railroad to prevent flooding of depressed roadway; deep excavation for wall construction adjacent to DWU 60" water line is required; major utility relocations in Midway Road which would require temporary closure of the railroad; and restriction of the DWU easement width.

The Cottonbelt Railroad, owned by DART, is currently being considered as a future passenger rail line. Should this occur in the future, the intersection of Midway Road and the railroad is anticipated to be grade separated with an overpass due to the volume of traffic on Midway Road and safety of the motoring public. This further confirms the recommendation for an Town of Addison Addison, Texas 75001-9010 - 4 -

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overpass versus underpass. Upon completion of additional review of the underpass and overpass alternatives, the technically preferred alternative remained the same as previously recommended in the technical report.

Summary

Upon completion of the analysis of the various issues from the city staff, property owners and other interested parties; the consulting team continues to recommend the "technically preferred alignment" (TPA) discussed in the technical report. This alignment is shown in the map pocket of the technical report as Option 5. We hope this technical memo resolves the majority of the questions raised at the meeting with the property owners. If you desire any future action regarding this specific issue or have any questions, please feel free to contact us.

Very truly yours,

HNTB CORPORATION

Cissy Sylo, P.E.

CES/lnb

Enclosures

April 8, 1999

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

Attn: Mr. Jim Pierce, , Jr., P.E., DEE Assistant City Engineer

ARAPAHO ROAD ALIGNMENT REPORT

Dear Mr. Pierce:

The following issues were discussed regarding this project with city staff, HNTB Corporation, GBW, and several property owners on March 15, 1999, at Addison Town Center. Mr. Ron Whitehead, City Manager, requested the team of consultants provide a brief report upon completion of analysis of suggested alternatives discussed during the meeting. Listed below is a brief summary of the suggestions and concerns discussed during the meeting.

Lindberg Drive Alignment Alternative

One suggestion recommended by the property owners present at the meeting was to further study the Lindberg Drive alignment as the preferred location for Arapaho due to the industrial development present along this corridor. This alternative was studied by the consulting engineering team aligning Arapaho Road with the existing Lindberg Drive. Lindberg Drive is primarily a twolane roadway between Addison Road and Midway Road. Lindberg Drive terminates just west of Midway Road, within a dense industrial development.

Several issues with this alignment were determined. One concern is the number of at-grade skewed crossings required with the Cottonbelt Railroad. Typically railroad crossings are required to intersect the tracks at a 90-degree angle whenever possible for safety purposes. Even slightly skewed crossings of a main track are not desirable or typically approved by the Railroad. The Cottonbelt Raiload is a highly utilized freight train track serving many commercial businesses in Carrollton, Farmers Branch, Addison and Dallas, between Kelly and the Galleria area. Should the existing Lindberg Drive right-of-way be utilized as the extension of Arapaho Road, two significantly skewed crossings of the main tracks are required.

The flight pattern of the runway at Addison Airport would also be impacted. Currently, Lindberg Drive is restricted from through trucks due to the height of the planes landing and departing from Addison Airport. The expansion of Lindberg Drive to four lanes could further decrease the available runway length. FAA approval could be required due to the impact to Addison Airport. Also a steep grade would be required on the Arapaho Road extension, in order to match the atgrade intersection at Addison Road. Cost is also another significant factor, should Lindberg Drive be selected for the alignment of Arapaho Road, due to the addition of two major structures to overpass the railroad.

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Overpass at Midway Road

The height and location of the bridge structure in relation to the existing businesses was also discussed during the meeting. Several concerns expressed by the property owners included the horizontal location of the bridge structure in relation to Charter Furniture and MBNA. The current alignment is 10 feet minimum from the buildings.

Upon reviewing various other horizontal alignments with city staff after the meeting, the original alignment was still determined to be the desired horizontal alignment in relation to the buildings due to the location of the Dallas Water Utilities (DWU) water main. City staff will meet with DWU to determine if the recommended location of the structure is acceptable, or other alignments could be considered that would further infringe on the DWU easement.

Another concern expressed by the property owners was the loss of property rights, should the buildings be destroyed due to hail or other catastrophic means. City staff and consultants concurred upon conclusion of the meeting that the City is able to allow the property owners to rebuild to existing building set backs and not be considered "non-conforming" due to the construction of this project.

Additional alignments recommended for further study by the property owners included constructing the bridge structure over the DWU water line. Upon further review by HNTB, this was determined not to be acceptable by DWU due to inability of maintenance and expansion of the DWU water line and high cost of a major viaduct type structure.

Midway At-Grade Intersection

The property owners present at the meeting also requested the staff examine the potential of removing the traffic signal at Lindberg Drive and Midway Road and relocating it to the south at a new at-grade intersection at Arapaho Road in lieu of constructing an overpass. HNTB has reviewed this recommendation and determined that should Arapaho Road be constructed at-grade, the traffic signal at Lindberg Drive would still be required, due to the volume of traffic and safety concerns.

Spanning the DART Alignment

One option also discussed at the meeting was the potential to relocate Arapaho Road onto the existing Dallas Area Rapid Transit (DART) right-of-way, either with a bridge structure or at-grade roadway within the existing 100-foot railroad right-of-way. Mr. Ron Whitehead agreed to discuss this issue with DART officials. Upon further consideration, it was determined this option was not feasible. This was primarily due to federal guidelines regarding vertical clearance for electrification facilities, the required horizontal clearance width to allow DART to maintain the existing freight traffic in the corridor and allow for expansion of the service to include passenger rail in the future.

Town of Addison Addison, Texas 75001-9010 Arapaho Road Extension April 8, 1999

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We hope this technical memo resolves the majority of the questions raised at the meeting with the property owners. If you desire any future action regarding this specific issue or have any questions, please feel free to contact us.

Very truly yours,

HNTB CORPORATION

Cissy Sylo, P.E.

CES/Inb

Proposed Arapaho & Midway Intersection

Overpass vs. Underpass

(Without Ramps)

Overpass Alternative

Pros:

- □ Improved mobility
- Minimum disruption of traffic during construction
- Less restrictive impact on DWU water line
- Provides more convenient location for enclosure of the major drainage ditch

Cons:

- Less aesthetically pleasing to adjacent property owners
- D Potential noise concerns
- Wall construction will be on DWU right-of-way, above and 7.5 feet from water line
- Restricts DWU Easement Width

Underpass Alternative

Pros:

- □ Improved mobility
- □ Minimizes noise impact
- Eliminates most of the visual impacts

Cons:

- Construction requires reduction of Midway traffic to one lane in each direction for at least one year
- Construction costs will be increased approximately \$1.5M
- Major drainage structure required to prevent flooding of depressed roadway
- Deep excavation for wall construction adjacent to DWU 60" water line

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D Restricts DWU easement width

The HNTB Companies TELEPHONE CALL Date: Marc CALL TO Call FROM Jim Pierce, Assistant City Engineer OF HNTB CALL FROM Jim Pierce, Assistant City Engineer OF Town of Addison BY	25768
CALL FROM Jim Pierce, Assistant City Engineer OF Town of Addison BY	h 24, 1999
BY	
SUBJECT DISCUSSED ACTION TO BE TAKEN Jim Pierce left me a voice mail today regarding the following issues. ACTION TO BE TAKEN 1. The MBNA Building from the top of the slab to the top of the parapet wall is 23 ft. 8 inches. The top of the slab HNTB will prepare an exhibit to the actual height of the building	
 Jim Pierce left me a voice mail today regarding the following issues. 1. The MBNA Building from the top of the slab to the top of the parapet wall is 23 ft. 8 inches. The top of the slab 	
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of the parapet wall is 23 ft. 8 inches. The top of the slab the actual height of the building	
2. The top of wall of the Charter Furniture building is unknown by the Town. HNTB should have the top of the building established by the survey performing the topographical we	eyor
3.The alignment as modified by HNTB for the property owner #5 is acceptable to the Town.HNTB should proceed in the nex of design.	xt phase
4. Need metes and bounds of the railroad wye spur based on the new alignment with property #5. HNTB will proceed with prepara the metes and bounds description exhibit for the railroad wye.	1
5. The Town will use the original alignment in the vicinity of the Charter Furniture Building depicting 10 feet off the building in negotiations with Dallas Water Utilities. None needed.	
COPY TO: Molly Marshall & Dan Becker & Bruce Grantham	

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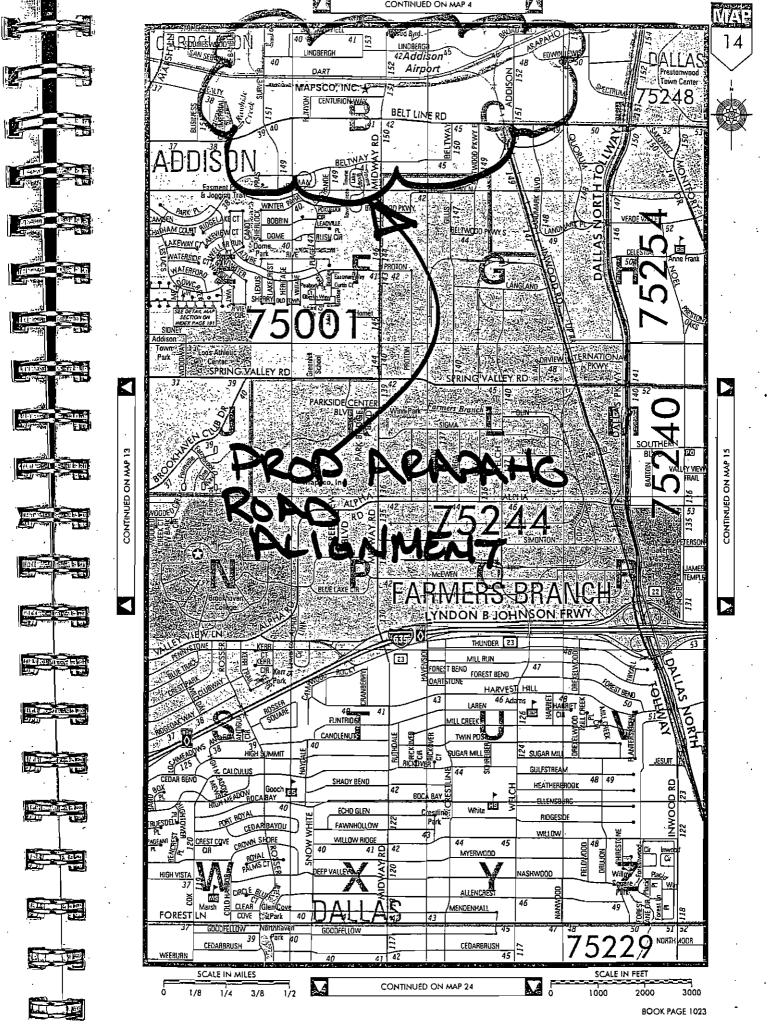
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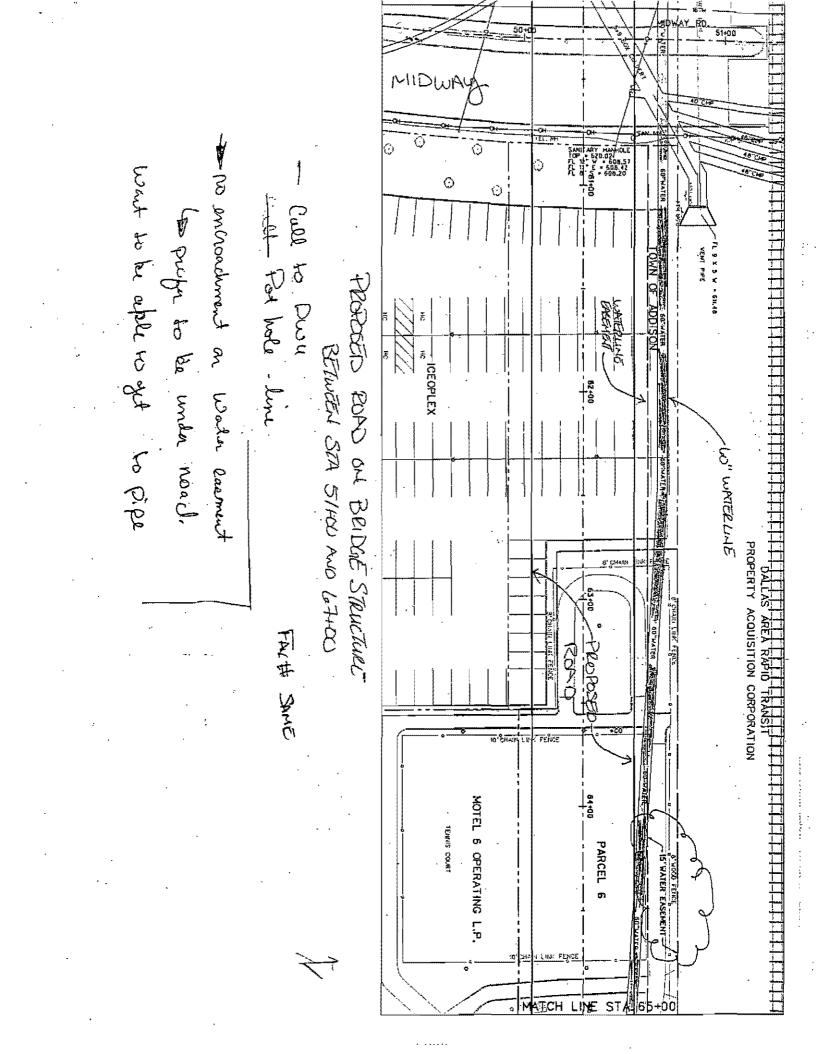
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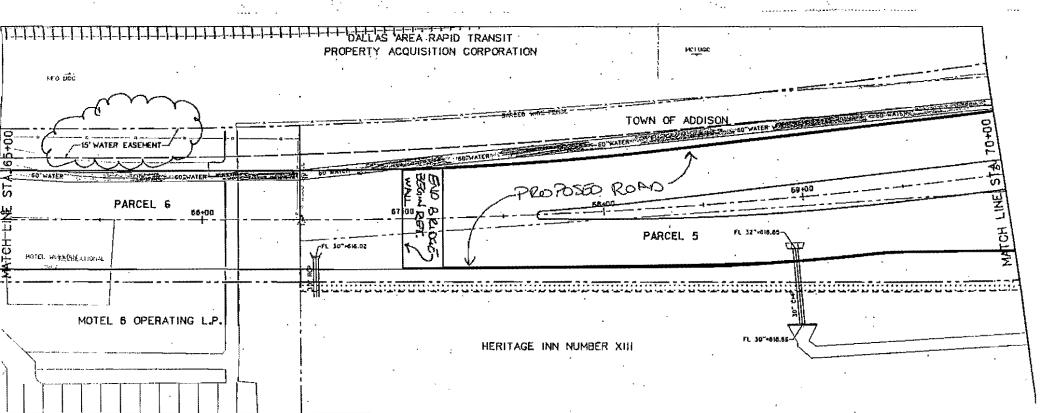
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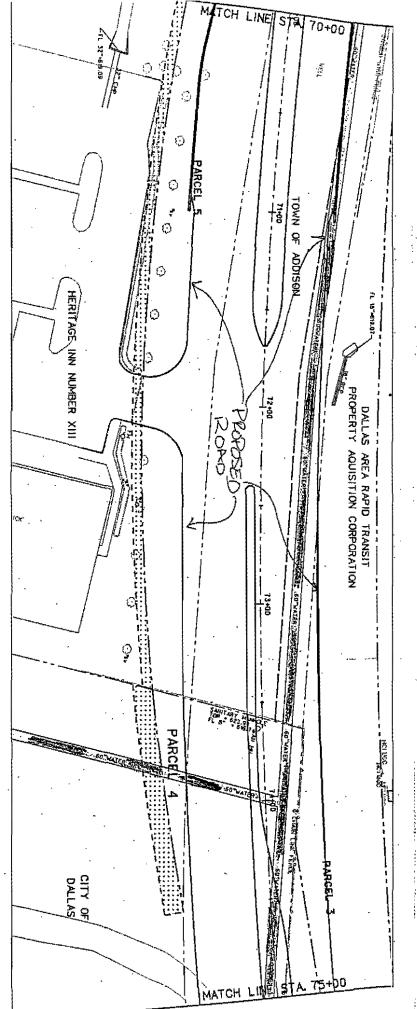
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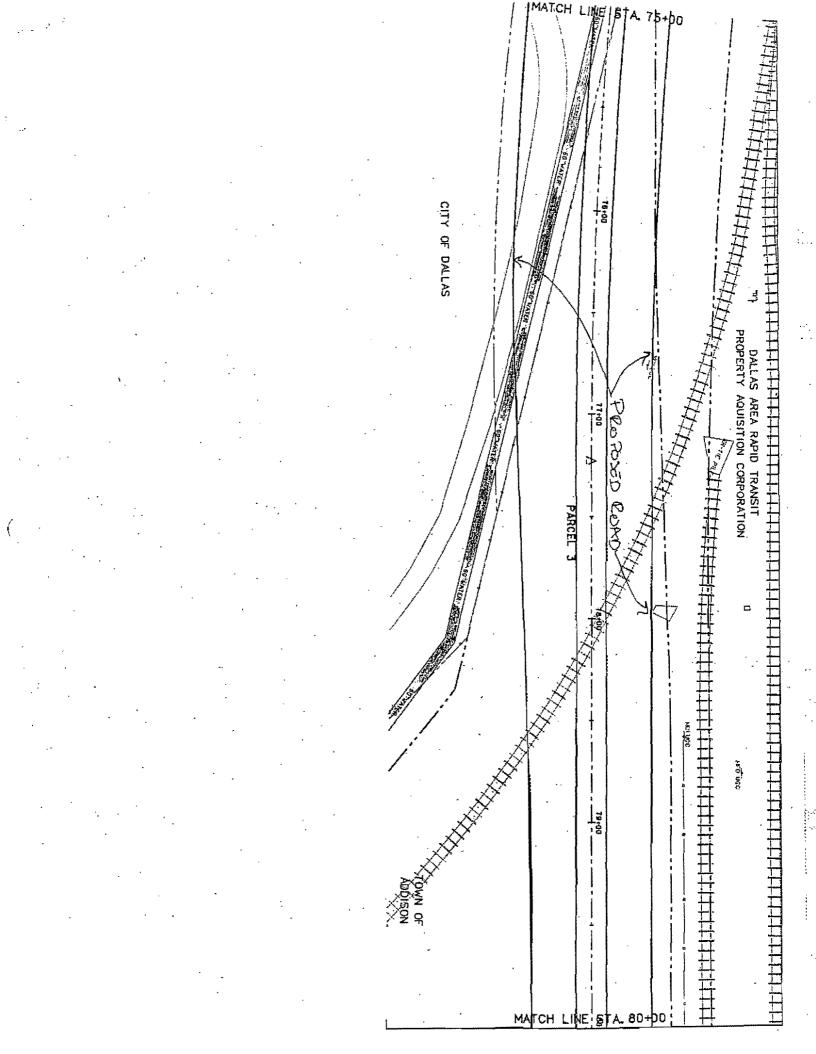




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direct line 972-628-3164

Please notify sender at 972-661-5626 if pages are missing or if there is any transmission difficulty.

Message

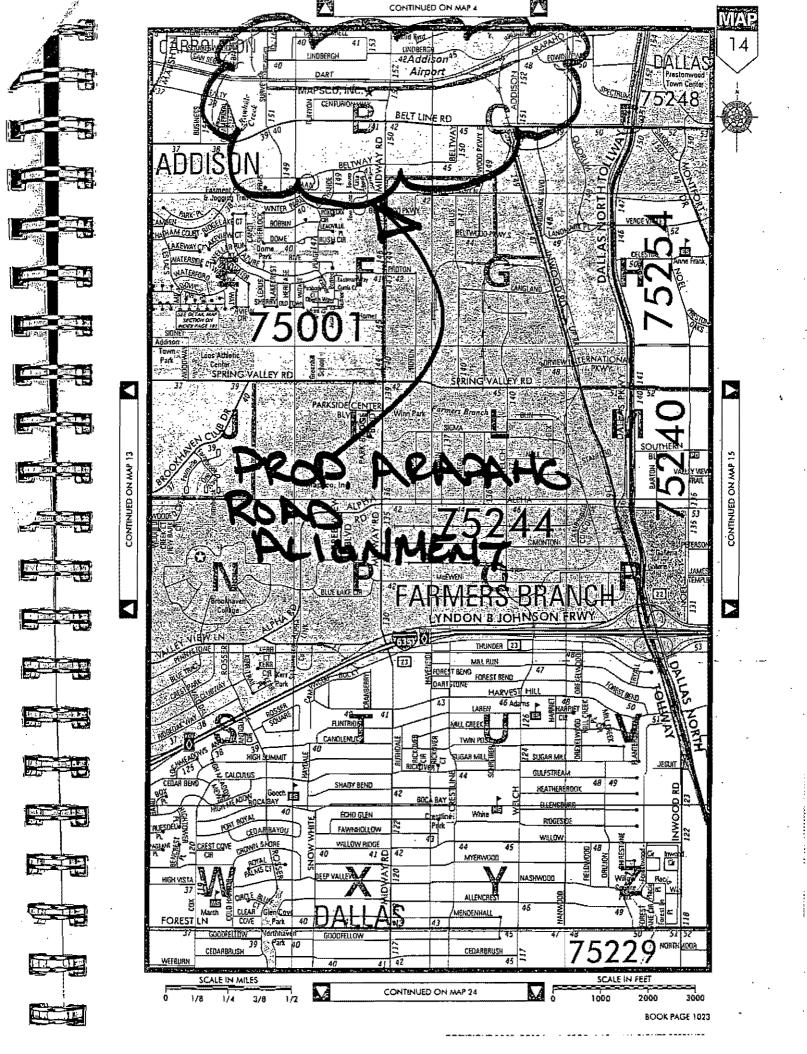
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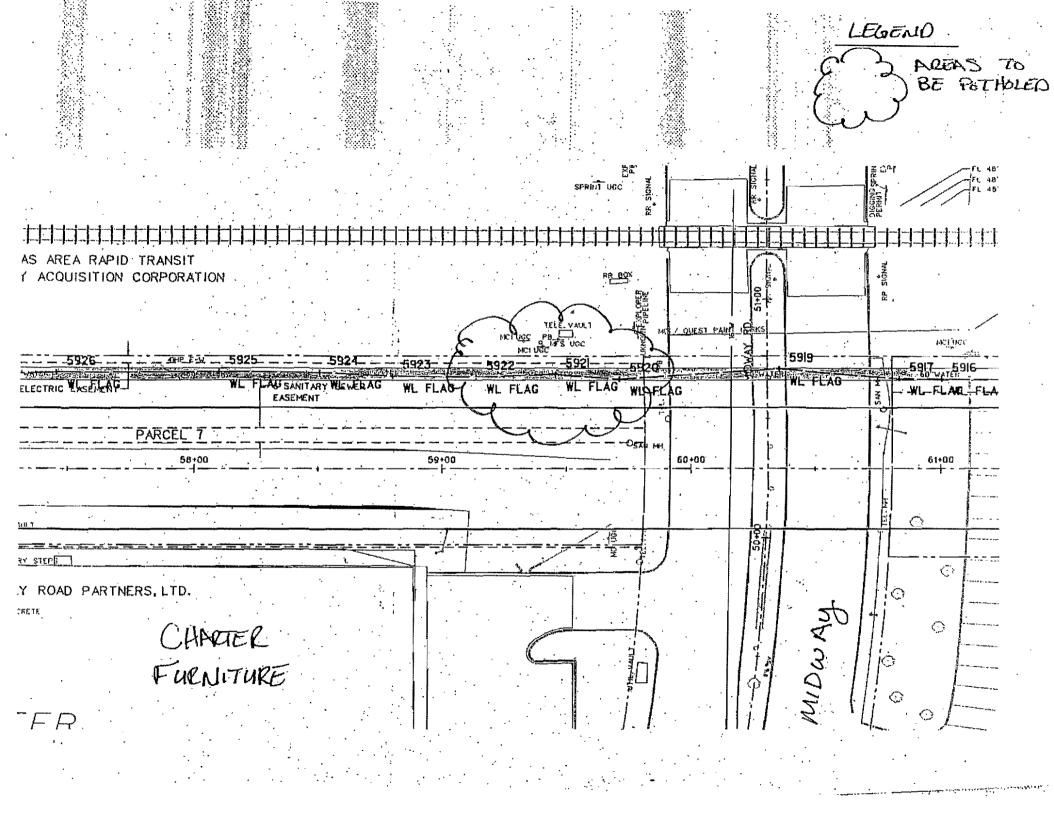
Here is the fax of the areas we are concerned about and would like potholed per our phone conversation today. I've identified the areas we will need the waterline tied down and potholed.

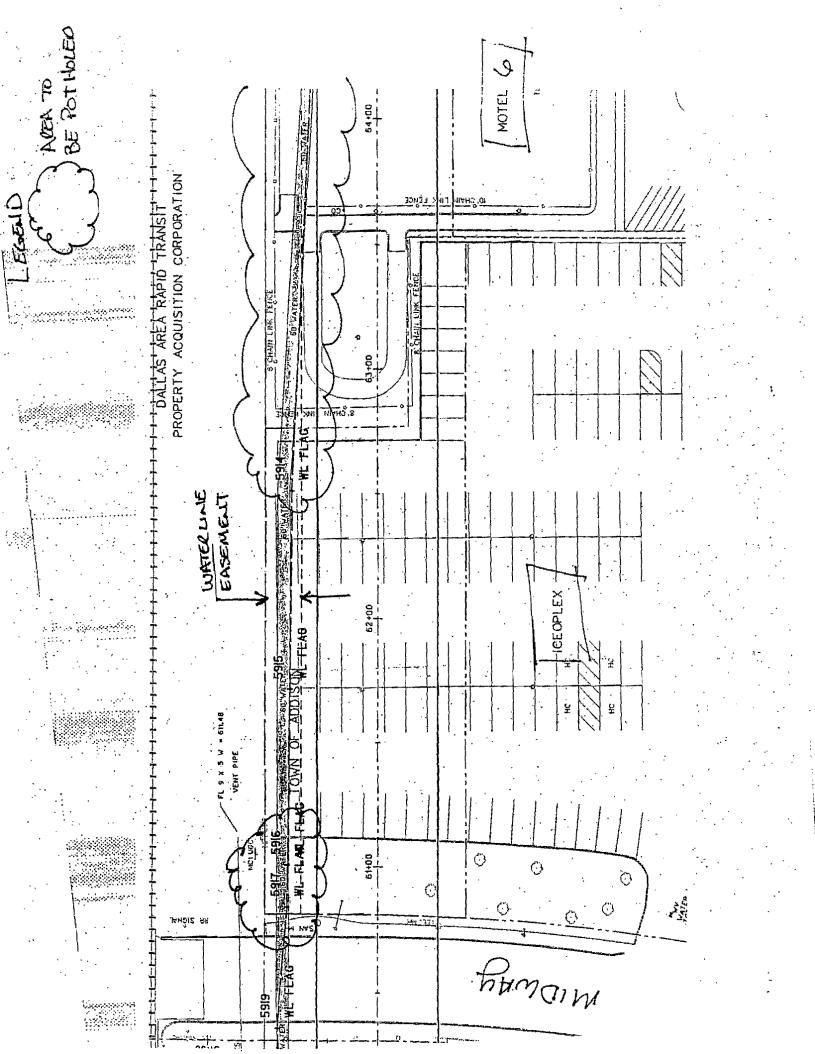
Please let me know if you have any questions or need any additional information regarding this matter.

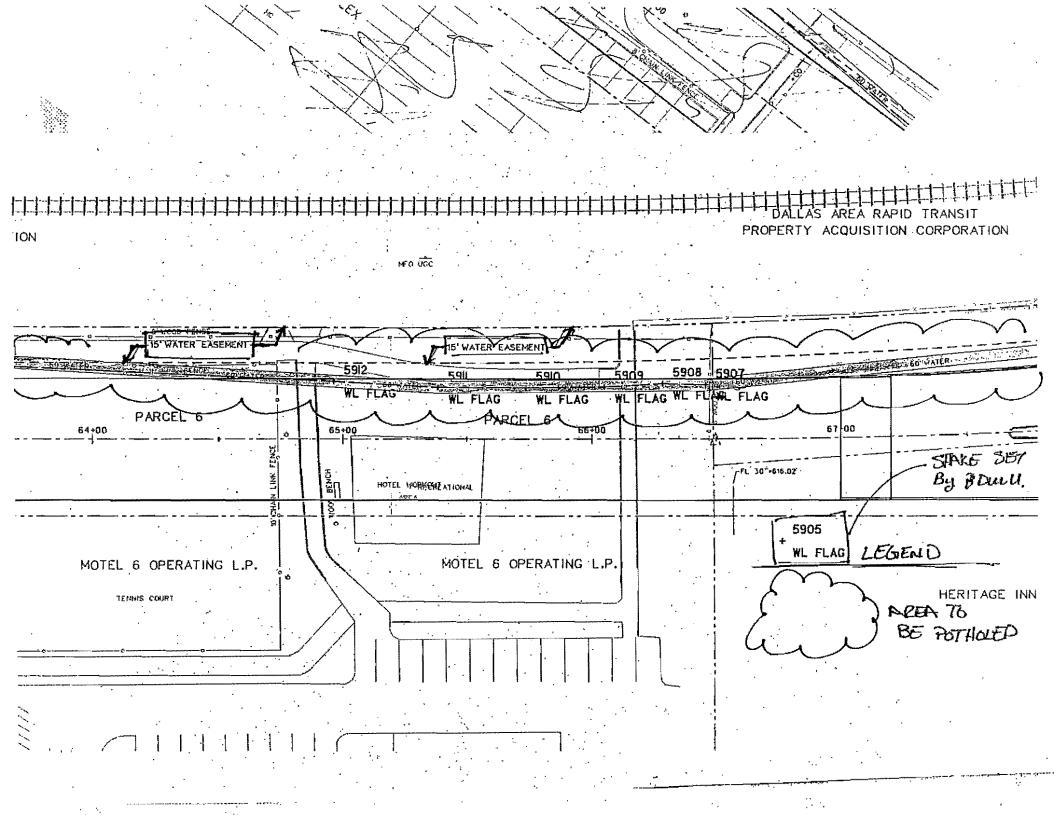
I will be out of the office Sept 27-October 4, if you need anything, please contact Jerry Holder regarding is project. His number is 972-661-5626.

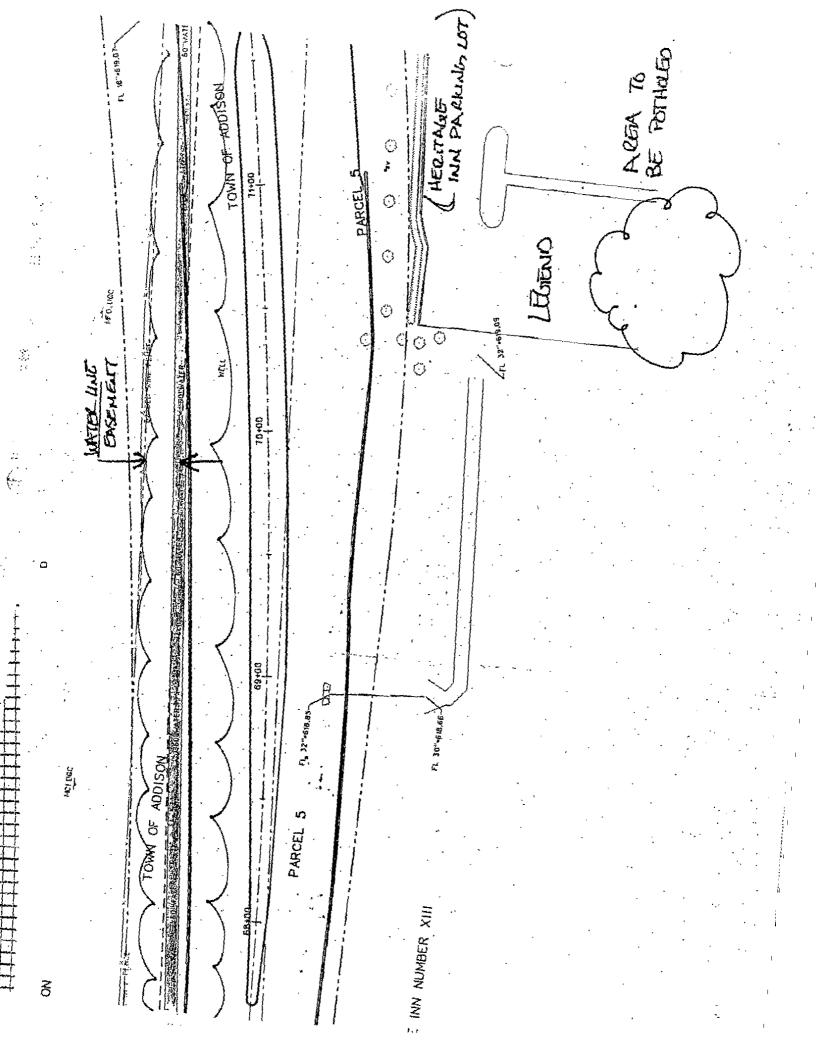
> 5910 West Plano Parkway, Suite 200 • Plano, Texas 75093 Voice (972) 661-5626 • Fax (972) 661-5614

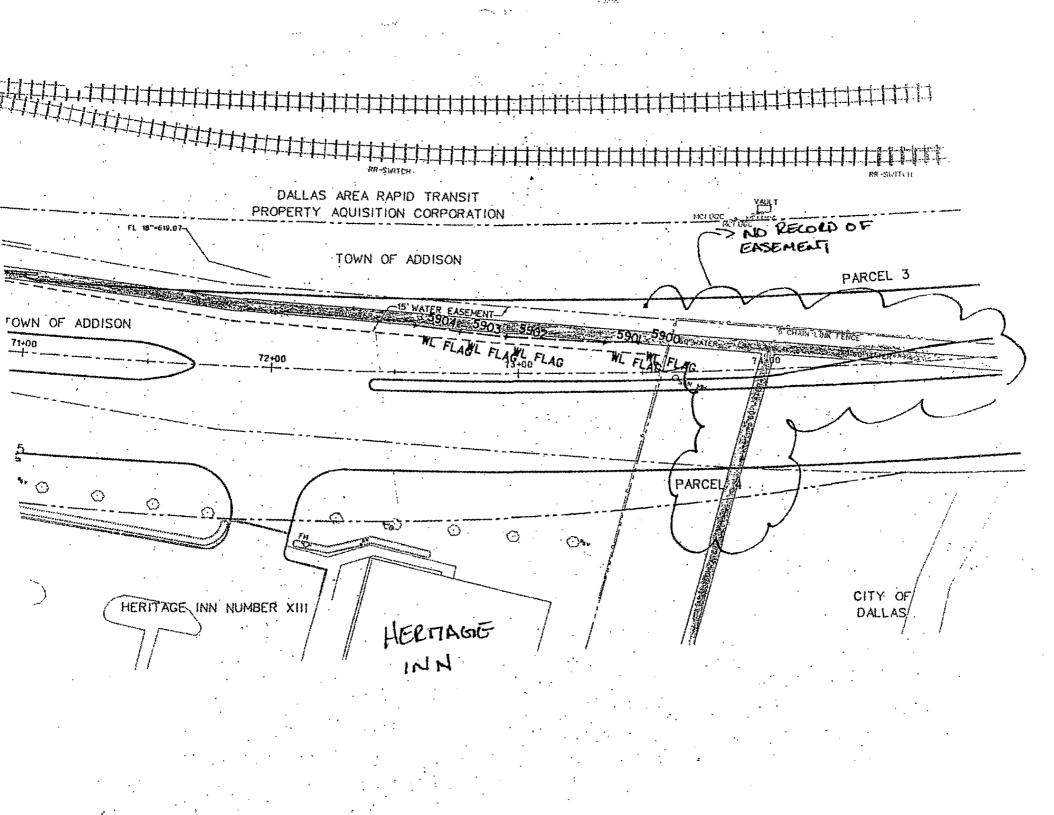


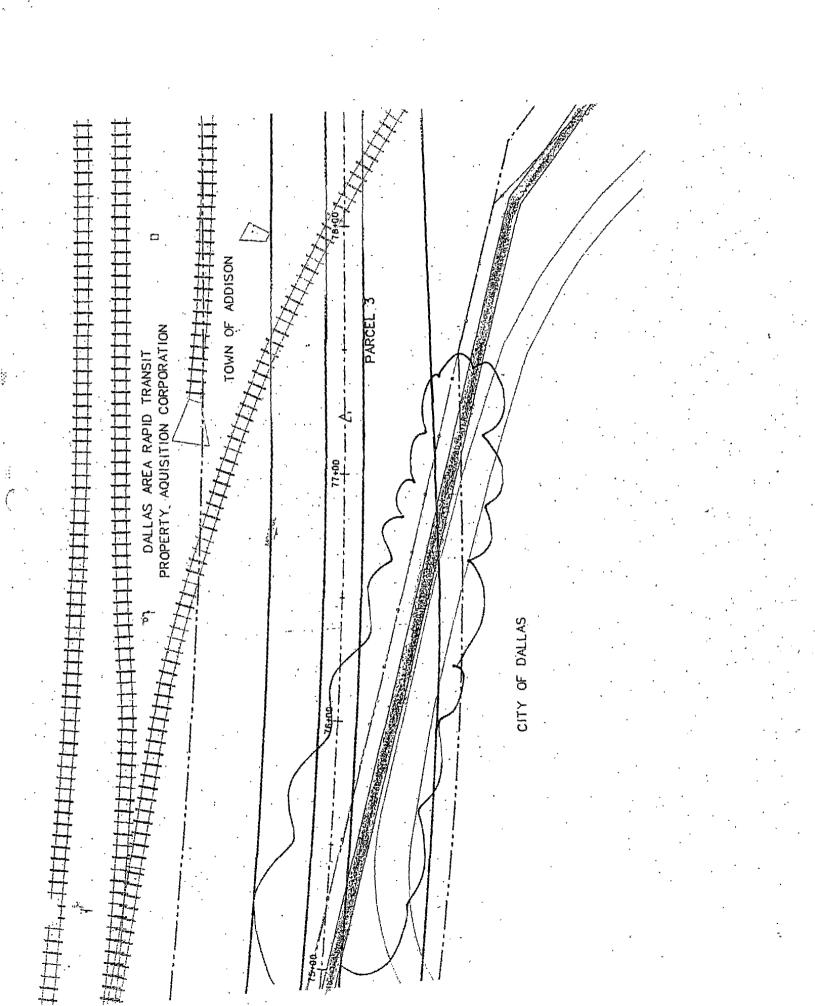










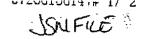


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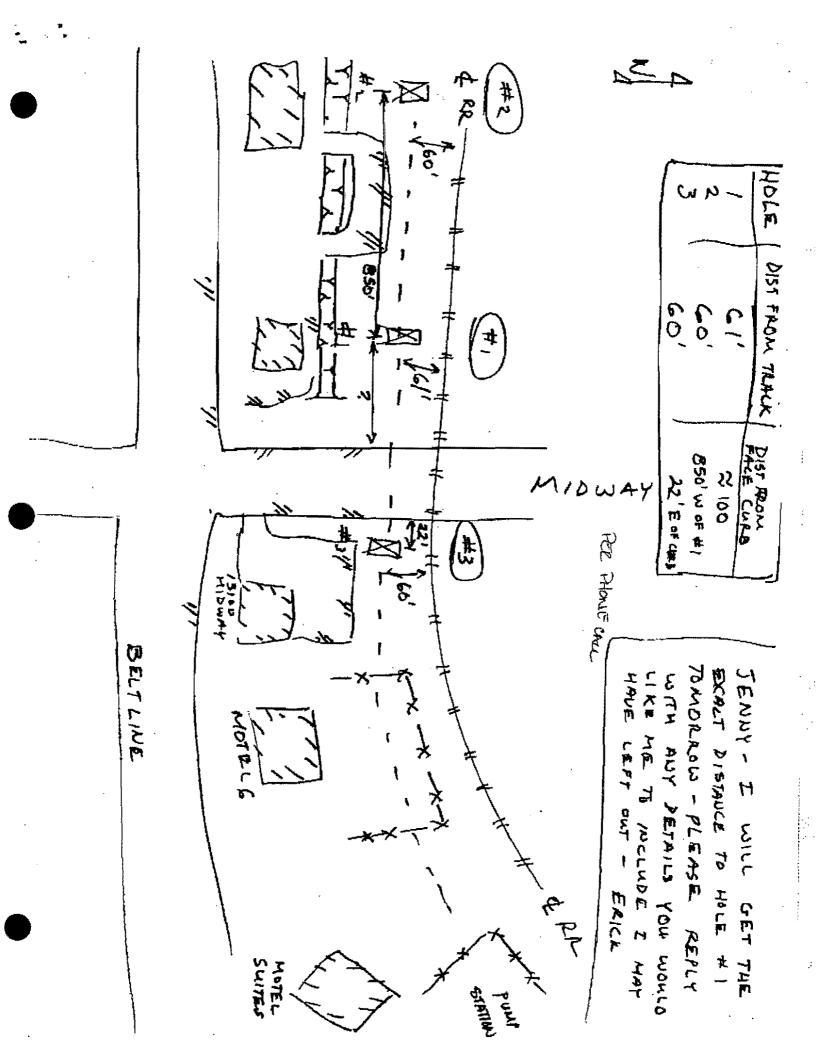


dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

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TO:		NAME: Jenny Ni	cewander
	!	COMPANY: HNTB	
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	TELEP	HONE NO.: (972) 628 :	3164
FROM	l:	NAME: Erick Ste	aitle
		TELEPHONE NO.	: (214) 948-4643 FAX NO.: (214) 948-4599
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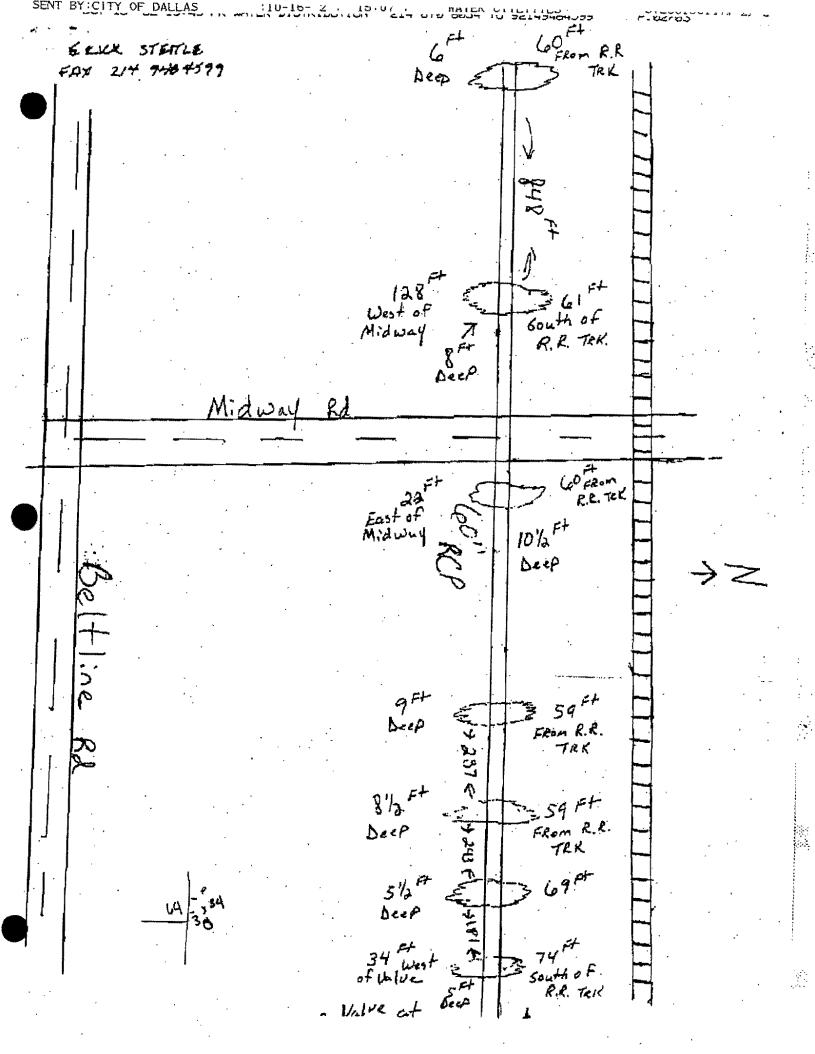


dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMC

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OMMENTS		SOUTH OF DART RR - 1000'WEST OF MIDWAY TO 1500'EAST OF MIDWAY IF YOU HAVE ANY QUESTIONS PLEASE CALL ME 214-948-4643 THANKS	



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NOTE: This record to be retained in the master file.

LUNCH Sept Tuesday September 24,2002 -RETURNS -HAIR D Cret Supplemented infoready - Anapaho D call Tony Krauss about at fee D work on free D 5xPonse Clecks -2 tix -VOICE -Me--LOAN - Cal of mus. emailed @ 8:30 Called @ 10:00 Los Scretary said heures in but on the plone lift missage nuel to ask him about 1.9 mil \$ Sept 25, 2002 Rece along S.W (on t Easenst De will look into it and call this geternon. D called Hamid regarding water line I need to verify location Decrense report Docklam té clean up align ul typ.

Job No. **RECORD OF** 27568 **TELEPHONE CALL** <u>10-23-02</u> CALL TO JERRY HOLDER OF HNTB CALL FROM ERIC STELTLE OF DWLL - RELOCATIONS DEPT. BY 2)948-4643 SUBJECT DISCUSSED ACTION TO BE TAKEN - ÉERC SUD THAT HE NEEDS TO BE THE CONTACT FROM NOW ON- HE IS THE PM ASSIGNLED TO THIS PROJECT DESCHERLIE W/ CALL BRACE -ERIC WAS ALARMED TO SEE A CALL URS -SKETCH WE SENT HIM SHOWING THE CAU TQ4 - V) BELOGE THRUST BLOCK OVER THE GO" H20. I ASKURED HIM NOTHING HAS BEEN DESIGNED \$ IT WAS THE PURPOSE OF THIS MEETING LET DULU KNOW IF 30th 15 GOOD TO DISCUSS DUILL REQUIREMENTS. (WE NEED TO BE CAREFUL ABOUT WHAT WE GENTI ULT TO PEOPLE). DWI CAN'T MAKE THE MEETING TOMOBION & WOULD LIKE TO RESCHEDULE FOR OCT. 30th AT 2:00 pm. COPY TO: EDM, JSN, 25768-05-301

NOTE: This record to be retained in the master file.

Neopaho Wataline meeting Zioc WI Dan, JH, L.M. JSN, DB, SC, Share Graft - Dwy, Pandy Nelson Jin Pierce - E. Steidl. - Dwy Jenzy w/ indrie Groal: not to disturb 60" wataline Sothat DWU is happy 1. and confectable wides; on Rd = = > descript in and drawning of MSE wall Pothole 2 9.2' Duri Shows no Tae but a 90° bond Value structure to built in poad near 20° bond might be buick (dd) manhole -> might need to replace on time MH. Duil > ok up 5' cover (if no an orler) ζ, fill slope in steed of RW on E Side Sords piles is MSE would present plow and 'I'l slope fun 2'-3' pelow los' fatand Rock 2-10' from ground Dat fine = could be electric line w/ => Potantial problem 1.7 1..... 1.9 => commute the deisel Pipe not (Joint) not bended might need to neplace wontually Prishessed - 40 grood Apptat Main, Canolton, FB (1/2 then Water Suppy) & Some RSA . - of Aeldison 14-j, ⁷ Would be hand to test line (eddy conent) coorded 3 cities a line down il**at**a UPEN - accustic testing Ì

· v(drilled shopts > need 3' frem (Solida pile) () deep enough to & pomble only construction w/ leo" line - Dwe wats 1:1 f 3' 2. ,ŝ - Modify box to accornisable used use as a footing and not use MSE Strap OD E Side what's min dist from Sol. wall (3') ľ can Stop Rw and & let fill come from Road. * -need to Look @ how to replace existing MH ЯI. Ĭŝ. Bridge jonnes 100° W/ZZ 72°00 Deed to Send URS new water line file might need a namowar S.W ontopy Bridge Ð . J. Concerns il above grand structures - will need enough noon now Sir inside Anel for boom to L. Ŷē KW own pipe water Jahre > will need to coord up Add. they shut off line Z.3 times a year for mant. 7 Pet goo Die in Putt DART (Anth of RR.)

ut Philled Shapts -3' min even if expose pipe to build - Send plans to Erick as plans the develop to have Routed through Duri ROW a Easent issues Choth. Sched hope next Summer for purcel 12/13 Change TOF To get out bldg. THURS Day D PRINT JPI'S gt pesciption @ D PRINT YEAR CAL. Fulls D PRINT D.Q'S Pros Sciteries FT Pot on your Monthly Project review myg > PRINT OUT YEARLY CALANDAR GALLAWAS ACAPAHO PH3 FRISCO ALCOST -Talk To Structures about V.A on Rang QW SCHOD BASED ON BRIDGE ? 2-Mo for 65% SCORE CHANGE > LT/DECEL NITORNIAL RELIEW ·SCHED. AFP. Next Submitt a D-520 THANKS GW. WEEK ON CONTRACT. STRET 11/4 PART TIME? DO-ARLE? I get Joly - gut teel being done? INICL DEAMAGE Fun files put tentation SNO (HOMBES TO BOXCULL/RW WOW TO REVIEW WATER JEWER 7'S or COULD BE IND -Schedule (JET D.Q. Look @ Hours Zoo. - Speco ->quality list TLOUBLE CONCERNS VS, MT4 YOTOY 45% submitter 田1216 WB 27 STATUS OF S.A - gut D.Q sep about & hours JA REVIEW aut EA CODIES (????) C.5 PROB ? => Keep tum upto Porte Down & brind in dation L/D lone

HNTE The HNTE Companies	RECORD OF TELEPHONE CALL	Job No. Date: 11/15/02
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SUBJECT DISCUSSED Elick from DWY access to W.L. Dat has Strick limite access, Viele allow He Win 25'g outside nai Have 25' + learnat + 4 > concern if DAnt in Service Capacity -> cor No Plano for Now.	Pary equip I. VL (Bridge	E TAKEN
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NOTE: This record to be retained in the master file.

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December 11, 2002

02-3505

Item 34: Authorize the conveyance of a street easement containing approximately 1,114 square feet of land and a temporary working space casement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land in the Town of Addison located near the intersection of Belt Line and Addison Roads - Revenue: \$12,918

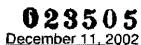
Approved as part of the consent agenda.

12/24/02 9:14 AM G/2002MINUTES/CC121102.doc

OFFICE OF THE CITY SECRETARY

CITY OF DALLAS, TEXAS

COUNCIL CHAMBER



WHEREAS, the City of Dallas ("City") is the owner of a 19 acre tract of land in the Town of Addison which is currently a part of the Beltwood Reservoir site, located near the intersection of Beltline Road and Addison Road: and

WHEREAS, the Town of Addison plans to extend Arapaho Road westward from Addison Road to Marsh Lane: and

WHEREAS, the Town of Addison has requested that the City convey to it a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land which are part of the Beltwood Reservoir site for the extension and construction of Arapaho Road;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That for and in consideration of the sum of \$12,918 and other good and valuable consideration, the City Manager is authorized to execute a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land across City of Dallas owned land, located in Lot 1, Block A of the Bellwood Reservoir Addition in the Town of Addison, Dallas County, Texas to the Town of Addison, to be attested by the City Secretary upon approval as to form by the City Attorney.

SECTION 2. That the street easement and temporary working space easement proceeds shall be deposited into the General Fund 0001, Agency DEV, Bal Sheet 0519 and Development Services shall be reimbursed for the cost of obtaining an appraisal and other administrative costs incurred. The reimbursement proceeds shall be deposited in Fund 0001, Agency DEV, Org 1180, Object 5011. Any remaining proceeds shall be transferred to the General Capital Reserve Fund 0625, Agency BMS, Ora 8888. Revenue Source 8118.

SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved accordingly so resolved.

APPROVED AS TO FORM: MADELEINE B. JOHNSON, City Attorney

BY // Assistant City Attorney

CITY COUNCIL

DEC 11 2002

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City Secretary

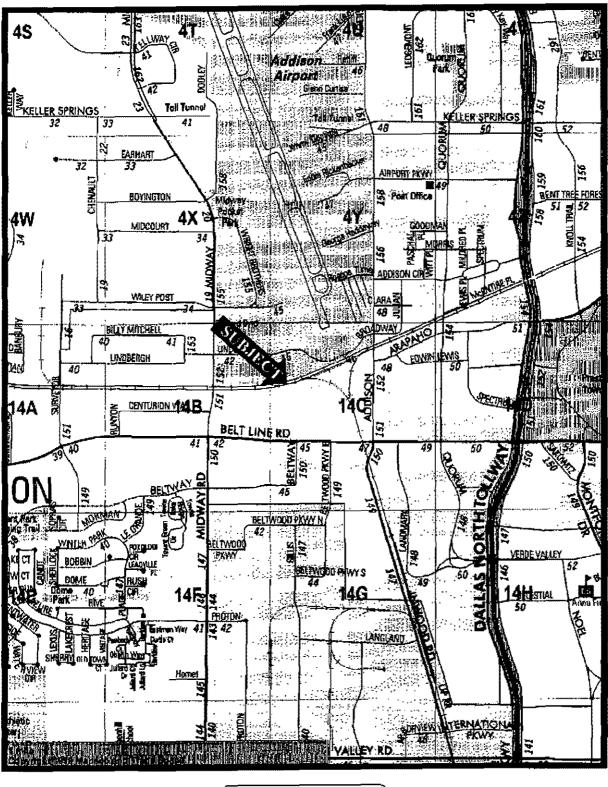
ROUGO THEAD OF DEPARTMENT Ab

CITY MANAGER

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023505 . ARAPAHO ROAD PROPOSED ARAPAHO ROAD ADDISON ROAD BELTWOOD RESERVOIR BLOCK A BELT LINE ROAD STREET EASEMENT TEMPORARY WORKING SPACE EASEMENT

023505



MAPSCO 14C

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023505	0	2	3	5	0	5
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CATEGORY: LAND MISCELLANEOUS

AGENDA DATE:	December 11, 2002
COUNCIL DISTRICT(S):	Outside City Limits
DEPARTMENT:	Department of Development Services
смо:	Ryan S. Evans, 670-3314
MAPSCO:	14C

SUBJECT

Authorize the conveyance of a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land in the Town of Addison located near the intersection of Belt Line and Addison Roads - Revenue: \$12,918

BACKGROUND

This item authorizes the conveyance of a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land on the Beltwood Reservoir site located near the intersection of Belt Line and Addison Roads. The Town of Addison is extending Arapaho Road from Addison Road to Marsh Lane.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior action.

FISCAL INFORMATION

Revenue: \$12,918

MAPS

Attached

Jan-10-03 14:15;

Page 1

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CITY SECRETARY SERVICE REQUEST				
DATE OF REQUEST: 11003		DATE NEEDED BY:		
CITIZEN: Michael, Murph Dadison's Dirof Pullic Wiks)	PHONE: _	972-450-2871	
CITY STAFF:	DEPT	s 	PHONE:	·
TYPE OF SERVICE REQUEST:			PER PAGE AFTER THE 1 ST 10 PAG E \$5.00 EACH.	ES.
CERTIFIED COPIES	YES[]	NO []		
FILE #				
RESOLUTION # 02-350	5			
ORDINANCE #				
COMPLETE FILE				
FAX NUMBER: 972- 450-28	37 NO. PAG	ES PLUS	COVER 6	
CODE REQUEST:				
	SECT			
CHARTERCHAPTER	SEC			
TAPE REQUEST ONLY:	LL TAPES A	RE \$1.00 f	EACH CASSETTE.	
	~	•		
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TAPE NUMBER:				
# OF CASSETTES USED:	TIME REQUI	RED	hrs./min.	
CSO ONLY				
DATE COMPLETED: 110 03	_gpa_			
COMMENTS:				

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THURSDAY DECEMBER 12,2002 DCall Jack Hatchell 972-424-1363-D cull Mike Russel about Frisco Row North AZALEA SWW mils Jung Holder >> tell you diaging · · · · · [] Called 12/12/02 10:25 RR CLOSS. In CONTROLS? 1.5 sec 15 1.0 sec Timing --- **7**-----FRIDAY December 13,2002 7:30 UDFRISCO MEZ fa proposal dog food Walk neg Luke > oxhibits (4) Macy_ ad Club TITEST Dure mand and dist we wave going to priont to Pivel dist we wave going to ke frem Ripe 10-11-ft W 8-9' Sidewalk presented removable Side walk "great dea" Vokay WEDGE Bridge part fache away except thust blocch Clipp & presental Stadding pike a more thus plock as 3' clean without epipe Said prefered 30 moring must . Duil 2 options l'leave pipe line a ne locate dow contra of nocad way neplai B 84" Com have pipe nelocated by fall - can be designed in 300

PROJ :	Arapaho Rd	PREP,D	BY:	Erick Ste	itle	DATE:	01/08/2003	SHEET:		
	60" Estimate					REVISED:			20%	\$2,352,684.00
FILE # :		CHECK,D	BY:			REVIEWED:			EST.:	\$1,960,570.00
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NO	DESCRIPTION	UNIT	Unit Price	ITEMS		QUANTITY	QUANTITY	QUANTITY	PRICE	ESTIMATE.
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
	60" PCCP Water Pipe	LF	\$340.00	0	4500	4500	4500	4500	340.00	\$1,530,000.00
	Iron Fittings	EA	\$2,000.00	10		10	10	10	2,000.00	\$20,000.00
	Water Service	EA	\$520.00	1		1	1	1	520.00	\$520.00
	60" Butterfly Valve	EA	\$85,000.00	0	2	2	2	2	85,000.00	\$170,000.00
	60" Water Not Open Cut	LF	\$900.00	0	100	100	100	100	900.00	\$90,000.00
	Trench Safety and Support	LF	\$1.70	0	4500	4500	4500	4500	1.70	\$7,650.00
	Class B Concrete	LF	\$135.00	200	800	1000	1000	1000	135.00	\$135,000.00
	Storm Water Pollution Prevention	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
771E	Erosion Control	EA	\$2,000.00	1		1	1	1	2,000,00	\$2,000.00
	Disposal of Heavily Chlorinated Water Main Flush	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
2050	Investigation	EA	\$350.00	4		4	4	4	350.00	\$1,400.00

PROJ:	Arapaho Rd	PREP,D	BY:	Erick Ste	itle	DATE:	01/08/2003	SHEET:	······································	
i i	84" Estimate					REVISED:			20%	\$3,264,684.00
FILE#:		CHECK,D	BY:			REVIEWED:			EST.:	\$2,720,570.00
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NO 同時計	DESCRIPTION, Manual States and Annual States	UNITAR	Unit Price 2	ITEMS		QUANTITY	QUANTITY	QUANTITY	PRICE	SESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
201M	84" PCCP Water Pipe	LF	\$465.00	0	4500	4500	4500	4500	465.00	\$2,092,500.00
502	Iron Fittings	EA	\$2,000.00	10		10	10	10	2,000.00	\$20,000.00
505	Water Service	EA	\$520.00	1		1	1	1	520.00	\$520.00
520N	84" Butterfly Valve	EA	\$125,000.00	0	2	2	2	2	125,000.00	\$250,000.00
550S	84" Water Not Open Cut	LF	\$1,400.00	0	100	100	100	100	1,400.00	\$140,000.00
692C	Trench Safety and Support	LF	\$1.70	0	4500	4500	4500	4500	1.70	\$7,650.00
707B	Class B Concrete	LF	\$135.00	300	1200	1500	1500	1500	135.00	\$202,500.00
771D	Storm Water Pollution Prevention	EA	\$2,000.00	1	_	1	1	1	2,000.00	\$2,000.00
	Erosion Control	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
773A	Disposal of Heavily Chlorinated Water Main Flush	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
2050	Investigation	EA	\$350.00	4		4	4	4	350.00	\$1,400.00

Pipelon Cost only in gen Deld. Street Rehah & eccements not included.

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Betterment \$760,000.00

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Michael Murphy

From:	DeEtt Hobbs [DeEtt.Hobbs@mastec.com]
Sent:	Wednesday, January 29, 2003 8:42 AM
To:	'mmurphy@ci.addison.tx.us'; 'jpierce@ci.addison.tx.us'
Subject:	Mastechir.doc

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January 29, 2003

Mike Murphy Director of Public Works 16801 Westgrove Rd. Addison, Texas. 75001-9010

Dear Mr. Murphy:

On January 21, 2003, Ben Bishop and myself met with you and your staff to review the plans for Arapaho Road Phase III, which includes an elevated roadway section and a bridge over Midway Road. The roadway and the bridge are adjacent to an existing 60 inch DWU water main.

The purpose of the meeting was to review the proximity of the roadway and bridge to the 60-inch water main and to determine the ease with which the water main could be maintained, or repaired in the event of a leak or a blowout.

The design consultants showed us plans and sections of the roadway, bridge and water main, and the approximate elevation of rock in the area. It is my opinion that repair and maintenance of the water main can be made without any great difficulty, and that adequate provisions have been made to protect the roadway and bridge from failure of the water main.

You asked me about the repair time for a worst-case scenario of a blowout of the water main at the bottom of the pipe facing the road. Having the roadway (a hard surface) adjacent to the roadway as well as The DART ROW is an advantage in this case as it provides a place to position a crane. Repairs to the main in this situation should be completed in approximately 12 hours.

Please let me know if you have any questions.

Respectfully,

David Hoffand 1/29/2003

MINUTES OF ARAPAHO ROAD BRIDGE/DWU MEETING - 1/21/2003

Mike made introduction.

Randy Stalnaker agreed to consider alternatives.

Mike stated summary of Town's discussion w/Mastec.

Jerry Holder distributed an exhibit of property x-section w/our sidewalk located 2' from edge of 60" water and retaining wall 10.5' from 60" pipe.

Cliff Hall distributed two exhibits w/bridge section and sidewalk shown.

Randy Stalnaker reviewed each exhibit and asked several questions regarding dimensions from the 60" pipe, bridge height, depth of deholed 60" pipe, etc.

Randy stated that physical and political issues affect DWU's evaluation.

Jerry Holder stated that the design of the retaining wall and box culvert are designed to protect it from a blowout of the 60" R.C.P. – only the pipe has to be repaired.

Randy stated that he is not familiar w/type of equipment that DWU would use for repair.

Mike repeated that the Town talked w/Mastec regarding the ability to repair a break.

Randy will take information back to the two Assistant Directors for review.

Randy stated that DWU staff didn't have all the information needed previously.

Mike stated that URS and HNTB have taken every precaution in designing the bridge/roadway.

Bruce Grantham asked Randy if he had certain concerns.

Randy stated that maintenance of the line is the main concern and Ramon will make final decision.

Randy stated that decision should be made prior to upcoming meetings between the two City Managers.

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Jim asked if Randy had any other questions.

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DWU representative, Erwin, stated that they have better dimensioning to review on the exhibits.

Mike expressed dismay that DWU decision makers were not present at this meeting.

Randy stated that DWU would look at the issue and get back.

Meeting ended at approximately 3:15 PM.

Mike and Randy had a short one-on-one discussion after meeting ended.

Three exhibits attached to these minutes.

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Meeting work DWU 1-21-03 anpatri Rd Mike introduced Subject. Consulted with Master - Bishop & Holland Master stated Repairs & Maintenance could be made without any great difficulty every H. Explained relationship of pipe to approach "laff H. " " " " " " " " " " " " 12' min height between pipe and non-removable sidewalk Randy: Concurred with poriz and Nerticed dearances. Political considerations arise also (Judermining DAKT line and flooding puilding) Wants Charlie Stringer and Randy Nelson to lo at the setuation & Serbnittals Man concern in maintenance d'energency conditions Ramon Miguez will be find diasión. Mike: We naat trook out details if incoloning city managers. Randy: Will meet with decision makers at 8AM 15 novor

LUKG 972 450 2037 This doed is delivered and assessed subject to any and all valid restrictions and an area and all valid restrictions and a show appear of record TO HAVE AND TO HOLD the above described premises, together with all and singular the rights and apparteneaters therein in anywise belonging unto the seld W. M. Colombia and Mavada T. Colombia, their do hereby Wad grants, w heirs and assigns forever and I heirs, axecutors and administrators, to Warrant and Porever Deland, all and elegator the said premises unio the said W. H. Caldwell and Meveda Y. Osldmell, their heirs and assigns, against every person whomesever lawfully claiming, or to claim the same, or any nart thereof. darland Arxad WITNESS MT , hand £É 19 60. day al · 1017 20th thin Internet and a subscription of the second SINGLE ACKNOWLEDGMENT THE STATE OF TEXAS, SITTLE COUNTY OF subscribed is the foregoing instrument, and admamialged to 1. where name anertied the same for the garpoics and couldaration thereis supressed. ma that M . CIVEN UNDER MY HAND AND SEAL OF OFFICE HANN VI Bay of 1017 A. D. 19 50. hereeu 6 11. 51 County, TIM Dallas Sciary Public in and in Answer of o clack Filed for Record an Itin Doly Ricorded Jhis Hies 1.0 ΛĐ CD-N Instrument No.[+ 2.] 2 Depu -1 145224... \$2.00 THE STATE OF TEXAS) KNOW ALL MEN BY THESE PRESENTSI COUNTY OF TIALLAS That ME, ARTEUR H. KNOST and wife, RUIN KNOST, of the County of Dallas, and State of Texas, in consideration of the sum of SIX HUMDRED AND NO/100 (\$600.00) DOLLARS to us in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special banefits to be derived by our property, have granted and conveyed unto the City of Ballas, a municipal corporation, and by these presents do great and convey unto the City of Dalkas, a manicipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a city water main, said property described as follows, to-wit: EASEPERT STRIP NO. 1 - 15 ft. Persanent Sesement IKING a strip of land 15 ft. in width by 257.3 ft. in length -4-L off the entire north side of that certain lot, tract or par-cel of land lying and being situated in the County of Dallas, cal of land lying and being situated in the County of Dallas, and State of Texas, same being a tract of land containing 5.758 sorres out of the Edward Cook Survey, Abst. 325, and the 2. File Survey, Abst. 578, fronting approximately 250 ft. a-long the morth side of Bait Line Road beginning approximately 1050 ft. easterly along the morth right-of-way line of Bait Line Rd. from the center line of Dooley Rd., said tract-are tending from Bait Line Md. mortherit, to the St. Louis South-J DEED VOL 5380 /567



Writtern Mailrond Rightsoft-May, and weine (the correct property entropy to Artise H. Mayer by Hary Hall as wir, Frommi bell by a feed dated zow. dy. 1965, Weinfeld in Yol. 2719, Nug-509, Deed Records of Dallas County, Yuras, still 15 ft. conment strip lying south of, adjacent and parallel to the north property line of said property, sume being the south line of the St. Louis Southwestern Railroad Right-of-May, istending from the west property line of said property, castering a distance of 257.3 ft. to the east property line of said property, same being the west property line of a tract owned by the City of Dallas.

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Section 2

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TEMPORART 50 ft. Vorking Sammit

MAINS a strip of land 50 feet in width lying adjacent and parallel to the south side of the permanent essenant described above.

This deed is being executed for the purpose of confirming the Suigment entered by County Court of Dallas County at Law No. 1, Dallas County, Texas, in Cause No. 13127-A, styled CITY OF DALLAS V. ARTEUN H. KNOST, NT UX, in which Judgment we sesement, under over and in the above described property was vested in the City of Dallas.

The owners of haid property, their suscessors and assigns shall have the right to continue using the surface of said easemont for the use

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to which it is now being put and for such other and further uses that they may desire to make of said property including the right to fence said descenent, so long as said use will not be inconsistent with the right of the City of Dellas for ingress and spress and for the operation and maintanance of said water main. The right of the owners, their successors whi assigns to construct and maintain a railroad spur or drives across said waters shall not be desmed to interfere with the City of Dellas' operation and maintanance of said water main. The City of Dellas' operation and maintanance of said water main. The City of Dellas shall not have the right to fence or enclose said essence.

TO EAVE AND TO HOLD the above described property unto the Gity of Dallas for the purposes berminbefore provided, and the said Gity of Dallas shall also have the right to go upon the same for the purpose of inspecting or repairing said water pain. That all expenses in the construction and maintenances of said water main shall be horne by the said City of Dallas, but that the consideration herein expressed represents Full and adequate consideration for the right-of-way granted, together with way and all damages that may be incident to the construction and installation of said main. Nothing in this essenent shall be construct as a waiver by the City of Dallas of any connection charge or charges imposed by ordinance or the Charter of the City of Dallas.

In Testimony Whereof, witness our hands, this the <u>1972</u> day fully , A.D., 1960.

DEED VOL 5380

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interesting in addressed to the foresting lastronomia and selectronindeed to me the selection of the first foresting subparts of the set and dead of and with some effect to said instrument is the corporate seal of THE REAL PROPERTY

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my hand and seal of office this Dear Lucia Motary Public in Elination Accord on the Arday at

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Thillas County - Inmise

145653 ... 42.00

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STATE OF TELAS COUNTY OF DALLASS KNOW ALL MEN BY THERE PRESENTER

That YE' H. J. BINDLY and wife, VIVIAN SIMDIK

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of the County of Dallas, and State of Terras, in consideration of the sum of One (\$1,00) Dollar, and

and in consideration of the special benefits to be derived by HES property, have granted and conveyed onto the City of Dalles, a municipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, in and slows the hereinafter described property for the purpose

Being:s. strip of land 15 ft. in width by 163 ft. in length off the entire north side of that pertain lot, tragt or percel of land lying and being situated in the Dounty of Dalles and State of Texas, same being a track of land containing three sores out of the Revert Gook Survey, Abst. 326, fronting approximately 163 ft, slong the morth side of Balt Line Road beginning approximately 860 ft, easterly along the morth right-of-way line of Belt Line Load from the genterline of Dooley Road, said truet extending from Balt Line Road northerly to the St. Louis Southwestern Railroad Right-of-Way and being that cartain property conveyed to grantors havein by Victor E. Reseler, et uz, by a dead dated Eept. 10, 1954, recorded in Vol. 4109, Yage 481, Beed Records of Dellas County, Texas, said 15 ft. easement strip lying south of adjacent and parallel to the north property line of said property, same being the south line of the St. Louis Southwestern Bailroad Right-of-Way, artending from the west property line of said property destorly a distance of 163 ft. to the cast property line of said property, same being the west property line of the Arthur H. Knost property.

There is also granted the City of Dellas, its successors or easigns, the temporary vorking space mecassary for the construction and maintenance of said vatar main and appurtenances,

The water main and appurtenances to be constructed on the above essenent shall be as shown on Plan 685W-540 on file in the office of Dallas City Water Works. 155 S

Granters herein reserve for themselves, their heirs or eseigns, the right, subject to review and approval of plans by the Superintendent of the Water Department of the City of Dallas; to construct rondways and railroad spur tracks over and across the easement herein granted and to make any other use of said essenant which will not endanger the water main constructed therein, other than the erection of buildings or other structures,

To have and to hold the above described property unto the City of Dallas for the purposes hereinbefore pro-vided, and said City of Dallas shall have the right to gu upon the same for the purpose of repairing said

water main and appurtemances écolui be at and maintenance of said

the expense of the said City of Dallas and in the construction of said. water main and appurtanences

improvements now on above described property list such removal and the replacing of same shall be wholy at the cost of said (lity of Dallas, Nothing in this essement shall be construed as a waiver by the City of Dallas of any connection charge, or other charges inpresed by ordinance, or the Charter of the City of Dallas.

March In Testimony Whereof, witness Our hand . R., this the 20th

ANT CALLER UZERA DALLAS GITT WATER WORKS try Atterney pproved as to Kngiuceriag

A. D. 19. 59 Approved

MARTHAN STREET ALLAS CITE WATER WORKS

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ŝ, 日本にに BEATS OF TREAS COUNTY OF DALLAS ENOW ALL MEN BY THESE PRESENTS! TES, LIVIE FAUL TISCHER AND VICE, MARIABET TISCHER of the County of Dallar, and Rists of Texas, in consideration of the sum of One (\$1.00) Bollar. to be in consideration of the special benefits to be derived by top presented every acknowledged, and in consideration of the special benefits to be derived by top present and every grant and conveyed units the City of Dalles, a municopal corporation, and by these presents do grant and conveyed units of the purpose a municipal corporation, a right-of-way under, is and clong the have inside a decribed property for the purpose. of constructing and maintaining a city · vater main and appurtenances make and property described as follows, to-well: make and property described as follows, to-well: Being a strip of land 15 ft. in vidth by approximately 85% ft. in length off the entire north side of that cortain lot, tract or parcel of land lying side being situated in the Gounty of Dallas and State of Taxes, same being comprised of two adjoining tracts out of the Edward Gook Survey, Abet, 356, one containing three acress and the other two acres, having a combined frontage of approximately 26% ft. slong the north side of Sall Line Road beginning 601.6 ft. easterly along the north right-of-way line of Belt Line Road from the centerline of Boolay Road, said tracts extending from Boot Line Road northorly to the St. Louis Southwestern Sallroad Right-of-way and being that certain property described as Tracts 1 & 3 conveyed to greatore herein by Mary 5. Wine, Independent Exe-outrix of the Estate of Varren H. Yine, deceased, by a deed dated July 25, 1955, recorded in Vol. \$12,Fage 540, Daed Records of Ballas County, Grass, said 15 ft. easternin lying south in soit the State and parallel to the north property line of said property, same being the south line of the 5t. Louis Southwestern Hailread Hight-of-Way, and have from the west property line of said property, same lying approximately 602 ft. east of and parallel to the centerline of Dooley Road, easterly a distance of approximately 260 ft. to the east property line of said property, being the date property line of said property working the south of said property, being the south source of approximately 260 ft. to the east property line of said property, being the source of approximately 260 ft. to the east property line of said property, being the source of approximately 260 ft. to the east property line of said property, being the source or approximately 260 ft. to the east property line of said property, being the source of approximately 260 ft. to the east property line of said property, being the source or approximately 260 ft. to the e There is also granted the City of Dellas, its successors or assigns, the temperary working space necessary for the construction and maintenance of said water main and appurtenances. The vator main and appurtenances to be constructed on the above casement shall be as shown on Fish 685W-540 on file in the office of Dallas City Water Works Orautors herein reserve for themselves, their beirs or assigns, the right, subject to review and approval of plans by the Superintendent of the Vater Department of the fity of Dallas, to construct readways and railroad spur tracks over and across the essment horoin grouted and to make any other use of <u>raid esseent which will not accarge the</u> <u>vater main constructed therein</u>, other than the eraction of buildings or other structures. To have and to hold the above described property units the City of Dalkas for the purposes hereinbefore pro-vided, and add City of Dalkas shall have the right to go upon the same for the purpose of repairing said Yater main ond spourtenances improvements now on shows discribed property that should eald City of Dallas find it needful to remove any improvements now on shows discould property that such removal and the replacing of same shall be whelly at the cost of said City of Dallas. Nothing in this same at hall be construed as a wriver by the City of Dallas of any connection charge, or other charges imposed by ordinance, or the Chartor of the City of Dallas, day of Magnet Approved pproved w to Engineering 22.2 WE CHINT CHOCHY DALLAS CITY WATER WORKS

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and and the base of the base of the same of the second of the second of the foresting instrument, and achieves of the base they be the second of the second for the purpose and consideration therein expressed. The second of the base and seal of other bill average of the base of the second for the second for the purpose and consideration therein expressed. The second of the second for the second for the second for the purpose and consideration therein expressed. The second of the second for the sec

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CONTENT OF TRUES

That we, MARL B. FRANZ and wife, DESA GENERALDE ERATZ, of the County of Dalles, and State of Terms, in consideration of the sum of Three Hundred(\$100.00) Dollars to us in hand raid, the receipt of which is hereby acknowledged, and in consideration of the special benefics to be derived by our property, have granted and conveyed usto the dity of Dallas, a municipal corporation, and by these processis do grant and donvey unto the City of Dallas, a municipal corporation, a right-of-way under, in and along the hereinsfur described property for the purpose of constructing and ministaning a city water main and appurtenences, and property described as follows, to-with

Being's strip of land 15 ft. in with by 297.1 ft. in length off the entire north side of that certain lot, tract or percel of land lying and being situated in the Commity of Dallas and State of Texas, same being a tract of land containing five scree out of the Revers Cook Survey, Abst. 325, fronting approximately 297 ft. along the morth side of balt Line Road beginning 305 ft. easterly along the north right-of-way line of Belt Line Road from its intersection with the conter line of Dooley Road, same being the west line of said Edward Cook Survey, said tract extending northerly from Belt Line Road to and adjoining the south line of the St. Louis Southwestern Railroad Right-of-Way for a distance of 297.1 ft., and being that certain property conveyed to grantors herein by Hal I. Pedgett by a deed dated July 5, 1950, recorded in Volume 1939, Pass \$11, Deel Baugris of Dallas County, Texas, said 15 ft. sasanous strip lying south of, adjacent and parallel to the north property line of said property, tame being the south line of the St. Louis Southwestern Railroad Right-of-Way, extending from the wait property line of said property, asso lying 305 ft. east of and parallel to the west line of said Meward Gook Survey, emstarily a distance of 297.1 ft. to the sast property line of said property, same being the west property line of a ... three acre tract owned by Levis Earl Tischer at ux.

There is also granted the Gity of Ballas, its successors or assigns, the temporary murking space pecessary for the construction and maintanance of said water main and and the City agrees to remove and replace existing fencing and structurateppertuneses. for such construction and maintanance and to return the aurface, insofar as possible to the original condition.

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charge and a second of the intervalue, that said a said put its right, subject (said and a second of these of the Aspectstenian's of the Water Reportent of the said and second second of the second sec

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Association of the set of the set of the set of the set of the second the set of buildings or

permanent other Atractures, it being understood that should the City of Dallas require any additional support or reinforcement for its water main prior to the occetruction of A space track over same, such support or reinforcement shall be at the superse of the City of Dallas.

It is unterstood and sgreed by and between the parties berets that the fity of palles has notice of a value will and the well house located Stoft, south from the proposed veter main upon the berein described property, and as a part of the secsideration herein, the City of Dellas agrees to pay any and all damages that may be to said votor well as a result of the installation of said water main. To have and to ball the above described property wate the City of Dallas for the purposes hereinbefore provided and said City of Dallas shall have the right to go upon the same for the purpose of inspecting or repairing said voter main and sumprismances. That all expenses is the construction and paintenence of said water main and ecourtemanois shall be borne by the said City of Dallas. but that the conrideration hereis expressed represents full and adequate consideration for the rightofway granted, together with any and all damages not specifically mentioned above that may be inclined to the docatraction and installation of said water main and appurtenances. Nothing in this easement shall be construed as a waiver by the City of Ballas of any connection obarge, or other charges imposed by undimands, or the Charter of the City of Dellas.

In Testimony Whereof, witness our hands, this the 7th day of August, A. D. 1979,

STATE OF TELLS

BEFORM ME, the undersigned, a Nothry Public in and for said County and State, on this day personally appeared MAND 5. Enders and NEWA instituted MAND, his wire, both knows to not be the persons whose mamus are subscribed to the foregoing instrument, and acknowladged to set that they such extented the same for the purposes and consideration therein expressed and the said MEMA Communic ENATE, wire of the said MAND 5. ENATE having been scanning by we privily and spart from her humband, and having the same fully explained to ber, she, the said MEMA COMMUNIC ENATE achrowladged such instrument to be her act and deed, and she declared that alm had willingly signed the same for the purposes and consideration therein expressed, and that alm did not wish to retreat it.

der or hand and seal of office, this the (200 BA.D. 1959. HIY CAL Public in and To LACAT ENNE E. WALDEN the to Social City

DEED VOL 5180

STATE OF TELAS STATE OF TRALE (THOW ILL MEN OF THESE PREISHTE.

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THE OF WI DOTTING AN ALTON LANDING CONTRACT.

the County of Dalles, and State of Tesses, is considerables of the soun of Gre (31.00) Dofar. 33 (1) and paid, the receipt of which is hereby acknowledged. In consideration of the special benches to be derived by my Kroperty, have granted act convey of the Ofry of Dalles's imminipal corporation, and by these presents do grants and corvey on the City of Dalles and these simulations is first-of-way under, in and along the bereinsfor denotied property for the purpose City of Dallair a m niting and mainfaining a city . Thisr main and error tenances

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The day width by 215 ft. in lingth off the white north side of Mediagraphicriphent least 15 ft; the width by 215 ft. in longin of the matter carthesis of provide the state of the provide the state of the state Arryste Douty interaction and a mind 1, 1994, restrict in the south of, sidecast and parallel to the last founty interaction of the second strip line south of, sidecast and parallel to the most northerly north proparty line of said property, same being the south line of Stiflouis Scattwestern Bellroad Right-of-May, extending from the west property line infield property, same being the cast right-of-way line of Dooley Road, casterly a disthe west property line of a 60 ft. by 70 ft. tract owned by C. R. Berry.

There is also granted the City of Dallas, its successors or assign-, the temporary working space machingary for the construction and maintenance of said wiser main and appartenances.

main ord appurtants en betoerdead of an the above evode an elisable avode and on Fign 6898-540, on file in the office of Dallas City Mater Works.

Granicas hardin repairs for themselves, their heirs or assigns, the right, subject to review and exprime for themselves, the Hourintendent of the Vater Department of the City of Dellas, to construct readvays and resirved quar tracks over and sorres the casement hereits granted and to make any other use of said easement which will not endanger the value; min constructed therein, other than the erection of buildings or other

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- have and to look the s were not be hold the above described property unto the City of Dalias for the purposes hereinbefore pro-grand and Gity of Dalas shall have the right to go upon the same for the purpose of repairing said water main and apportanances

the still water with and appointenances. main shall be at prime of the and filty of Dallas and in the construction of said water main and appartenances resistability of Dallas, Nothing in this casement shell be constitued as a writer by the City of Dallas. Nothing in this casement shell be constitued as a writer by the City of Dallas.

DEED VOL 5122 /181

" Bartof, witness ... our hand . this the .. 20th ್ರೋ ಪ್

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CHH Approv ATCH. WORKS -d 14 66 64

H P. FUERA, CI Ecoperation The s

DEED NOT 2552 / 1903 .nergiourse radio to spathlind to mitroers add as A TAGYO (ALEYSON Grantor herein reserves for himself, his beirs or cestars, the right, subject to review and approvel of plane by the Superintentent of the Mater Department of the City of Dallar, bo consist, treates provide and relived spur tracks soci longitishingly along the ease. yo make any wher use of each essence which will not and active the water main constructed to make any wher the areation of buildings around the tracks and longitishingly along the ease. The water much end approximates to be constructed on the above samemart mail of the water forter and the properties of the outline of the second of latitation of the second of the seco monds as ad Linda Summaas srods add no haborstance ad of an There is miss granted the Oity of Ballas, its successers or satigns, the temporary vorking agent accesser. Your the construction and maintenences of said water main space necessary for the construction and maintenence of said water and approximate accesses. · Area 10-21071 Thence from the point of maginates, dowth 89°54; Rant, a distance of 1128 ft. to m point in the east property time of said property, same baing the west right-of-with itse of hooley Soad, said point being incared a distance of 15,0 ft. southerly along said east property itse from the south line of 84, Louis Southerstern Mailtond said east property itse from the south line of 84, Louis Southerstern Mailtond Sink-of-Mar. Rection with the north right-of-any line of said Duvid Nume Faint Stan faint and the state the state the state the state of the state of the state of said property line from the linest the state to the same being the state build build being the state the state the state to the same of the solution of said build being the state to the state of said build build being the state the state to the same the state to the solution of said build build build being the state to the state to the solution of said build build being to the solution of said build build being the state to the state to the solution being to the solution to the solution being being to the solution of said build being to the solution being being to the state to the solution being being to the solution being to the solu There are an any state of the state over, and a core that to be a state of the state of the state of the state over and a state of the state over and a state of the state over a state over a state of the state over a state ove the subminister of straight in stating of the product of the particulation of the particulati measurin hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by my deep property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal serporation, a right-of-way The I. I. No He TANKI, BUT SUPPORT DY NY WITH SING COM PROVID PROPERTY SUPPORT DE PROVES BUT SUPPORT OF THE COUNTY THE STATE OF TEXES COUNTY OF DALLAS SINSBUR 293HL AN NUM TTY MONN 535656***\$5* 20 M. atop of State Charles Videlle in and tor Unline Couply. Texas. 1 Cadition ag - Jo Kup j. 1., ald solle to has been an their of when novel her an internation of the second s the second s the second s the second s second s appeared in me printing and appeared are bardened as the second more stated and the state and the second state and s -YATTONJUM DEGALETER. PROBLE LENSON # North Provid in and the Dollar County Trans s* 1 3493 100 x¥anakoù 10 130 67,96,11,05% **1./**// na ben Anemerikati Balogera'i sili të bediretëse stëtati.....Rites secilit. Innenate ripredit nellembitane kan ponequet sili 703 enuel sili betese "TRAINS MY M i i i YZICH Y PRATE OF DALLAR I In and for Dellar County, Terrer, on this day potercity REVEL MADEN Y .via undereigned outhorn wit

DEED VOL 5225

1 . . . Addate the off property description off limit in the start of the limit of the start of the description of the start of the st SPLINKER PER STREET to be derived by 427 /our property, have granted and conveyed unto the GIP of DALLE, a moliticipal corporation, and by these presents do grapt and convey unto the GIP of Dalles, a monolopal corporation, a right-of-way under, in and slong the hereinative described property for the purpose of constructing and maintain a city under, in and slong the hereinative described property for the purpose of constructing and maintain a city anter a fir hand paid, the costic of which is hereby acknowledged, and in consideration of the special benefits DOLLAR W *** 100 (00'000TF) ATTENDED TED A State Co. of the County of Dallas, and Biald of Texas, in consideration of the aum of to the source of and the offerse in construction of the source at the source of the so 361. Sectore de THE STATE OF DALLAS COUNTY OF DALLAS RNOW VIT WEN BY THESE FREEBALS! ł 535630****20 A PARTON BUTCH rerem for he tern and an even A Wood 1912 Aunu2 Add 112-14 (01 A DAMAGE វៀពចុន ", startford Pool is and the set of the set of the set of the set ~ in the second כוחים העקיני של קדעת בעת נגעון ען טובב ועווייייי 21 Amountied information and of bedroeding para Para evolor roered sid of of or of new of new of a second se trocks set ·······parroddu Street & Fritz Zerok Bright . INCOMES STREET 2010 1 WALLE WERE AVIS ACTA مراقبان الموالي الم Servicensity PATTA • هـ H L KOCEKY · 62882 13 ing IMOOM MYT 19 53. TO TO YERRAN ANT and side and the second here the transfer of the the -10 gab-A CONTRACTOR OF 3 a perioqua ale vel male to ville all alge vised bediversh avoda adi 0.101, OT 0184. UVLU OT 0194 and and 0.101, of 0.184. UVLU OT 0.000 addited at 0.101 and 0.000 addited at 0.000 addite ----bin unities of Providing 劉黨

232931 ... 48,59 THE STATE OF TEXAS COUNTY OF DALLAS KNOW ALL MEN BY THESE PRESENTS COUNTY OF DALLAS IN WARE, 2 () VIGNALL MAN BY THESE PRESENTS: we, GIANDE ATCACH, a vide, 2 () VIGNALLY and as Independent Amount is and Trust modes the will of Lawrence L. Michaely, terships, and P. R. Michael, Independent " That. Remains and Trustee under the will be Lawrence L. Michaels, Constant why is and Rousian of the County of Dallas, and State of Taxas, in consideration of the sum of Im/us in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by marked property, have granted and conveyed unto the City of Dallas, a municipal corporation. and by those presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a oity wher this has apply the first said property described as follows, to wit: add property described as (ellows, towit) Being a strip of lond 30 ft, in width ever, these and across that pertain 14t, tract or percel of lond joing and being string the district of Indian and Santa at Name, bring a works of land centringing they array out at the Navid Navr Burvey, Abet, 505, hydre at both allow de the fit. Lonis Acutomestern Heilrond Right-of-May, being bounded be the south by Both Line Band and buring an set line lying opproximately bid its pertains bounded to be south by Both Line Band and buring an east line lying opproximately bid its mark bounded to be south by Both Line Band and buring an east line lying opproximately bid its pertain bounded to L. L. Michaile by Bistelling Doos by a deed deted march 36, 1956, rescarded in Yok. Addi, page 56, Deed Rescards of Ballas focuty, Temes, said 30 ft. assessat hiving a center line lying 65.0 ft. south of and parallel to be center line of 80. Louis Southwestorn Ballycod Right-of-May, and being more particularly describe as follows: 6 described as follows: Regimning at a point in the wave property line of said property, same being the east property line of a tract of land owned by Max Feldman and Aly Straus, and lying approximatelying ft, west of and parallel to the ostal line of said David Myses Sarvay, said beginning point being located a distance of 738.8 ft, northerly slowg said common property line from its intersection with the south line of said havid Myses Sarvay, being the center line of Belt Line Road; Theness from the points of beginning flowth 09"14" East, a distance of 1151.4 ft, to a point in the east property line of said property a distance of 690.4 ft, northerly along said property line, produced southerly, from the north right-of-way of Sait Line Hosi.

There is also granted the City of Ballaw, its successors or assigns, the temporary working space necessary for the doministics and ministenance of said whice main and appurtaneous. The mater main and appurtameness to be constructed on the show essents shall be as shown on Plan 55/8-540, Rheets 21 & 22, on file in the office of Dallas Gity Water Works.

Grantors herein reserves for themselves, their heirs or assigns, the right, subject to review and approval of plans by the Superintendents of the Vater Department of the Sity of Dallas, to construct routerys over and railroad spur tracks earons and Longitudinally slong the essenant herein granted, provided such longitudinal tracks shall not be over the water main, and to make any other due of said essenant which will not endanger the water main scattureted therein, other than the erection of buildings or other structures.

TO HAVE AND TO HOLD the above described property unto the City of Dallas for the surposes hereinbefore provided, and the said City of Dallas shall slip have the right to go upon the same for the purpose of Inspecting or repairing said. Water min and appurtonances

matice That all expenses in the construction and maintanance of taid. mater main and symptometers

the consideration herein expressed represents full and adequate consideration for the right-of-way granted, togethor with any and all damages that may be incident to the construction and installation of asid main. Nothing in this essement shall be construct as a waiver by the City of Dallas of any connection charge or charges imposed by ordinance or the Charter of the City of Dallas.

in Testimony Whereof, witness_DET_hand, 4. this the_ Pth . day of Oatober A. D. 10 59 ..

H H M - P. B. H. Michols, Independent Executor and Trustee under the will of Lawrence L. Michals, decessed

Clarice Michols, Individually and as Independent Executriz and Trustee under the will of lawrence L. Fichols, decessed

Approved on to Engineering THAT'S CITY WATER WORKS

Approved as to form H. P. KUCERA, CIU

DEED VOL 5225 /405

LUKE 972450 ·2037 This does is delivered and soospeed weblat to any and all walld resultitions and w enorments silesting said property as the shine appear of proved TO HAVE AND TO HOLD the above described premises, together with all and singular the tights and appartaneous therets in anywise belonging unto the said W. M. Coldwall and Mavada T. Coldwall, their 1999) L, W bairs and assigns forever and Z do hereby bind heirs, axecutors and administrators, to Warrant and Forever Daland, all and singular the sold premises unto the said V. H. Caldwell and Nevada T. Caldwell, their beirs and assigns, somines every person whomever lawfully claiming, or to claim the same, or any part thereof. derland texas WITNESS ST hand яł 1766. Juin day of -20th this TRANSFER DE LE REPORT OF DE LE COL AURCHE ACKNOWLEDGNEST THE STATE OF TEXAS. DILLIS COUNTY OF subscribed to the foregoing instrument, and acknowledged to 11 where no to to the Lo be the person manied the same for the gam sees and consideration therefs appressed, me the M GIVEN UNDER MY HAND AND BEAD OFFICE HAND 21 They of July A. D. 19 60. Generative M. M. C. 19 60. (liperal 11) Allins d. 53 Coulty, Tesm Dails Netary Public in and los o elock filed topRecord on the Doly Recorded Init-Illes Instrument No.1 123.55 333.32 145224... \$2.00 THE STATE OF TELAS) KNOW ALL MEN BY THESE PREDENTS: COUNTY OF DALLAS) That WZ, ARTHUR H. KNOST and wife, MUTH KNOST, of the County of Dallas, and State of Texas, in consideration of the sum of SIX HUNDRED AND W0/100 (\$600.00) DOLLARS to us in head paid, the receipt of which is hereby scimowledged, and in consideration of the special benefits to be derived by our property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by these presents do grant and convey unto the City of Dalias, a municipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a city vater main, said property described as follows, to-wit: EASEMENT STRIP NO. 1 - 15 ft. Permenant Essement DELEG a strip of land 15 ft. in width by 257.3 ft. in length off the entire month side of that certain lot, tract or par-1-1est of land lying and being situated in the County of Dallas, and Btate of Tarks, same being a tract of land containing 4.755 sares out of the Edward Cook Burwey, Abst. 125, and the 3. Fike Aurwey, Abst. 576, fronting approximately 250 ft. a Long the north side of Ball Line Road beginning approximately 1050 ft. easterly slong the north right-of-way line of Belt Line Rd. from the center line of Dooley Nd., said tract ex-tending from Belt Line Rd., sortherly to, the St. Louis Conte-DEED VOL 5380 /567



version Realized Alexie-of-Ney, and weine; the series property endowed to Arthus N. Mapet by Newy Hall as vir, flynond Poll by a Seet Astors For. By 1946, recorded in Yol. 3750, Part 959, Deed Records of Ballac Stumby, Trans, said 15 ft. 688= ment strip lying south of, adjacent and parallel to the north property line of said property, same being the south line of the St. Louis Scuthwestern Relived Aight-of-Nay, istrading from the west property line of said property, easterly a distance of 257.3 ft. to the east property line of add property, care being the west property line of a track owned by the City of Dallas.

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TEMPORARY SO Ct. Working Essenant

REING a strip of land 50 feet in width lying adjacent and , parallal to the south side of the permanent sesement described above.

This deed is being executed for the purpose of confirming the Juigment entered by County Court of Dellas County at Law Ho. 1, Dellas County, Texas, in Cause No. 13125-A, styled CITY OF DALLAS V. ARTHUR H. KNOST, FT UX, in which Judgment as essenably, under over and in the above described property was vested in the City of Dallas.

The owners of hald property, their successors and assigns shall have the right to continue using the surface of said exactont for the use

- 1 -

to which it is now being put and for such other and further uses that they may desire to make of said property including the right to fence said essenant, so long as said use will not be inconsistent with the right of the City of Dallas for ingress and egress and for the operation and maintenance of said vater main. The right of the owners, their successors and assigns to construct and maintain a railroad spur or drives mores said essenant shall not be deemed to interfore with the City of Dallas' operation and maintenance of said vater main. The City of Dallas' bart have the right to fence or enclose said essenant.

TO EAVE AND TO BOLD the shows described property unto the City of Dalles for the purposes bereinbefore provided, and the sold Gity of Dallas shall also have the right to go upon the same for the purpose of inspecting or repairing said water main. That all expenses in the construction and maintenance of said water main shall be borns by the said City of Dallas, but that the consideration herein expressed represents full and adequate consideration for the right-of-way granted, together with any and all damages that may be incident to the construction and installation of said main. Nothing in this essent shall be construct as a waiver by the City of Dallas of any connection charge or charges imposed by ordinance or the Charter of the City of Dallas.

In Testimony Whereof, witness our hando, this the 19th day of fully, A.D., 1960.

DEED VOL 5380

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That We, M. J. BINDIX and wife, VIVIAL SUBIR

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of the County of Dallas, and State of Tenna, in consideration of the sum of One (\$1.00) Dollar in structure

to Turn's in hand paid, the receipt of which is hereby acknowindiged, and in consideration of the special benefits to be derived by HEW property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by these prosents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, is and along the hereinstiter described property for the purpose of constructing and maintaining a city. water main and appurtemances

Being a strip of land 15 ft. in width by 163 ft. in langth off the entire north side of that cartisin lot, tract or percel of land lying and being situated in the County of Dellas and State of Texas; same being a tract of land containing three sores out of the Edward Cook Survey, Abst. 325, fronting suproximately 163 ft. slong the north side of Belt Line Road beginning approximately 305 ft. snotcrly slong the north side of real line of Belt; Line Road from the centerline of Dooley Road, said tract extending from Belt Line Road northerly to the St. Louis Southwestern Relived Right-of-May and being that certain property conveyed to grantore harein by Victor S. Resler, et ur, by a dead dated Eapt. 10, 1955, recorded in Vol. 4109, Fare 481, Deed Records of Dellas County, Texas; said 15 ft. essenant strip lying south of adjacent and parallel to the north property line of read property; same being the south line of the St. Louis Southwestern Estimed Right-of-Way; artending. From the vest property line of said property caterly a distance of 163 ft. to the east property line of said property caterly

There is also granted the City of Dallas, its successors or easigns, the <u>temporary vorking</u> space necessary for the construction and maintenance of said vater pain and appurtenances.

The water main and appurtemendes to be constructed on the above essenant shall be as shown on Plan 685W-540 cm.file in the office of Dallas City Water Works.

Orantors herein reserve for themselves, their heirs or assigns, the right, subject to review and approval of plans by the Superintendent of the Water Department of the Gity of Dellas, to construct readways and railroad spir tracks over and scross the essement barein granted and to make any other use of asid essement which vill not entanger the vater main constructed therein, other than the erection of buildings or other structures.

To have and to hold the shows described property unto the City of Dallas for the purposes hereinbefore provided, and said City of Dallas shall have the right to go upon the same for the purpose of repairing said

and maintenance of said water hain and appurtonances maintenance of said water hain and appurtonances

the expense of the said City of Dallas and in the construction of said. water main and appurtenances

improvements now on above described property that such removes and the replacing of same shall be wholy at the cost of said City of Dallas. Nothing in this essement shall be construed as a waiver by the City of Dallas of any connection charge, or other charges imposed by ordinance, or the Chartar of the City of Dallas.

In Testimony Whereof, witness our hand R, this the 20th day of March

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DALLAS OTTY WATER WORKS

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STATE OF THAAS STATE OF TREAS SNOW ALL MEN. BY THESE PRESENTS

TER, LINES, MARL, STACHER, AN., VICE, PARAMET, TISCHER,

of the County of Dallas, and State of Texas, in consideration of the sum of One (\$1.00) Dollar.

the City of Dallas, a multichel corporation, as destination of the hereby acknowledged, the resign of which is hereby acknowledged, and in consideration of the special benefits to be derived by not property, have graveled and convey under the City of Dallas, a multichel corporation, as right-of-way under, in and slong the herebatter described property for the purpose a multichel corporation.

material property described as follows, low-lit material property described as follows, low-lit Being a strip of land 15 ft. in vidit by approximately 28% ft. in length off the entire north side of that certain lot, treat or parcel of land lying and being situated in the County of Dallas and State of Taxas, same being comprised of two adjoining treats out of the Edward Cook durvey, last. 326, one containing three acress and the other two acres, having a combined frontage of approximately 260 ft. along the north side of Belt Line Road beginning 601.6 ft. esterily along the north right-of-way line of Selt Line Road from the centerline of Dooley Road, said treats extending from Belt Line Road aorthorly to the St. Louis Southwestern Relinced Hight-of-Way And being that certain property described as Tracts 1 & 2 conveyed to granthers herein by Mary 5. Vins, Independent Exter-cutrix of the Estate of Varren R. Vins, deceased, by a deed dated July 25, 1953, recorded in Vol. 512, Rage 500, Deed Records of Ballas Dounty, Towas, said Jift. estorem Line west property line of said property, and Hight-of-Way and Right-of-Way and boing the south of, adjacent and parallel to the north property line of said property, same boing the south of said property, here Railroad Right-of-Way, and Find parallel to the centerline of Dooley Road, estaty is distance of approximately 261 ft. cast for ad parallel to the centerline of said property, being the same property line of said ft. of the get property line of and property being the same property line of said Treat No. 2, Therm is also material the St. Tonis for the same property line of said treat No. 2,

There is also granted the City of Dellas, its successors or assigns, the temperary vorking space accessory for the construction and maintenances.

The vatar main and appurtenances to be constructed on the above essenant shall be as shown on Flan 6678-540 on file in the office of Dallas City Vater Vorks

Orantors herein reserve for themselves, their heirs or assigns, the right, subject to review and approval of plans by the Superintendent of the Water Department of the Gity of Dellas, to construct readways and reilroad spur tracks over and across the essenant horein granted and to make any other use of <u>only seecond</u> which will not endencer <u>the</u> <u>vater main constructed therein</u>, other than the eraction of buildings or other structures.

To have and to hold the above described property unto the City of Dalias for the purposes hereinbefore pro-vided, and said City of Delias shall have the right to go upon the same for the purpose of repairing said .Yater_main_bnd_spourtenances...... and maintenance of said. the station of the state of the

improvements new on these described property that such removed and the replacing of many shall be wholly at the cost of said City of Dallas. Nothing is this assement shall be construed as a waiver by the City of Dallas of any connection charge, or other charges imposed by ordinance, or the Charter of the City of Dallas.

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Approved 's to Engingering erte.

Approved ALL SUPORAL DISON WORKS

DEED VOL 5106

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That we, MARL N. KRAIN and wife, DEEL GERENCE HAIT, of the County of Dallas, and State of Taxas, in consideration of the sim of Three Sundred(\$100.00) Dollars to us is bead paid, the receipt of which is baruby enthowledged, and is consideration of the special bractics to be derived by car property, have greated and conveyed wate the dity of ballas, a mainipal corporation, and by these presents do grant and donvery unto the City of Dallas, & munisical corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and mintaining a city water min and appartenances, said property described as follows, to-wits Being's strip of land 15 ft. in with by 297.1 ft. in length off the entire north side of that certain lot, tract or parcel of land lying and being situated in the County of Dallas and State of Texas, same being a tract of Land containing five scree out of the Livered Cook Servey, Abat, 326, fronting approximately 297 ft. along the sorth side of Belt Line Road beginning 305 ft. easterly along the north right-of-way line of Belt Line Road from its intersection with the center line of Dopley Road, same being the west line of sold Edward Cook Survey, said tract extending northerly from Belt Line Road to and adjoining the south line of the St. Louis Southwestern Railroad Right-of-Way for a distance of 297.1 ft., and being that certain property conveyed to grantors herein by Mal I. Fedgett by a deed dated July 5, 1950, recorded in Volume 1930, Fage \$11, Deed Memories of Dallas County, Separ, said 18 ft. sessment strip lying south of, adjanust and parallel to the north property line of said property, same being the south line of the St. Louis Southwestern Railroad Right-of-War, extending from the work property liss of said property, as a lying 305 ft. each of and portlish to the west line of said Hevard Cook Survey, easterly a distance of 297.1 ft. to the east property line of said property, sam being the west property line of althres acre

tract owned by Lewis Earl Titcher et uz.

There is also granted the City of Dallas, its successors or assigns, the temporary ing space necessary for the construction and meintenance of said water min and and the City agrees to remove and replace existing fencing and structure aurfree, insofar as possible to the original condition.

W Plas 501 - 540 on file in the office of Dallas City Vater Works.

avely reserve for the elves, their beirs or essigns, the right, subje by the Superlab dent of the Vater Dope n Little (Ap.) 18 A

DEED VOL 5180 /384

ant through greated and to make the thir and at fail approach which will not water main constructed therein, other than the groation of buildings or and the second 1. C. T. وأسد والتركي

permanent other stimutures, it being understood that should the City of Dallas require say additional support as reinforcement for the water main prior to the construction of a prost track over same, such expect or relatorowant shall be at the expense of the City of Dollars.

It is understood and agreed by and between the parties berets that the fity of pallas has perior of a voint will and the well house lokated that's emith from the proposed water main upon the servix described property, and as a part of the sucsideration herein, the fity of Dallas arress to pay any and all desters that way be to said water well as a result of the installation of which water main. onund. To have and to hold the above described property wate the City of Sallas for the purposes bereinbefore provided and said City of Ballas shell have the right to so upon the same for the purpose of inspecting or repairing said water main and appurtanences. That all expenses is the construction and mintenance of said vator min and appartemances shall be borne by the said City of Dallas, but that the consideration berein anyresses represents full and adequate consideration for the rightof-way granted, together with any and all damages not specifically mentioned above that my be inclined to the construction and instellation of said water main and appurtenances. Nothing in this eastment shall be construed as a waiver by the City of Bailas of any commotion pharge, or other sharges imposed by ordinance, or the Charter of the City of Dellas,

In Testimony Vhereof, witness our hands, this abs 7th day of August, A. D. 1959.

STATE OF TECAS

REPORT MET, the undersigned, a Notery Public in and for said County and State, on this any pressally appeared Mint E. Ender and Bild unrinted Euler, his wife, both income to set to be the persons there mass are subscribed to the foregoing instrument, and ack-nowladged to set they each encourted the same for the perposes and consideration therein expressed and the said DEEM UNRINGER FRATZ, wife of the said Mint B. WATZ herein expressed and the said DEEM UNRINGER FRATZ, wife of the said Mint B. WATZ having been experiment by me privily and spart from her humband, and heving the same fully explained to her, she the said DEEM UNRINGER FRATZ acknowledged such instrument to be her an and deed, and abe dealared that the hed willingly signed the same for the purpose and consideration therein expressed, and that he Add not wish to retract it.

mint and seal of office, this the à de la car 10 1959.

Mitary or Dallas Country, Texas ENNIE E. WALDER ^{I HE} to Server H. p KUCERA.

City

DEED VOL 5180

BIAIN OF TEXAS OF DALLAN, DOW ALL MEN BY TROOD PARTIENTS.

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ht high and boing that cartain property norwywd to C. Y. Goodsan by C. R. deed dated March 1, 1932, r nd in Val.: 1744, Page 96, De od Records Herry's and or the send and a send of the second in you. They ray by been according of Ballas Country, Thomas, said "19 ft, second to try lying south of, saidout and parallel to the most northwely north property line of said property, saws being the south line of Balland Country, the second Reinback Right-of-Way, extending from the west property line official property, asse being the east right-of-way line of Dooley Road, easterly a distempoint 125, 124, 60 the most westerly east property line of mid property, same being the west property line of a 60 ft. by 70 ft. tract owned by C. H. Serry.

There is also granted the City of Dallas, its successors or assigne the temporary working space mechanisms for the construction and maintenance of said wise main and sportenances.

The veter main and appurtmented to be constructed on the above cases on Figure 659-540 on file in the affice of Dallas bity Noter Works. ent shall be

Granian and the second state of the second state of parts of second states, the right, subject to Granian herein reserve for themselves, their heirs or assigns, the right, subject to review ind suprovative plane by the Buyerintensient of the Veter Bogarizent of the City of Dallies, the construct receivery and railroad sput tracks over and screes the descent be bereill granied and the many other, use of main essent which will not and anyor the writed therein, other than the erection of buildings or other structures. min conurto Extra the water with the second second

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we sail to hold the shows described property mato the City of Dallas for the purposes hereinbefore and read City of Dallas shall have the right to go upon the same for the purpose of reputring TALAT PALL ALL AVENTERIADEDA XIII. That all expenses in t

off methodenes of and the bar main and appurtanences. main shall be at of the told City of Dallas and in the construction of said bater wain and appartenances

restorable and City of Dailas field property that such removal and the replacing of same shall be wholly (cash of mail (City of Dailas, Nothing is this cash removal and the replacing of same shall be wholly of the state of the same shall be constructed as a waiter by the City of officing connection charges or other charges imposed by ordinance, or the Charter of the City of Dailas.

ary Whatsof witness ... Our hand ... this the 20th

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DEED VOL 5122 /18/

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DEED NOT 2552 /1903 .sendentia this to mailified to safety at and JOINS STREET THE PILE DO GON LUCIE AND ALLEY OF DELOCATION ATTAX AND AND AND AND TTA THIR STA Startion burgin reserves for bimedif, his being on casigns, the right, subject to review and approved of plane by the Superintentant of the Mater Department of the City of Ballas, bo some bruit roadways over and reliting spur tracks sources and longituding the same same bruit roadways over the such longitudital tracks shall not be over the wrist main and same bruit herein there is the longitudital tracks shall and be the over the same and and same bruit of the over the same longitudital tracks shall and the over the same and The which and approximates to be constructed on the shore examine thall be an enough the fille in the set works. There is also granted the City of Dallas, its successors or satigns, the tapovary volking space mecassary for the construction and maintenance of said water and approximates. -24-10-100718 Thence from the point of beginning, Houth 69°54 thest, a sinfactor of 1126 ft. to a point in the east property line of said property, same being the west right-of-weary lites of Booley Seed, said point being Lone of 64, Louis Southerity Manue said east property line from the south line of 64, Louis Southerstern Mailload Sister-of-Mar. Regimming as a point in the two property line of said property, same baing and prime the the two proviments by the seat line of and property files from the files to the seat line of bail property line from the files to the set interval the seat interval to the seat line from the files for a file of the file of the files for the file formation of the files of the files for the files for the files for the files of the files for the files of the files for the files for the files for the files for the files of the files for the files files for the files files for the files files for the files for the files files for the files files for the files files files for the files files files for the files files files files files files files files for the files fi And property dustrial the state and the state of the factor of factor for the state of the state BARDING TOLES THE STREET PARTY the sum along the hereinether described property for the purpose of constructing and maintents a city measurin hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by mysters property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way OUT TROUGHT FOR MUSICE FILL AND NOTLOG M SNYTTON AR X. Y. H. XRAKT, MOS. JOLGOG DY MY MICH SINCE The herein property constructes no mark of the sum of the sum of JANT VII 10 COUNTY OF DALLAS ISINGSTAN ABAHL AR HAN TTY MONN 05-28---626262 AndaQ! 1 A Job o H & LI 10 xvp 事長 alf office in increasing the particular activity are in the particular sector and the particular al touties of date for his and the fact bud betweek it. ten at an anter inter an anter and and and an anter at an anter an anter and an anter an ante not an of immunitial domy beyond a appeared in the particle may be the subscribed to the terms fully any like in the first matter and short and short be the first particle bear and short be the first particle bear and short be the first particle bear and short bear INDOO XATAOUANY DEUXISABOUN . BUS STIGTLE ALMSONE W Menty Public in and the Dalian County Trans 11/19 MATC it 'd' ″x €quying nt. a the full of the test of the period 'personales (person) nojinaspirano pue secolund fil loi orner sui poinass pe per userizujent Bujakila (547 64 567).256988 divjeti ansis secolu ata ta Loriz TZION TY 10.00 FTATR OF PEXAE | Bulowence and a construction of the second successity. Terror on this day percendly of United and the Deline Country, Terror, an this day percendly and the second successity. SILIDIA WARDY A "Aajaogane" coudradopun kua ~{*|

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Hist of the County of Dallas, and State of Texas, in consideration of the sum of ONE TROUBLIN FIVE TURNED AND RO/100(\$1400.00) - - -LDOLLARS to maxius in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by repetite property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by those presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a div whiter weth and apper the side said property described as follows, to-wit: aid property described as follows, in white every, where and accress that estimize lot, busies as proved of long [grigs and boints and on the formity of falles and having of rooms, being a works of land combining he, 3 acress out at the formity of falles and having of rooms, being a work of land combining he, 3 acress out at the formity of falles and having of rooms, being a work of land combining he, 3 acress out at the formity of falles and having of rooms being a work of land combining he, 3 acress out at the formity of falles and having on the south the state at the 5% found for the state of the formit of the formit of the power of the found of and having an east line lying opproximately 12 it, for your consult on the south the state for said having an east line lying opproximately 12 it, for your of she power of the state and the line of said having an east line lying opproximately 13 it, for your of she power of the state and the state state have for a dead dated having 36, 35%, rescribed in Vol. 10, page 15%, page Rescribed to falles downty, tenne, said 30 ft. essenant hoving a context line lying 61.0 ft. south of and parallal to the center line of 6%. Louis Southwestern Fallond Right-of-dy, and being more particularly described as follows: described as follows: Beginning at a point in the vest property line of shid property, same being the east property line of a tract of land owned by Max Feldman and Ely Strans, and lying approximately1565 ft, west of and parallel to the shat line of soid Devis Mywes Farvey, wais beginning points being located a distance of 730.8 ft, authority slong said someon property line from it's intersection with the mouth line of said David Myers Survey, same being the center line of Belt Line Howdy Thence from the point of beginning footh 69"14" East, a distance of 1163.4 ft. to a point in the sast property line of said property a distance of 690.4 ft. northerly along said property line, produced southerly, from the north right-of-way of Sait Line Road There is also greated the Gity of Ballav, its successors or assigns, the temporary Vorking space necessary for the construction and maintenance of said water win and apportaneous. The water main and apportenances to be constructed on the above essenset shall be as shown on Flan 665%-540, Sheets 21 & 22, on file in the office of Dallas Sity Water Works. Grantors herein reserve for themselves, their beins or assigns, the right, subject to review and approval of plans by the Superintendent of the Vater Department of the City of Dallas, a construct readings over and reilroad spur tracks scross and longitudinally along the ensem herein granted, provided such longitudinal tracks shall not be over the veter min, and to лŤ mine any other due of said engrant which will not endanger the vater will so other than the spection of vulldings or other surveyunge. strated the vois TO HAVE AND TO HOLD the above described property unto the City of Dallas for the purposes herein-before provided, and the said City of Dallas shall slac have the right to go upon the same for the purpose of inspecting or repairing said water min and apportemates mains That all expenses in the construction and maintenance of said water, with and appurtenance. the consideration herein expressed represents full and adequate consideration for the right-of-way granted, together with any and all demages that may be incident to the construction and installation of asid muin, Nothing in this essement shall be construed as a watver by the City of Dallas of any connection charge or charges imposed by ordinance or the Charter of the City of Dallas. 9th day of Catober A. D. 10.59 H. R. Michals, Independent Anecutor and Clarice Bichols, Individually and as ustes under the will of Lawrence L. Independent Resoutrix and Trustee under the Minhols, decemped will of Lawrance L. Bichols, detensed Approved as to form Approved as to Engineering H. P. KUCERA, City ለቦ፣ A TEALNTENDENT AS CITY WATER WORKS ATT Merel Let ? Jel The second 1.8° K. A . ----

DEED VOL 5225 /405

Phone Name Org beling H. Holes DWN 214.671.9024 ERICK STEIRE Dwg 214 671 9527 CHARLES STRINGER 214-670-1201 DWU JEERY HOLDER ANTE 972-661-5626 972-450-2860 LUKE JALBERT ADDISON CLIFF HALL URS 972,466,6950 Steve CHUTCHIAN ADDSON 972-450-2886 Addison Jim Pierce 972-450-2879 2878 Mille Monphy Aggela Washing ton Oowla +Thogs-214-672-2144 CAD Austra I La RIH-670-34D Kenneth R. Bin UT CAO 214-670-3490 HNTB DAN BECKEP 972-628-3112 GIRANTHAN: 4 ASSO 972 864-2333 KATURA CURRY ToniaR Lichtenberg 2146705886 DWU

1. STAFF MEET BY THEIR DECISION MAKERS or staff who concerns 2. MEED FOR THEM TO UNDERSTAND THAT THE PROJECT is Moung FORWARD 3. GET W/ ADDISON AND MALLE COLIS CHING work. MAGTEL AGGURANCES 5. NO BIG SURPRISE 6. FIVE YEAR JOINT WORking commitment \$7. TACK OF PESPORISE FROM ITELE STAFF IN DEMNIFYCATION OFFER ACCEPTING & COST DIFFERR > (PRE DETERMINED) in a parentage DIFFERENTIA

Page 1 of 2

1:

Michael Murphy

From:	DeEtt Hobbs [DeEtt.Hobbs@mastec.com]
Sent:	Wednesday, January 29, 2003 8:42 AM
To:	'mmurphy@ci.addison.tx.us'; 'jpierce@ci.addison.tx.us'
Subject:	MastecLtr.doc

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January 29, 2003

Mike Murphy Director of Public Works 16801 Westgrove Rd. Addison, Texas 75001-9010

Dear Mr. Murphy:

On January 21, 2003, Ben Bishop and myself met with you and your staff to review the plans for Arapaho Road Phase III, which includes an elevated roadway section and a bridge over Midway Road. The roadway and the bridge are adjacent to an existing 60 inch DWU water main.

The purpose of the meeting was to review the proximity of the roadway and bridge to the 60-inch water main and to determine the case with which the water main could be maintained, or repaired in the event of a leak or a blowout.

The design consultants showed us plans and sections of the roadway, bridge and water main, and the approximate elevation of rock in the area. It is my opinion that repair and maintenance of the water main can be made without any great difficulty, and that adequate provisions have been made to protect the roadway and bridge from failure of the water main.

You asked me about the repair time for a worst-case scenario of a blowout of the water main at the bottom of the pipe facing the road. Having the roadway (a hard surface) adjacent to the roadway as well as The DART ROW is an advantage in this case as it provides a place to position a crane. Repairs to the main in this situation should be completed in approximately 12 hours.

Please let me know if you have any questions.

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Respectfully,

David Holland

1/29/2003

Senior Vice President

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Timeline – Discussions w/ DWU

02/12/99 – Letter from GBW to DWU regarding proposed Arapaho alignment being 10-feet inside DWU's easement.

- 03/15/99 Meeting minutes from a meeting between HNTB and Town of Addison staff concerning project. John Baumgartner stated "still working w/ DWU on easement".
- 03/24/99 Telephone Record between C. Sylo and Jim Pierce.
- 04/22/99 Notes from meeting between C. Sylo, Kelsey Johnston, and Bruce Grantham.

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- 04/22/99 Letter from HNTB to Town of Addison discussing alignment options for Arapaho. Mentions having a positive response from DWU regarding the technically preferred alignment.
- 9/11/02 Fax from HNTB to Hamid Baha showing 60" waterline and Arapaho alignment
- 9/25/02 phone call to Baha said he would look into it an get back with us.
- 9/26/02 fax to Michael Fay concerns about 60" water line and request to have it potholed
- 10/15/02 fax from DWU to HNTB (E.Steitle) field notes on potholing that had been done
- 10/15/02 phone call with DWU and HNTB (E. Steitle) regarding staking potholes
- 10/16/02 fax from DWU to HNTB (E.Steitle) more field notes on potholing that had been done
- 10/21/02 phone call with DWU and HNTB (E. Steitle) regarding pothole locations and valve.
- 10/23/02 phone call with DWU and HNTB (E. Steitle) concerns about bridge design and rescheduling the meeting until 10/30/02
- 10/30/02 meeting at Addison Service Center w/ town of Addison (JP, SC), HNTB (JDH, LM, JSN, DB), URS (CH) and DWU (E. Steitle, Randy Nelson, Steve Hardy and Shane Craft) – discussed waterline issues.
 - proximity of waterline to retaining wall soldier piles might be needed for a stretch – would need min 3-foot clear of waterline
 - line will need to be replaced eventually 40-years old now
 - showed roll plot of alignment and proximity to the 60" water line.
 - Illustrations were drawn on dry erase boards showing road retaining walls 8 to 10 feet clear of waterline.
- 11/15/02 Phone call from DWU to HNTB regarding DART access to 60" waterline. Dart said it wouldn't be a problem and DART would allow heavy equipment w/in 25-feet of the rail line. Problem could arise in the future if DART increases the service capacity along that line by adding another railroad track, although there are no plans for that at the moment.
- 12/11/02 Dallas city council authorizes the selling of a street easement along the Arapaho Road alignment
- 12/12/02 meeting at HNTB's office w/ JH, JSN, CH, E. Steitle, Erling Holey and Steve Hardy to discuss sidewalk encroaching on DWU's easement
 - HNTB proposed a removable sidewalk where the side walk is elevated in case they need to get in for repairs.

- moving the thrust block in so that it was not over the 60" pipe and not straddling it
- Cliff presented two options for the thrust block locations. The first was to move the arch inside of the sidewalk and obtain the 3-foot clearance desired by DWU. The second was to straddle the 60" pipe with drilled shafts. DWU did not like the second option but were alright with the first one.
- DWU stated they saw they had 2 options
 - 0 Not move the pipe at all and leave it where it is
 - Replace the 60" w/ an 84" prior to the construction of the road/bridge. HTNB to do the design in conjunction w./ the bridge. Cost approx 1.5
 - million could get out of the emergency fund if needed.
- JDH asked 2 questions
 - Could the line be constructed before the road was built? DWU response was that if HNTB could design it in the next three months then the construction time wouldn't be a problem.
 - Did DWU have the money to have it designed and built. DWU's response was that the money could be taken from an emergency fund if necessary. I quick estimate was that it would cost approximately 1.5 million and that was doable.
- 01/09/03 meeting w/ Town (Luke Jalbert), HNTB (Jerry Holder), URS (Cliff Hall), and DWU (Erlin Holey, Erick Stietle, and Tonia Lichtenberg).
 - DWU presented the only 2 "acceptable" alternatives they would offer.
 - o Move the road south to get out of the 30-foot easement
 - DWU was told that this would involve buying additional ROW and demolishing existing building and it was an unacceptable alternative.
 - Relocate the 60" to another location. DWU to pay for engineering. Addison to pay for construction. Two locations discussed:
 - In front of Charter Furniture
 - A completely new and unknown location.
 - HNTB pointed out there would be 20 feet between the north easement line and the roadway. DWU stated this was not enough room to work on the pipeline. It was pointed out to them that they only had a 15 foot easement on the east side of Midway.
- 01/15/03 Email from Mike Murphy to Randy Stalnaker expressing concern with change of course.
- 01/17/03 Meeting with Mastec to discuss Maintenance problems in regards to the bridge They assured us that in the worst case scenario they would be able to repair a leak in 12 hours.
- 1/21/03 Meeting w/ Town (Luke Jalbert, Mike Murphy, Steve Chutchian, Jim Pierce), HNTB (Jerry Holder), URS (Cliff Hall), and DWU (Erlin Holey, Erick Stietle, and Randy Stalnaker)

The Town presented there ideas to protect the bridge, and allow DWU to maintain there line.



February 12, 1999

Mr. Jim Milstead, P.E. City of Dallas Water Utilities Department 320 East Jefferson, Room 218 Dallas, Texas 75203

Re: Proposed Arapaho Road Extension Adjacent to DWU 60-inch Water Line

Dear Mr. Milstead:

Reg And Ave

The Town of Addison is in the planning stages for the extension of Arapaho Road from Addison Road west to Marsh Lane. Traffic congestion on the major thoroughfares in this part of Addison, particularly Belt Line Road, is the driving force behind the proposed extension.

For the past year, a team of consultants lead by HNTB Corporation has worked with the Town of Addison's engineering staff to evaluate alignment alternatives in the design corridor. At the east end of the project, the alignment is fixed by an extension of Arapaho Road which is presently under construction from just west of the North Dallas Tollway to Addison Road. At the west end of the project, the alignment is fixed by the current intersection of Realty Road with Marsh Lane. The design team is preparing to present the Technically Preferred Alignment shown on the attached exhibit to the City Council in the near future. For most of the Technically Preferred Alignment, the roadway roughly parallels the Dallas Area Rapid Transit (DART) owned railroad on the north side.

Along with providing a general notification regarding this proposed project, the purpose of this letter is to begin a coordination effort related to the section of roadway from just east of Midway Road to just east of Surveyor Boulevard. Through this section, the Technically Preferred Alignment is adjacent to a 60-inch DWU R.C. water main on the north side. As-built plans for this water main show it to be 7.5 feet off the DART right-of-way in a 30-foot wide easement.

The narrowest corridor for the proposed roadway is adjacent to the Charter Furniture and MNBA buildings on the west side of Midway Road. There is less than 90 feet between the face of these buildings and the DART right-of-way.

It is currently proposed to elevate Arapaho Road over Midway Road. This elevated section is likely to be extended past the two aforementioned buildings. The desired separation from the roadway structure to the face of these buildings is 10 feet. It is anticipated that the roadway

Mr. Jim Milstead February 12, 1999 Page 2

structure, including the 46-foot wide pavement section, would be approximately 60 feet wide, although a final structure width is still under review. This would leave approximately 20 feet from the north side of the structure, where the water main is located, to the DART right-of-way. The attached roadway cross sections are located next to Charter Furniture (Exhibit A) and just east of Midway Road (Exhibit B).

The Town of Addison requests your consideration of the use of the 10 to 15 feet of the existing 30-foot water main easement for the purpose of constructing and maintaining the proposed roadway. We would appreciate the opportunity to meet with your staff to discuss this request in more detail.

Please contact me if you need any additional information.

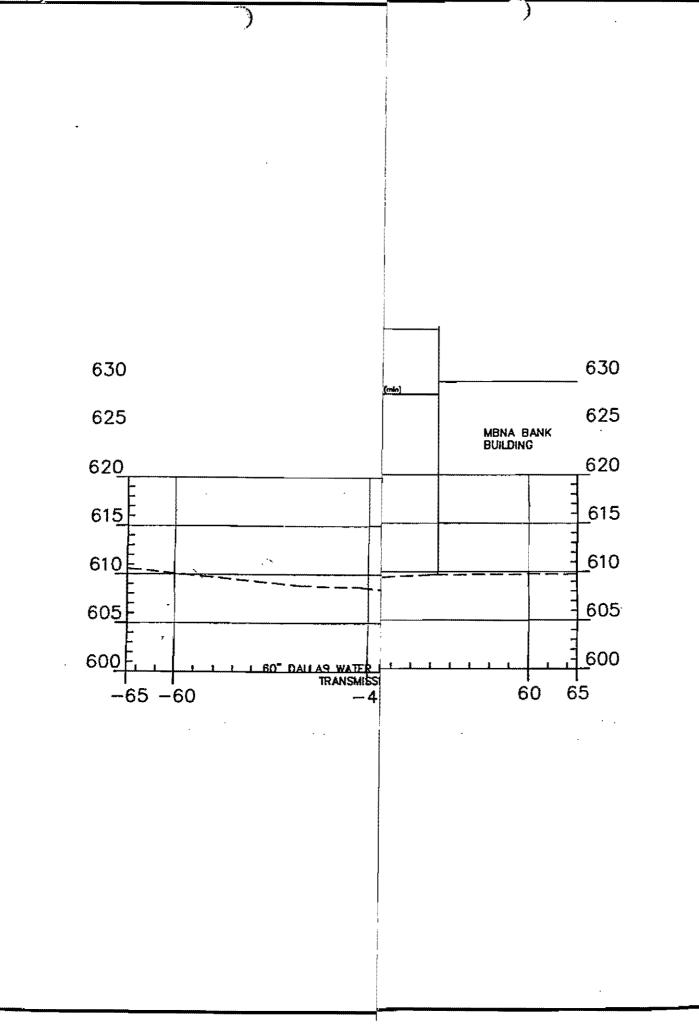
Sincerely,

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Bruce R. Grantham, P.E. Assistant Project Manager

cc: John Baumgartner, Town of Addison Jim Pierce, Town of Addison Dan Becker, HNTB

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Anapaho Rd. Ron Wnitchead, John Baumgartner, Bill Shipp, Jim Pierce, Bruce G. C. Sylt 1501 midway powner Marilyn yoe prop. (me -4139 Centurion Way Gany RW 4-lane street not to serve retail JB Brief history of project RW Can take care of design concerns JB Still working W/IWU on lond. Prop. owners own to treeline Dary Not concern W/bridge Clear ligt to go 2 stories 1 size 184-20k from ex. 30k. 00% ancord. MBNA - all office double fiber optics - want to keep parking paved parking in hear "4. hearth club - office now ATC-office of free now #8-10K/GF Jamvoon realty N. of RR industrial

Anapaho Rd. Ron Wnitchead, John Baumgartner, Bill Supp, Jim Pierce, Bruce G. C. Sylt 1501 midway powner Marilyn Goe prop. (owners. pale -4139 Centurion Way Gam RW. 4-lane street net to serve retail JB Brief history of project RW Can take care of design concerns public process-design JB Still working WITWU on land. Prop running own to treeline Darig Not concern W/bridg Clear light to go 2 stories 1 smg 184-20k from ex. 30k. 00% ancord. MBNA - all office double fiber optics want to keep parking paved parking in hear U. hearthclub-office now ATC-office office now #8-10K/SF Jampon realty N. of RR industrial

Meeting Notes Date 4.22.99 Page 1 of Notes by C. Sulu Attendees: Subject Anplus Rd nce Grantham DWU-John B. & Som P. met W/ Bruce Grantham appler he talked to DWU. DWU may to willing to more close homener Addison Staff wants to keep honizontal allogument as ononalliz relommended. Property owners the not anticipated to be Action Items: cooperature in design inespecture of location of tadax. Bruce does not have Barton technian Rindburg Leport-Drainag Jutility primary responsibility - Drainage area' map regd - Ch. Conflict - letter cost Need additional field @ interactions from MH y as builts not aurel. Locate lines on plan iren - reloc + new.

April 22, 1999

EKJ BEB BEB File 25768

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

Attn: Mr. Jim Pierce, Jr., P.E., DEE Assistant City Engineer

ARAPAHO ROAD ALIGNMENT REPORT

Dear Mr. Pierce:

The following issues were discussed, regarding this project, with city staff, HNTB Corporation, GBW, and several property owners on March 15, 1999, at Addison Town Center. Mr. Ron Whitehead, City Manager, requested that the team of consultants provide a brief report upon completion of an analysis of suggested alternatives discussed during the meeting. Listed below is a brief summary of the suggestions and concerns discussed during the meeting.

Lindberg Drive Alignment Alternative

One suggestion made by the property owners present at the meeting was to further study the Lindberg Drive alignment on the north side of the Dallas Area Rapid Transit (DART) owned railroad as the preferred location due to the dense industrial development present along this corridor. Lindberg Drive is primarily a two-lane roadway between Addison Road and Midway, Road that terminates just west of Midway Road.

The project team identified several issues with the Lindberg Drive alignment. One concern is the number of at-grade skewed crossings required with the DART railroad. Typically, railroad crossings are required to intersect the tracks at a 90-degree angle whenever possible for safety purposes. Even slightly skewed crossings of a main track are not desirable or typically approved by the Railroad. The DART railroad is currently a highly utilized freight train track, between Kelly Boulevard and the Galleria retail shopping area, serving many commercial businesses in Carrollton, Farmers Branch, Addison, and Dallas. Should the existing Lindberg Drive right-ofway be utilized as the extension of Arapaho Road, two significantly skewed at-grade crossings of the main tracks are required.

The flight pattern of the runway at Addison Airport would also be impacted. Currently. Lindberg Drive is restricted from through trucks due to the height of the planes landing and departing from Addison Airport. The expansion of Lindberg Drive to four lanes could further decrease the available runway length. FAA approval could be required due to the impact to Town of Addison Addison, Texas 75001-9010

Addison Airport. Also, a steep grade would be required on the Arapaho Road extension in order to match the at-grade intersection at Addison Road.

Prior to preparing plans for the Arapaho Road extension from the Dallas North Tollway (DNT) to Addison Road, the Town of Addison evaluated the Lindberg Drive alignment and selected a general corridor south of the railroad tracks. Consequently, right-of-way has already been acquired from several property owners south of the railroad. Changing the alignment to the north of the railroad would increase the project costs.

Overpass at Midway Road

The height and location of the bridge structure in relation to the existing businesses was also discussed during the meeting. Several concerns expressed by the property owners included the horizontal location of the bridge structure in relation to Charter Furniture and MBNA. The current alignment places the edge of the bridge deck a minimum of 10 feet from the buildings.

Upon reviewing various other horizontal alignments with city staff after the meeting, the original alignment was still determined to be the desired horizontal alignment in relation to the buildings, due to the location of the Dallas Water Utilities (DWU) 60-inch water main. Moving the structure closer to the water main raises access concerns should DWU need to access their water main for maintenance or repair. City staff will meet with DWU to determine if the recommended location of the structure is acceptable, or other alignments could be considered that would further infringe on the DWU easement. Although final approval has yet to be received from DWU for the technically preferred alignment, the response to date has been positive.

Upon review of the vertical alignment of the proposed bridge near the MBNA and Charter Furniture buildings, it is anticipated that the height of the overpass structure will be lower than the existing buildings. The existing buildings are estimated to be a minimum of 5 to 15 feet higher than the bridge roadway surface elevation. Exhibits are attached for your clarification.

Another concern expressed by the property owners was the loss of property rights, should the buildings be destroyed due to hail or other catastrophic means. City staff and consultants concurred upon conclusion of the meeting that the City is able to allow the property owners to rebuild to the existing building set backs and not be considered "non-conforming".

Additional alignments recommended for further study by the property owners included constructing the bridge structure over the DWU water line. This alignment increases concern related to DWU access to the 60-inch water main along with the increased cost. It was determined not to be acceptable by DWU due to inability of maintenance and expansion of a major viaduct type structure.

Midway At-Grade Intersection

The property owners present at the meeting also requested the city staff examine the potential of removing the traffic signal at Lindberg Drive and Midway Road and relocating it south to a new at-grade intersection at Arapaho Road in lieu of constructing an overpass. HNTB has reviewed this recommendation and determined that should Arapaho Road be constructed at-grade, the traffic signal at Lindberg Drive would still be required due to the volume of traffic and safety concerns.

Spanning the DART Alignment

One option also discussed at the meeting was the potential to relocate Arapaho Road onto the existing DART right-of-way, either with a bridge structure or an at-grade roadway within the existing 100-foot railroad right-of-way. Mr. Ron Whitehead agreed to discuss this issue with DART officials. Upon further consideration, it was determined this option was not feasible. This was primarily due to federal guidelines regarding vertical clearance for electrification facilities, and the required horizontal clearance width to allow DART to maintain the existing freight traffic in the corridor and to allow for expansion of the service to include passenger rail in the future.

Overpass vs. Underpass

The pros and cons of the underpass versus overpass were further reviewed to determine if the technically preferred alternative should remain the same. The overpass alternative provides improved mobility, minimum disruption of traffic during construction, less restrictive impact on DWU water line, and provides more convenient location for enclosure of the major drainage ditch to remain on the south side of the railroad. The negative aspects of an overpass include: less aesthetically pleasing to adjacent property owners; potential noise concerns; wall construction will be partially on DWU easement, above and 7.5 feet from water line; and restriction of the DWU easement width.

The underpass alternative provides improved mobility, minimizes noise impact, and eliminates most of the visual impacts. The negative aspects of the underpass include: the reduction of Midway Road traffic to two lanes; construction costs will be increased approximately \$1,500,000; a major drainage structure will be required to be constructed on the north side of the railroad to prevent flooding of depressed roadway; deep excavation for wall construction adjacent to DWU 60" water line is required; major utility relocations in Midway Road which would require temporary closure of the railroad; and restriction of the DWU easement width.

The Cottonbelt Railroad, owned by DART, is currently being considered as a future passenger rail line. Should this occur in the future, the intersection of Midway Road and the railroad is anticipated to be grade separated with an overpass due to the volume of traffic on Midway Road and safety of the motoring public. This further confirms the recommendation for an Town of Addison Addison, Texas 75001-9010 - 4 -

overpass versus underpass. Upon completion of additional review of the underpass and overpass alternatives, the technically preferred alternative remained the same as previously recommended in the technical report.

Summary

Upon completion of the analysis of the various issues from the city staff, property owners and other interested parties; the consulting team continues to recommend the "technically preferred alignment" (TPA) discussed in the technical report. This alignment is shown in the map pocket of the technical report as Option 5. We hope this technical memo resolves the majority of the questions raised at the meeting with the property owners. If you desire any future action regarding this specific issue or have any questions, please feel free to contact us.

Very truly yours,

HNTB CORPORATION

Cissy Sylo, P.E.

CES/Inb

Enclosures

April 8, 1999

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

Attn: Mr. Jim Pierce, , Jr., P.E., DEE Assistant City Engineer

ARAPAHO ROAD ALIGNMENT REPORT

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Lindberg Drive Alignment Alternative

One suggestion recommended by the property owners present at the meeting was to further study the Lindberg Drive alignment as the preferred location for Arapaho due to the industrial development present along this corridor. This alternative was studied by the consulting engineering team aligning Arapaho Road with the existing Lindberg Drive. Lindberg Drive is primarily a twolane roadway between Addison Road and Midway Road. Lindberg Drive terminates just west of Midway Road, within a dense industrial development.

Several issues with this alignment were determined. One concern is the number of at-grade skewed crossings required with the Cottonbelt Railroad. Typically railroad crossings are required to intersect the tracks at a 90-degree angle whenever possible for safety purposes. Even slightly skewed crossings of a main track are not desirable or typically approved by the Railroad. The Cottonbelt Raiload is a highly utilized freight train track serving many commercial businesses in Carrollton, Farmers Branch, Addison and Dallas, between Kelly and the Galleria area. Should the existing Lindberg Drive right-of-way be utilized as the extension of Arapaho Road, two significantly skewed crossings of the main tracks are required.

The flight pattern of the runway at Addison Airport would also be impacted. Currently, Lindberg Drive is restricted from through trucks due to the height of the planes landing and departing from Addison Airport. The expansion of Lindberg Drive to four lanes could further decrease the available runway length. FAA approval could be required due to the impact to Addison Airport. Also a steep grade would be required on the Arapaho Road extension, in order to match the atgrade intersection at Addison Road. Cost is also another significant factor, should Lindberg Drive be selected for the alignment of Arapaho Road, due to the addition of two major structures to overpass the railroad.

Overpass at Midway Road

The height and location of the bridge structure in relation to the existing businesses was also discussed during the meeting. Several concerns expressed by the property owners included the horizontal location of the bridge structure in relation to Charter Furniture and MBNA. The current alignment is 10 feet minimum from the buildings.

Upon reviewing various other horizontal alignments with city staff after the meeting, the original alignment was still determined to be the desired horizontal alignment in relation to the buildings due to the location of the Dallas Water Utilities (DWU) water main. City staff will meet with DWU to determine if the recommended location of the structure is acceptable, or other alignments could be considered that would further infringe on the DWU easement.

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Midway At-Grade Intersection

The property owners present at the meeting also requested the staff examine the potential of removing the traffic signal at Lindberg Drive and Midway Road and relocating it to the south at a new at-grade intersection at Arapaho Road in lieu of constructing an overpass. HNTB has reviewed this recommendation and determined that should Arapaho Road be constructed at-grade, the traffic signal at Lindberg Drive would still be required, due to the volume of traffic and safety concerns.

Spanning the DART Alignment

One option also discussed at the meeting was the potential to relocate Arapaho Road onto the existing Dallas Area Rapid Transit (DART) right-of-way, either with a bridge structure or at-grade roadway within the existing 100-foot railroad right-of-way. Mr. Ron Whitehead agreed to discuss this issue with DART officials. Upon further consideration, it was determined this option was not feasible. This was primarily due to federal guidelines regarding vertical clearance for electrification facilities, the required horizontal clearance width to allow DART to maintain the existing freight traffic in the corridor and allow for expansion of the service to include passenger rail in the future.

Town of Addison Addison, Texas 75001-9010 -3-

Arapaho Road Extension April 8, 1999

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We hope this technical memo resolves the majority of the questions raised at the meeting with the property owners. If you desire any future action regarding this specific issue or have any questions, please feel free to contact us.

Very truly yours,

HNTB CORPORATION

Cissy Sylo, P.E.

CES/lnb

Proposed Arapaho & Midway Intersection

Overpass vs. Underpass

(Without Ramps)

Overpass Alternative

Pros:

- □ Improved mobility
- Minimum disruption of traffic during construction
- Less restrictive impact on DWU water line
- Provides more convenient location for enclosure of the major drainage ditch

Cons:

- Less aesthetically pleasing to adjacent property owners
- D Potential noise concerns
- Wall construction will be on DWU right-of-way, above and 7.5 feet from water line
- Restricts DWU Easement Width

Underpass Alternative

Pros:

- □ Improved mobility
- Minimizes noise impact
- Eliminates most of the visual impacts

Cons:

- Construction requires reduction of Midway traffic to one lane in each direction for at least one year
- Construction costs will be increased approximately \$1.5M
- Major drainage structure required to prevent flooding of depressed roadway
- Deep excavation for wall construction adjacent to DWU 60" water line
- D Restricts DWU easement width

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	NTB	RECORD OF	CALL	Job No 25768 Date:
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2.	The top of wall of the Charter Furnit unknown by the Town.	ture building is	HNTB should have t building established performing the topog	by the surveyor
3.	The alignment as modified by HNTI owner #5 is acceptable to the Town.		HNTB should procee of design.	ed in the next phase
4.	Need metes and bounds of the railro on the new alignment with property		HNTB will proceed with the metes and bounds exhibit for the railroad	s description and
5.	The Town will use the original align of the Charter Furniture Building dep the building in negotiations with Dal	picting 10 feet off	None needed.	
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	「O: Molly Marshall & Dan Becker &	Bruce Grantham		

NOTE: This record to be retained in the master file.

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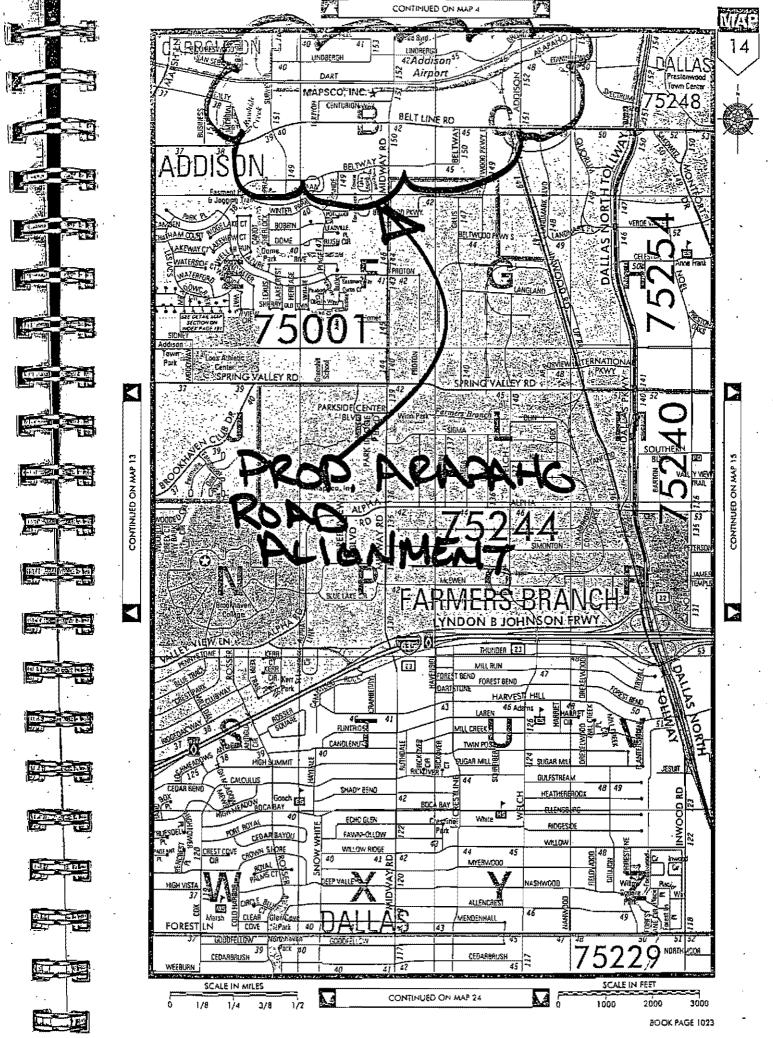
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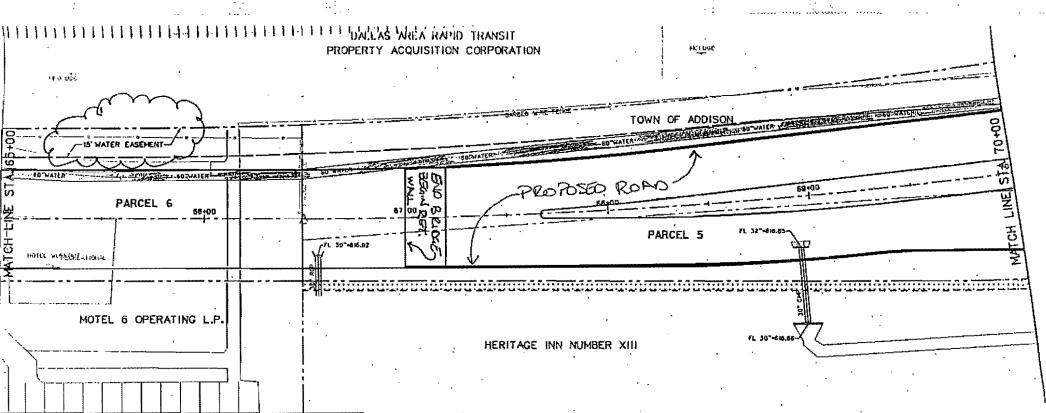
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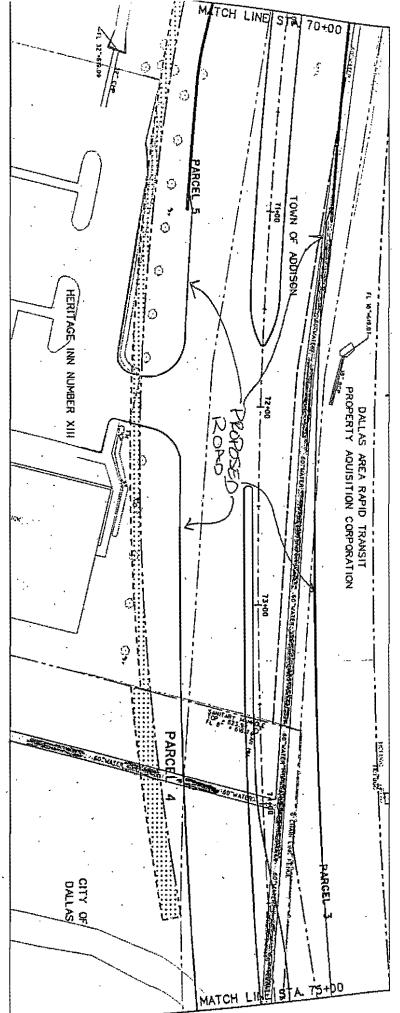


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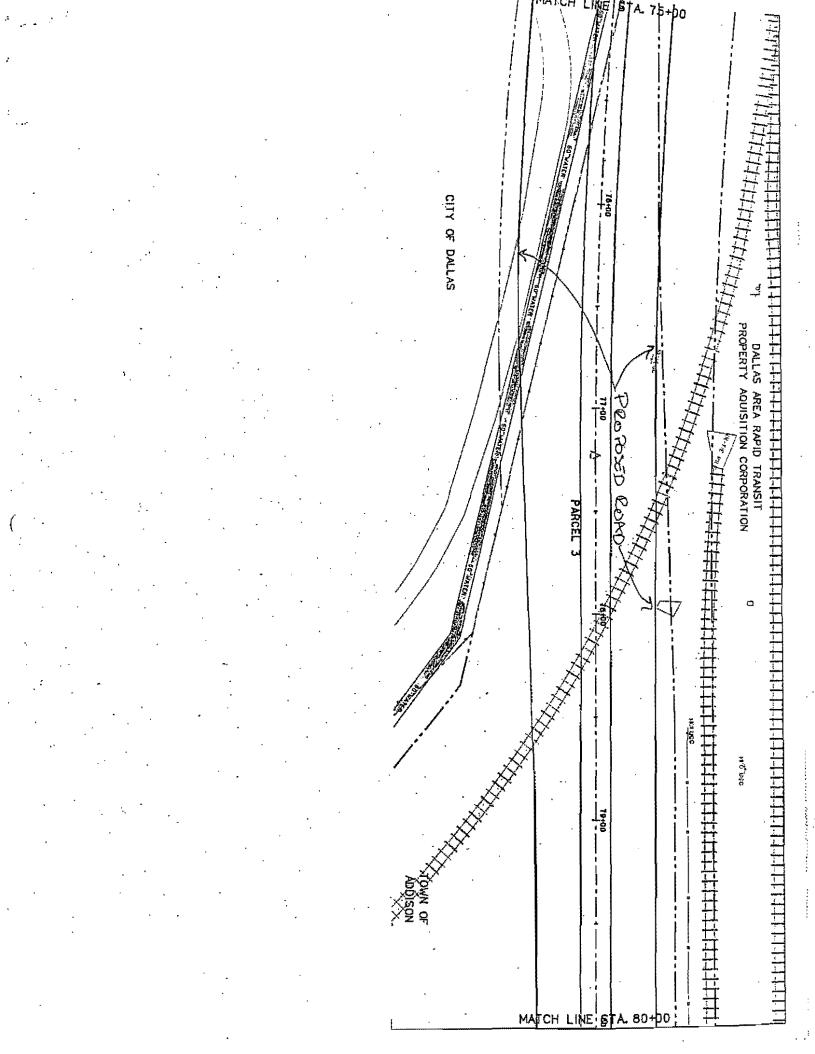
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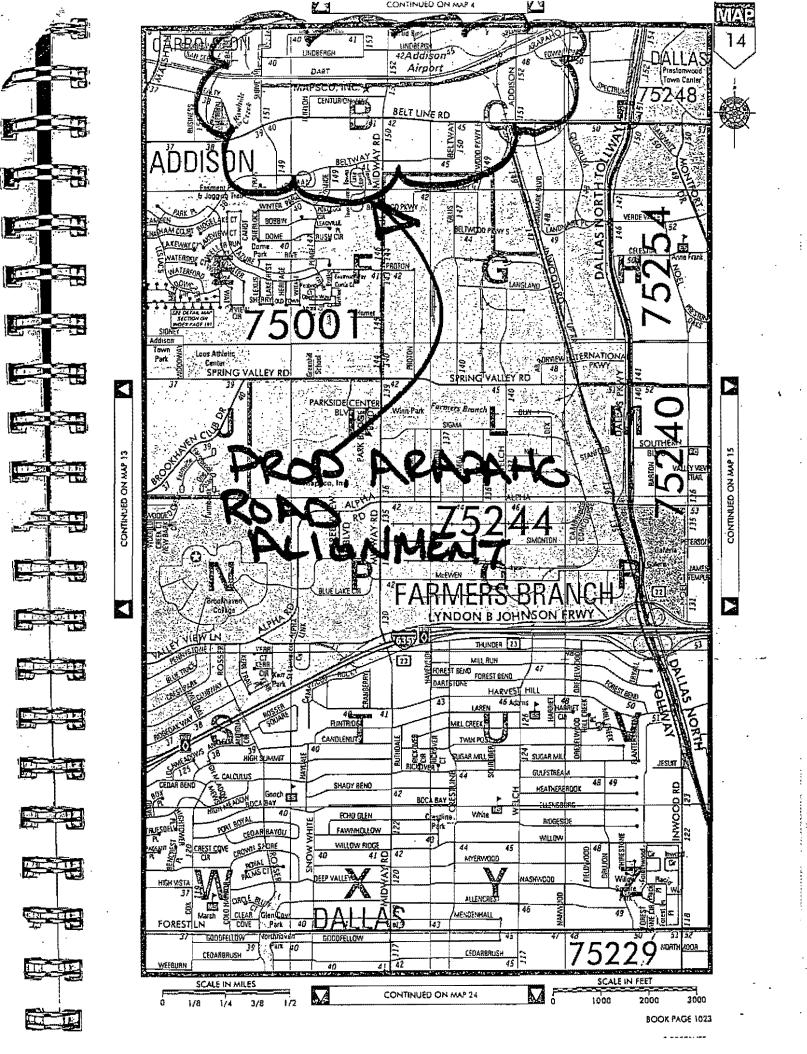
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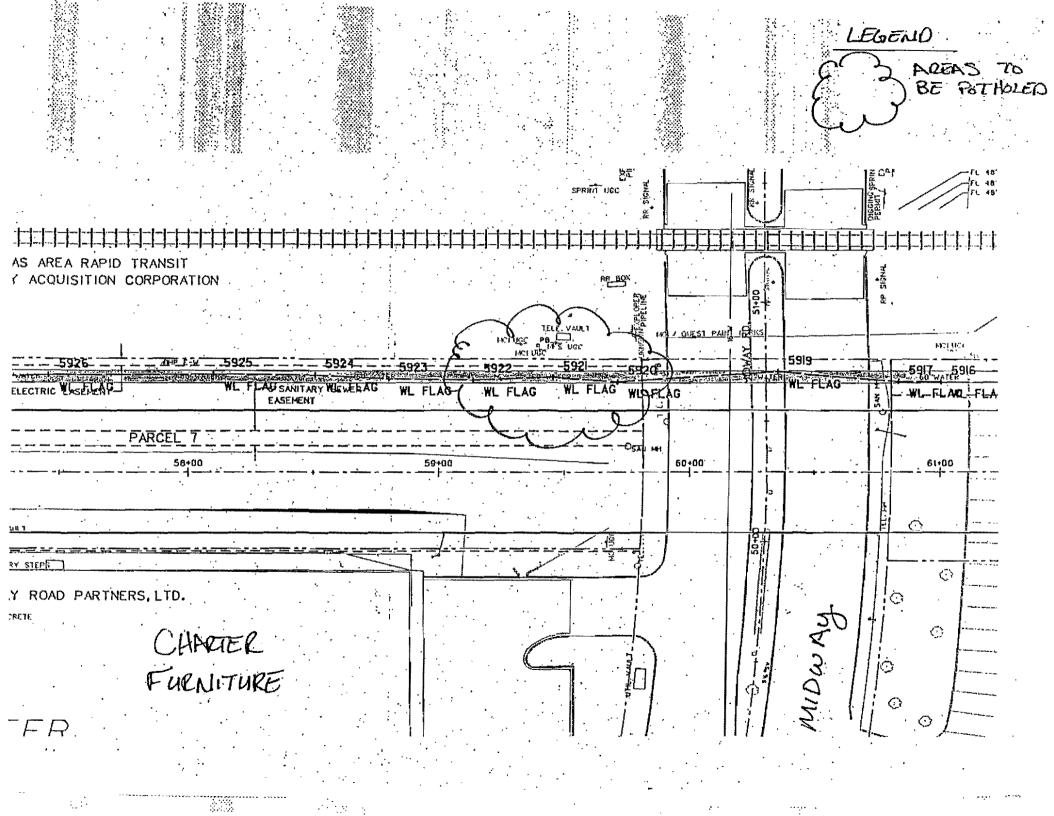
Here is the fax of the areas we are concerned about and would like potholed per our phone conversation today. I've identified the areas we will need the waterline tied down and potholed.

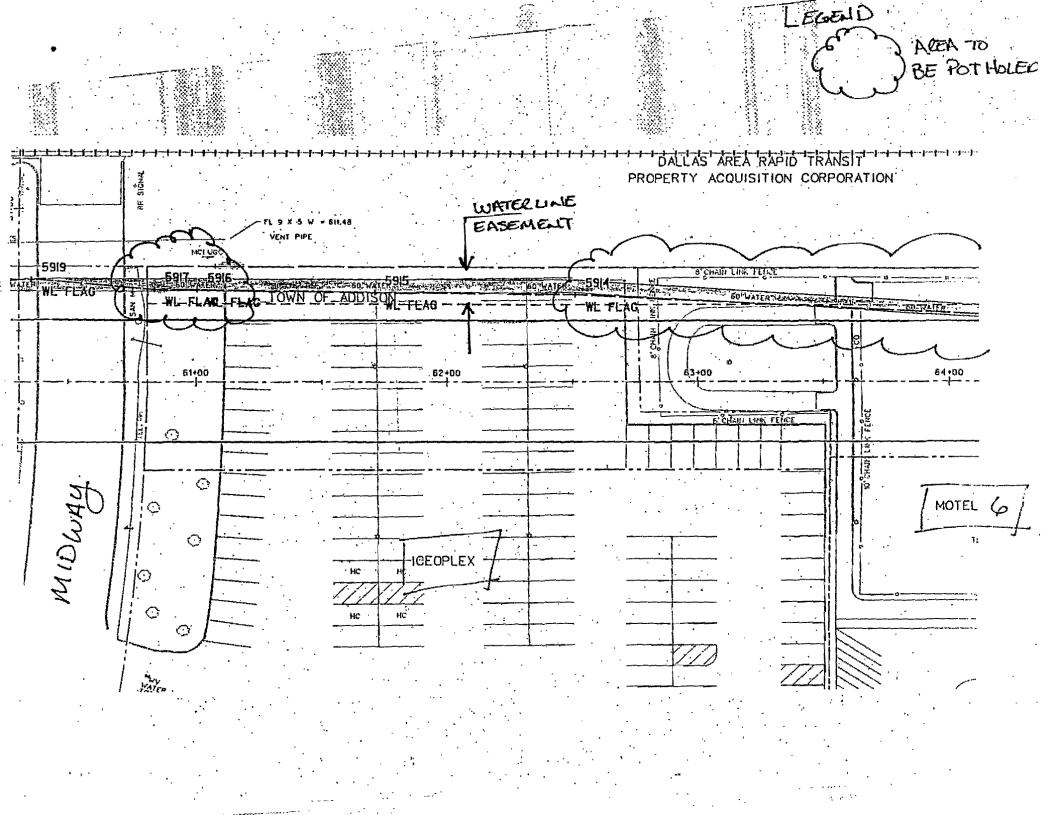
Please let me know if you have any questions or need any additional information regarding this matter.

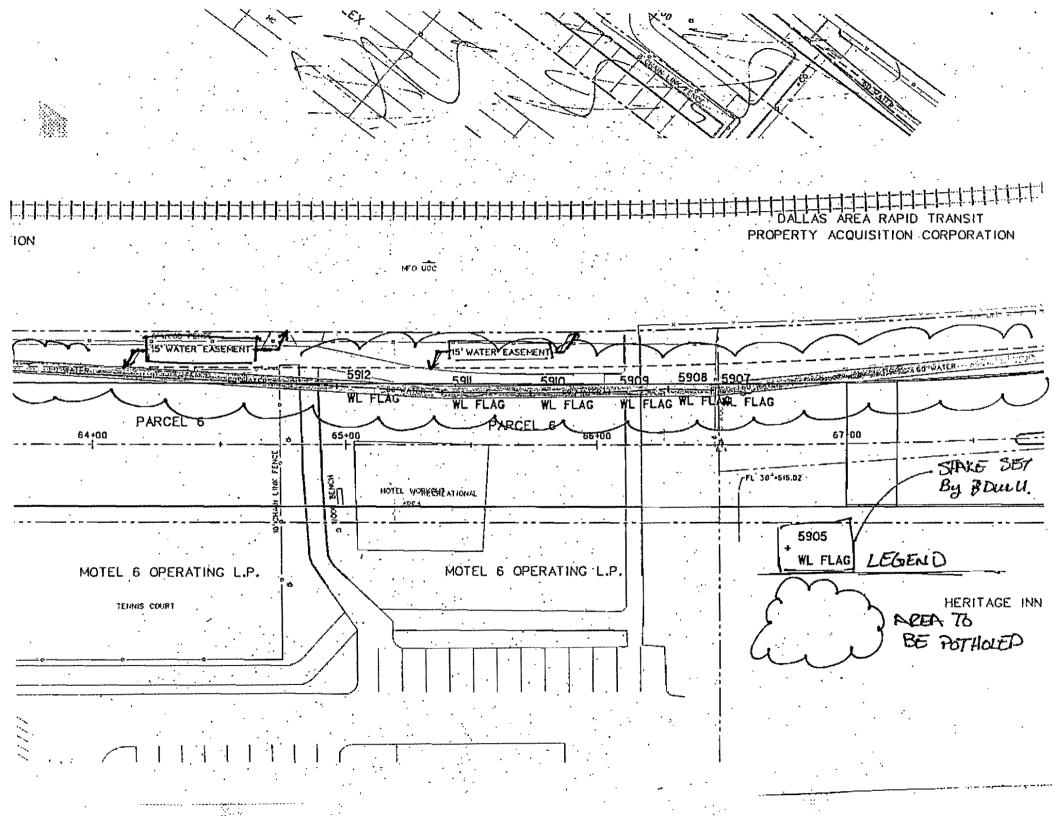
I will be out of the office Sept 27-October 4, if you need anything, please contact Jerry Holder regarding is project. His number is 972-661-5626.

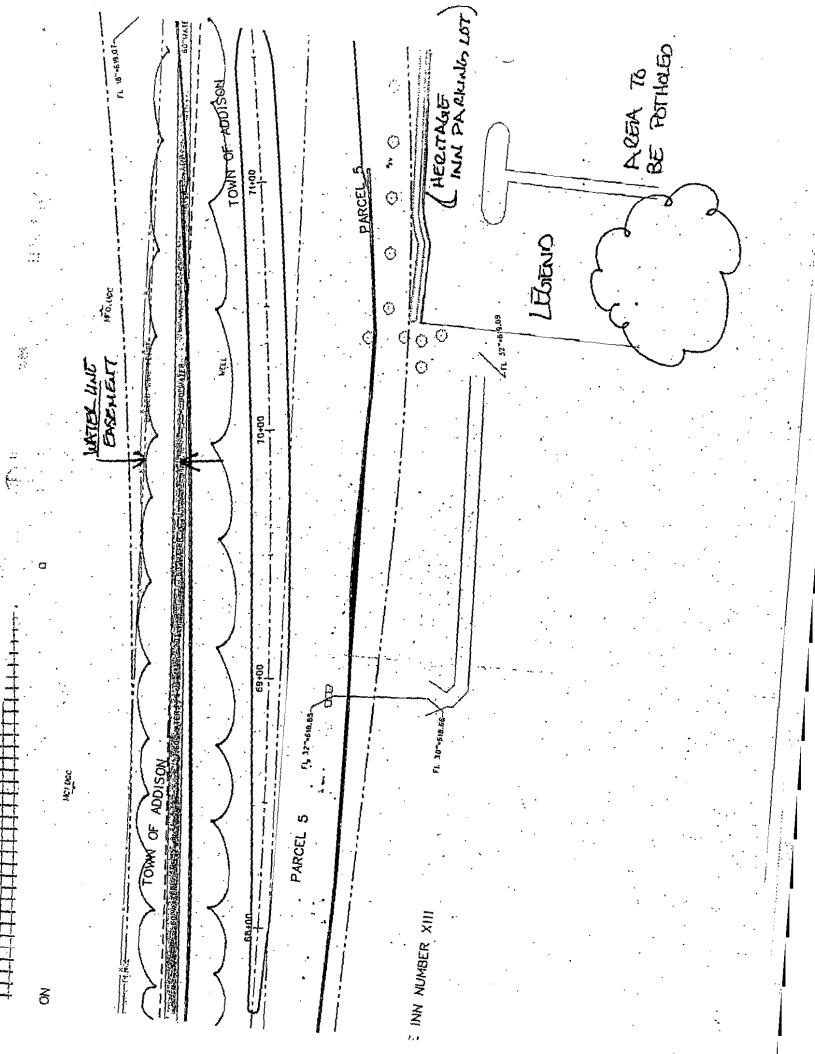
5910 West Plano Parkway, Suite 200 • Plano, Texas 75093 Voice (972) 661-5626 • Fax (972) 661-5614

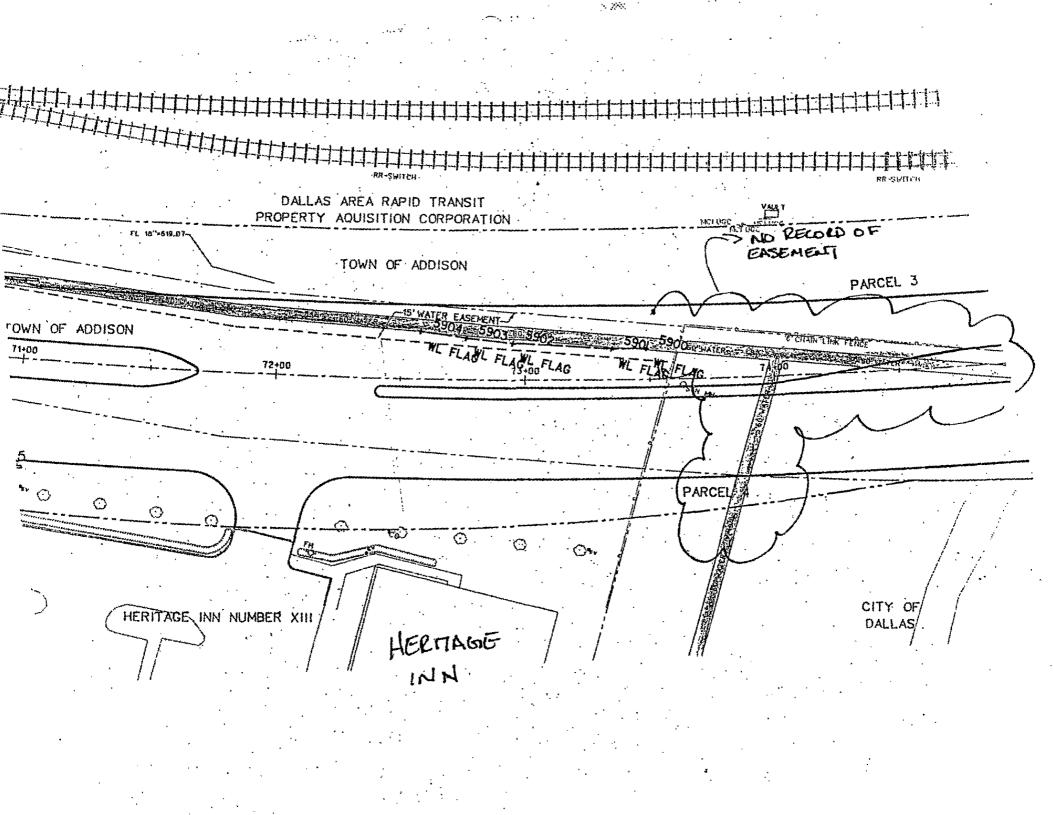






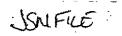






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dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

	DATE: TIME:	October 15, 2002 3:13 PM	NO. OF PAGES SENT (INCLUDING COVER SHEET):
		· · · · · · · · · · · · · · · · · · ·	
'O :		NAME: Jenny Ni	cewander
		COMPANY: HNTB	
	*	FAX NO.: (972) 66	
	TELEP	HONE NO.: <u>(972) 628 3</u>	3164
ROM		NAME: Erick Ste	itle
		TELEPHONE NO.	(214) 948-4643 FAX NO.: (214) 948-4599
			-
OMM	ENTS:		· · ·
			OTES FROM POT-HOLING ON ARAPAHO EXTENSION
	_	<u> </u>	OUTH OF DARE RR - 1000' WEST OF MIDWAY TO
*			1500'EAST OF MIDWAY
		Ĩ	YOU HAVE ANY QUESTIONS PLEASE CALL ME
			214-948-4643
			THANKS

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HNTE The HNTE Companies	RECORD OF TELEPHONE C	ALL	JOD NO. 257103 Date: 10/15/02 4:00
CALL TO <u>FRICK STEITLE</u> CALL FROM <u>JSN</u>		DWU 214-; _HNITE	92/8-4643
BY SUBJECT DISCUSSED FAX SENT EN DUJU D 3:15) DIST TO WATER UNIT CENTER OF WATE 2) DIST TAKEN FROM (e Linte - Yes	ACTION TO BE TA	KEN
RAILROAD - YE GRE-SGREE DWIL WILL STAKE PIFE @ BOEE WIG AND COME OF PIFE.	LOEATIONS		
-STAKES WILL BE AFPEdr BA Zolindins E	SED on i		
COPY TO:			

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NOTE: This record to be retained in the master file.

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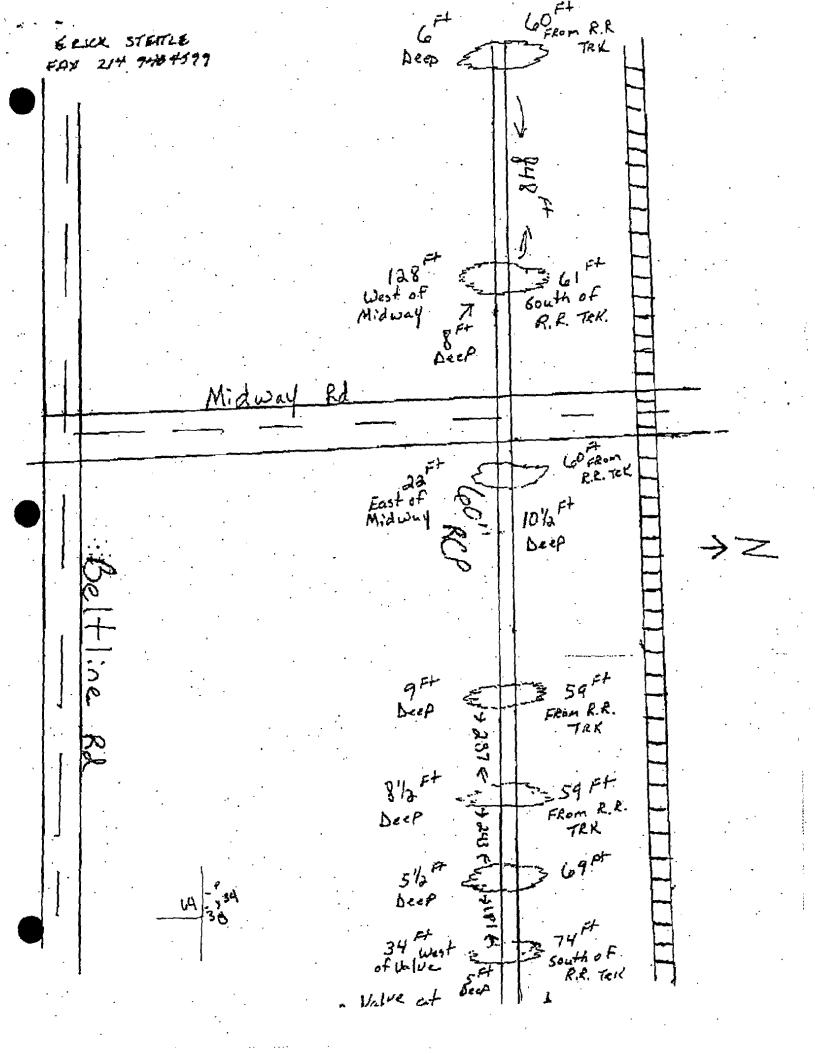


dallas water utilities.

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMC

TIME:	4:13 PM
·.	
r o :	NAME: Jenny Nicewonder
	COMPANY: HNTB
•	FAX NO: (972) 661 5614
TELE	PHONE NO.: (972) 528 3164
•	
•	
FROM:	NAME: Erick Steitle
	TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599
,	
T	
COMMENTS:	
	FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION
•	SOUTH OF DART RR - 1000'WEST OF MIDWAY TO
	1500'EAST OF MIDWAY
٠	IF YOU HAVE ANY QUESTIONS PLEASE CALL ME
	214-948-4643
	THANKS
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Job No. RECORD OF **TELEPHONE CALL** Date: OF OF ZEGEOM SUBJECT (DISCUSSED ACTION TO BE TAKEN 1150-5 10 28 7:49 Pot hole dist E. of Midury 579' Tues 9:39 Luke - call back Tue el:41 E.Star agan meeting for Thursday THUS CII:39 -Cuta blood Carl Sat @11:52 - Vamica # 10/29 972 818 adod Call W/ E. Steille 579' between Pot hold So not in Motel 6 TO AD well rund to move 40'oast Value on E 30'w of T 34'w of V last pothde. 4x30 COPY TO:

NOTE: This record to be retained in the master file.

GN015-0793

WNUT Sept Tuesday September 24,2002 -RETURNS -HAIR D Cret Supplemental info heady - Anapaho D call Tony knows about the fee D work on fee D toklonse Clecks -2 HX -VOICE -Me-- LOPAL - Cal of mus. emailed @ 8:30 Called @ 10:00 Lo Screetary said he was in but on the plone lift missage nud to ask him about 1.9 mil \$ Ned. Sept 25, 2002. Recei along : On & Easenst Dealled Hamid negarding water line Lo he will look into it and call this geternon. I need to verify location Depense report te clean up align ut typ. [] oaklaun

Job No. **RECORD OF** 27568 Date: **TELEPHONE CALL** <u>10-23-02</u> CALLTO JERRY HOLDER OF HNTB CALL FROM ERIC STELTLE OF DULL - RELOCATIONS DEPT. BY 2)948-4643 SUBJECT DISCUSSED ACTION TO BE TAKEN - EER SHO THAT HE NEEDS TO BE THE CONTACT FROM NOW ON- HE IS THE PM ASSIGNED TO THIS PENDENT RESCHEDULE WI CALL BELICE -- ERIC WAS ALARMED TO SEE A CALL URS -SKETCH WE SENT HIM SHOWING THE CAUL TOA - V) BLIDGE THRUST BLOCK OVER THE GO" HZO. I ASTALLED HIM NOTHING HAS BEEN DESIGNED 4 IT WAS THE PURPISE OF THIS MEETING LET DWIL KNOW IF 30th 15 GOOD TO DISCUSS DULL REQUIREMENTS. (WE NEED TO BE CAREFUL ABOUT WHAT WE SENTO OUT TO PEOPLE). TWILL CAN'T MAKE THE MEETING TOMOBION & WOULD LIKE TO RESCHEDULE FOR OCT. 30th AT 2:00 pm. COPY TO: EDM, JSN, 25768-05-301

NOTE: This record to be retained in the master file.

Nepaho Wataline meeting 2:00 W Dan, JH, L.M. JSN, DB, SC, Shore Graft - Dwy landy Nelson Jin Pierce - E. Stuil - PWU Jony w/ indrie Groal: not to disturb 60" wataline Sothat Dwell'is happy an confertable wides; on > descript in and drawning of MSE wall Trecay Pothole 2 9.2' N L Dur Shows no Tao but a 90° bond Value structure to built in poad near 90° bond might be blick (cld) man hole -> might need to replace on time MH. Dure > ok up 5' corr (if no an orboe) **5**4 fill slope instead of RW on E Side ų, i Soida pileo is MSE would present plow out 1:1 Slope from 2'-3' below 10' fatand Rock 2-10' from ground Dat line - rould be electric line w/ -> Folautial problem > commute line, deisel Pipe not (Joint) not bonded might need to replace wontually pustnessed - 40 apo dd Appatent Main, Canolton, FB (1/2 Ken Water Suppy) 2 Some of Addison in Taris Would be hand to test lis (eddy concent) coordial 3 contris a lise down - accustic testing

ul drilled shopts > need 3' from (solidar pile.) S deep onough to & pomble only construction w/ 40" line - Dwe wents 1:1 / 3' - Modify box to accompose well use as a footing OD E Side what's min dist from Sol. wall (3') can Stop Rw and & Let fill come from Road. -need to Look @ how to replace oxisting MH Bridge pomes 100" w/ 1/2 72"OD Dreed to Send URS new water line file might need a nanower S.W entopy Bridge Concerns u above grand structures - will need onough noon now Sw. inside Anel for boom to KW ove pipe water Jahre >> will need to coord us Add. they shut off line 2.3 times agen for mant. Pet goo line in Port DART (Anth of RR.)

ud Philled Shapts -3' min even if propose pipe to build - Send plans to Epick as plans that develop to have Routed through Duri ROW a Easent issues Chota-Sched hope nut Summer fr pmcel 12/13 Change TCE To get out blog. THUKS Day D PRINT JPI'S get proviption e. Fruits D PRINT YEAR CAL. D PRINT D.Q'S PRJ FT POT Scilipues on YEAR Monthly Project nerves mtg PRILIT OUT YEARLY CALANDAR GALLAWN ACAPAHO PA3 FRISCO ALEAST Gw -Take To structures about V.A on Ranp - Next Submitt al -> 5207 SCHED BASED ON BRIDGE? 2-Mo fox 65% <u>0</u>77. MOUNAL RELIEW ·SHED. SCORE CHANGE >> LT/DECE ON CONTRACT. THANKSON. WEEK DO-ABLE? GREGO, GARET, PART STRET 11/4 PART TIME? FJ gut Solul INCL DEAMAGE - geo tel being done? from files Part tout at info জিনট CHANGES TO BOXCULL/RW - WAY TO REVIEW -WATER JEWER 7'S on Col or COULD BE INS -Schedule (SET D.Q. LOOK @ HOURS ZOO. Speco ->quality list TLOUBLE CONCERNS VS, MT4 YSTOY 45% submittal 每1216 WB 27 STATUS OF S.A. about H home JA REVIEW C5 EA CODIES (????) PROB. ? >> Key tun upto Peril Dank bind in date on L/D lone

The HNTB Companies	RECORD OF TELEPHONE CALL	Job No. Date: 11/15/02_
CALL TO	ÖF	· · · ·
CALL FROM	OF	
SUBJECT DISCUSSED	ACTION TO	BE TAKEN
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access. Vivile allow Her	us equil	
I'm 25 g outside nai	l. ·	
Have 25' + lasmat + W	2/Bridge	
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NOTE: This record to be retained in the master file.

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OFFICIAL ACTION OF THE DALLAS CITY COUNCIL

December 11, 2002

02-3505

Authorize the conveyance of a street casement containing approximately 1,114 Item 34: square feet of land and a temporary working space easement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land in the Town of Addison located near the intersection of Belt Line and Addison Roads - Revenue: \$12,918

2146705029;

Approved as part of the consent agenda.

12/24/02 9:14 AM

CITY OF DALLAS, TEXAS

GA2002MINU/TESICC/121102.doc

OFFICE OF THE CITY SECRETARY

COUNCIL CHAMBER

023505 December 11, 2002

WHEREAS, the City of Dallas ("City") is the owner of a 19 acre tract of land in the Town of Addison which is currently a part of the Beltwood Reservoir site, located near the intersection of Beltline Road and Addison Road; and

WHEREAS, the Town of Addison plans to extend Arapaho Road westward from Addison Road to Marsh Lane; and

WHEREAS, the Town of Addison has requested that the City convey to it a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land which are part of the Beltwood Reservoir site for the extension and construction of Arapaho Road;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That for and in consideration of the sum of \$12,918 and other good and valuable consideration, the City Manager is authorized to execute a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land across City of Dallas owned land, located in Lot 1, Block A of the Beltwood Reservoir Addition in the Town of Addison, Dallas County, Texas to the Town of Addison, to be attested by the City Secretary upon approval as to form by the City Attorney.

SECTION 2. That the street easement and temporary working space easement proceeds shall be deposited into the General Fund 0001, Agency DEV, Bal Sheet 0519 and Development Services shall be reimbursed for the cost of obtaining an appraisal and other administrative costs incurred. The reimbursement proceeds shall be deposited in Fund 0001, Agency DEV, Org 1180, Object 5011. Any remaining proceeds shall be transferred to the General Capital Reserve Fund 0625, Agency BMS, Org 8888, Revenue Source 8118.

SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED AS TO FORM: MADELEINE B. JOHNSON, City Attorney

BY // Assistant City Attorney

CITY COUNCIL

DEC 11 2002

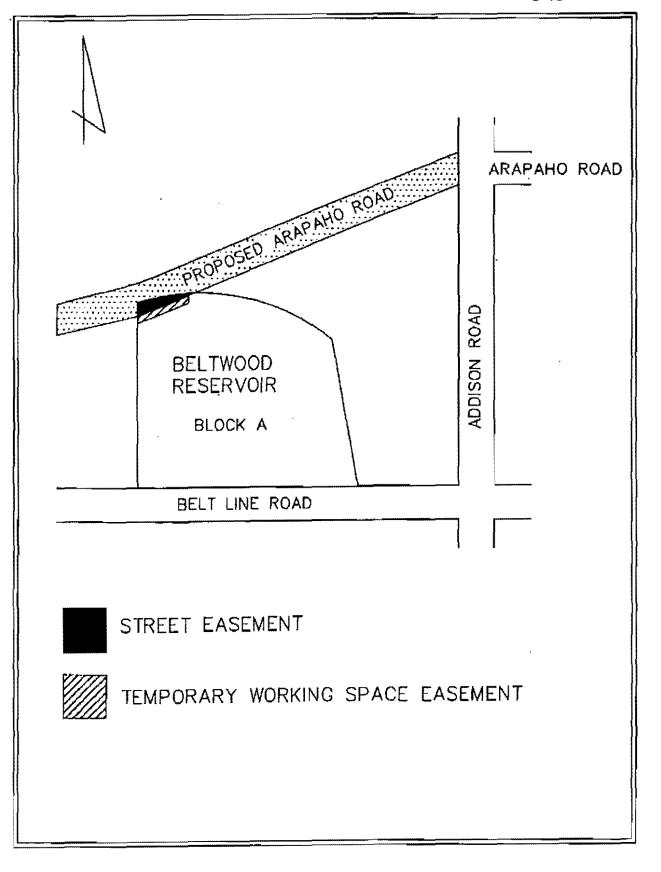
City Secretary

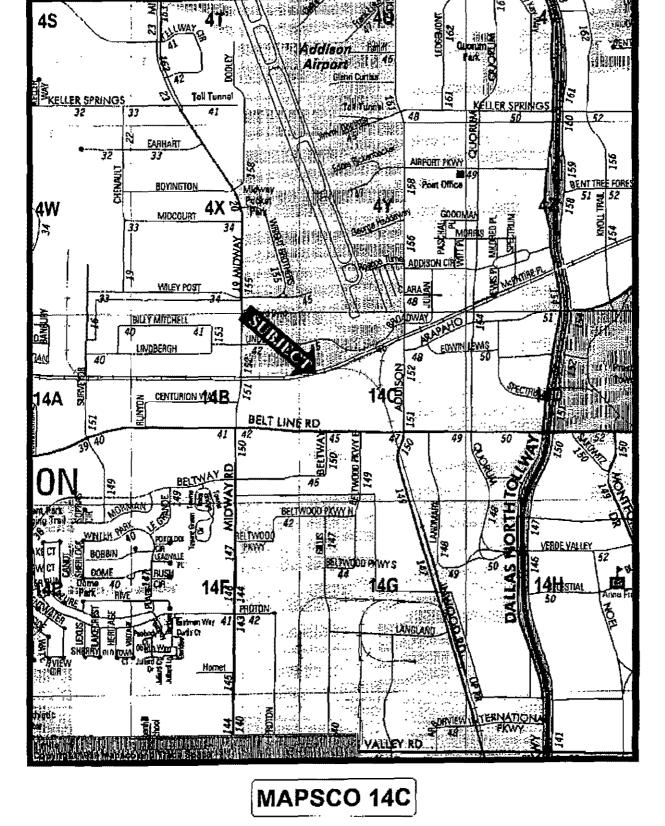
APPROVED WIND OF DEPARTMENT

CITY MANAGER

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023505





023505

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023505

CATEGORY: LAND MISCELLANEOUS

AGENDA DATE:		December 11, 2002
COUNCIL DISTRICT(S):		Outside City Limits
DEPARTMENT:	ł	Department of Development Services
CMO:	KK -	Ryan S. Evans, 670-3314
MAPSCO:	•	14C

SUBJECT

Authorize the conveyance of a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land in the Town of Addison located near the intersection of Belt Line and Addison Roads - Revenue: \$12,918

BACKGROUND

This item authorizes the conveyance of a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land on the Beltwood Reservoir site located near the intersection of Belt Line and Addison Roads. The Town of Addison is extending Arapaho Road from Addison Road to Marsh Lane.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior action.

FISCAL INFORMATION

Revenue: \$12,918

MAPS

Attached

Sent By: HP LaserJet 3100;	2146705029;	Jan-10-03 14:15;	Page 1
CITY SECR	ETARY SERVICE RI	EQUEST	
DATE OF REQUEST: 11003	DATE NEE	DED BY:	
CITIZEN: Michael Murphy Dadison's Diron Pullic Urks.	PHONE:	172-450-2871	<u></u>
CITY STAFF:	_ DEPT:	PHONE:	3
TYPE OF SERVICE REQUEST: ALL CER	COPIES ARE .10 PE	R PAGE AFTER THE 1 ST 5.00 EACH.	10 PAGES.
CERTIFIED COPIES	ES[] NO[]		
FILE #			
RESOLUTION # 02-3505			
ORDINANCE #			
COMPLETE FILE			,
FAX NUMBER: <u>912-450-28</u> 3つ N	NO. PAGES PLUS CO	OVER <u>6</u>	يو
	CODE REQUEST:		
	SECTIONS		
CHARTERCHAPTER	SECTIONS	*	
TAPE REQUEST ONLY: ALL T	APES ARE \$1.00 EA	CH CASSETTE.	
MEETING DATE:	•		
FILE NUMBER: SUB)ECT:		
TAPE NUMBER:			¥
# OF CASSETTES USED:TIME	REQUIRED hr	s./min.	
CSO ONLY			
DATE COMPLETED: 1/10/03	A -		

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COMMENTS:

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THURSDAY DECEMBER 12,7002 DCall Jack Hatchell 972-424-1369 D cull Mike Russel about Frisco Row North MU Jung Holden >> fell you digging p16 V [] Called 12/12/02 10:25 RR CLOSS . In CONTROLS ?. C. 1.5 sec. 15 1.0 sec Timing - 7-FRIDAY Decembre 13,2002 DERisco nig fa proposal 7:30 _ dog food Walk neg Luke > oxhibits (4) <u>Macup</u> gel Club Tinesy Divid mitig Priout to Pivil dist we wave going to be from Ripe 10-11-ft W 8-9' Sidewalk pusented removable Side walt "great doo" Vokay WEDGE Bridge part farte away except thust blocch Cliff presental Stadding pike a more thust plock as 3' clean. without epipe Said pryred 30 moning much Dwell 2 options 1 leave pipe line a relocate dow contin of nocolday replace / B 84" Con has pipe nelocated by fell > can be designed in 3 no

PROJ :	Arapaho Rd	PREP D	BY:	Erick Ste	itle	DATE:	01/08/2003	SHEET:		I
	60" Estimate					REVISED:			20%	\$2,352,684.00
FILE # :		CHECK,D	BY:			REVIEWED:			EST.:	\$1,960,570.00
ITEM	ITEM called a second			GEN	SHT	PLAN	ROUNDED	A State BID	UNIT	BID TO A
NO容容。	ITEM DESCRIPTION	UNIT	Unit Price	ITEMS	公会1	QUANTITY	QUANTITY	QUANTITY	PRICE	ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
	60" PCCP Water Pipe	LF	\$340.00	0	4500	4500	4500	4500	340.00	\$1,530,000.00
	Iron Fittings	EA	\$2,000.00	10		10	10	10	2,000.00	\$20,000.00
	Water Service	EA	\$520.00	1		1	1	1	520.00	\$520.00
	60" Butterfly Valve	EA	\$85,000.00	0	2	2	2	2	85,000.00	\$170,000.00
	60* Water Not Open Cut	LF	\$900.00	0	100	100	100	100	900.00	\$90,000.00
692C	Trench Safety and Support	LF	\$1.70	0	4500	4500	4500	4500	1.70	\$7,650.00
	Class B Concrete	LF	\$135.00	200	800	1000	1000	1000	135.00	\$135,000.00
<u>771</u> D	Storm Water Pollution Prevention	EA	\$2,000.00	1		. 1	1	1	2,000.00	\$2,000.00
	Erosion Control	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
	Disposal of Heavily Chlorinated Water Main Flust	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
2050	Investigation	EA	\$350.00	4		4	. 4	4	350.00	\$1,400.00

PROJ ;	Arapaho Rd	PREP,D	BY:	Erick Ste	eitle	DATE:	01/08/2003	SHEET:		
	84" Estimate					REVISED:			20%	\$3,264,684.00
FILE # :		CHECK,D				REVIEWED:			EST.:	\$2,720,570.00
ITEM		教育的 的问题。	She was	GEN	SHT	🔆 PLAN 💉	ROUNDED	BID		🚓 🖓 🛛 BID 🐟 🎝
NO 🔅	DESCRIPTION	UNIT	Unit Price	ITEMS -	影響作	QUANTITY	QUANTITY	QUANTITY	PRICE	ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
201M	84" PCCP Water Pipe	LF	\$465.00	0	4500	4500	4500	4500	465.00	\$2,092,500.00
502	Iron Fittings	EA	\$2,000.00	10		10	10	10	2,000.00	\$20,000.00
505	Water Service	EA	\$520.00	1		1	1	1	520.00	\$520.00
	84" Butterfly Valve	EA	\$125,000.00	. 0	2	2	2	2	125,000.00	\$250,000.00
550S	84" Water Not Open Cut	LF	\$1,400.00	0	100	100	100	100	1,400.00	\$140,000.00
692C	Trench Safety and Support	LF	\$1.70	0	4500	4500	4500	4500	1.70	\$7,650.00
707B	Class B Concrete	LF	\$135.00	300	1200	1500	1500	1500	135.00	\$202,500.00
771D	Storm Water Pollution Prevention	EA	\$2,000.00	1	v	1	1	1	2,000.00	\$2,000.00
771E	Erosion Control	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
	Disposal of Heavily Chlorinated Water Main Flush	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
2050	Investigation	EA	\$350.00	4		4	4	4	350.00	\$1,400.00

Pipulm Cost only in gen Deld. Street Rehch & casements not rectuded.

Betterment \$760,000.00

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Michael Murphy

From:	DeEtt Hobbs [DeEtt.Hobbs@mastec.com]			
Sent:	Wednesday, January 29, 2003 8:42 AM			
To:	'mmunphy@ci.addison.tx.us'; 'jpierce@ci.addison.tx.us'			
Subject: Mastectar.doc				

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January 29, 2003

Mike Murphy Director of Public Works 16801 Westgrove Rd. Addison, Texas: 75001-9010

Dear Mr. Murphy:

On January 21, 2003, Ben Bishop and myself met with you and your staff to review the plans for Arapaho Road Phase III, which includes an elevated roadway section and a bridge over Midway Road. The roadway and the bridge are adjacent to an existing 60 inch DWU water main.

The purpose of the meeting was to review the proximity of the roadway and bridge to the 60-inch water main and to determine the ease with which the water main could be maintained, or repaired in the event of a leak or a blowout.

The design consultants showed us plans and sections of the roadway, bridge and water main, and the approximate elevation of rock in the area. It is my opinion that repair and maintenance of the water main can be made without any great difficulty, and that adequate provisions have been made to protect the roadway and bridge from failure of the water main.

You asked me about the repair time for a worst-case scenario of a blowout of the water main at the bottom of the pipe facing the road. Having the roadway (a hard surface) adjacent to the roadway as well as The DART ROW is an advantage in this case as it provides a place to position a crane. Repairs to the main in this simulation should be completed in approximately 12 hours.

Please let me know if you have any questions.

Respectfully,

David Holland 1/29/2003 Senior Vice President

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MINUTES OF ARAPAHO ROAD BRIDGE/DWU MEETING - 1/21/2003

Mike made introduction.

Randy Stalnaker agreed to consider alternatives.

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Mike stated summary of Town's discussion w/Mastec.

Jerry Holder distributed an exhibit of property x-section w/our sidewalk located 2' from edge of 60" water and retaining wall 10.5' from 60" pipe.

Cliff Hall distributed two exhibits w/bridge section and sidewalk shown.

Randy Stalnaker reviewed each exhibit and asked several questions regarding dimensions from the 60" pipe, bridge height, depth of deholed 60" pipe, etc.

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Randy stated that physical and political issues affect DWU's evaluation.

Jerry Holder stated that the design of the retaining wall and box culvert are designed to protect it from a blowout of the 60" R.C.P. – only the pipe has to be repaired.

Randy stated that he is not familiar w/type of equipment that DWU would use for repair.

Mike repeated that the Town talked w/Mastec regarding the ability to repair a break.

Randy will take information back to the two Assistant Directors for review.

Randy stated that DWU staff didn't have all the information needed previously.

Mike stated that URS and HNTB have taken every precaution in designing the bridge/roadway.

Bruce Grantham asked Randy if he had certain concerns.

Randy stated that maintenance of the line is the main concern and Ramon will make final decision.

Randy stated that decision should be made prior to upcoming meetings between the two City Managers.

Jim asked if Randy had any other questions.

-2-

DWU representative, Erwin, stated that they have better dimensioning to review on the exhibits.

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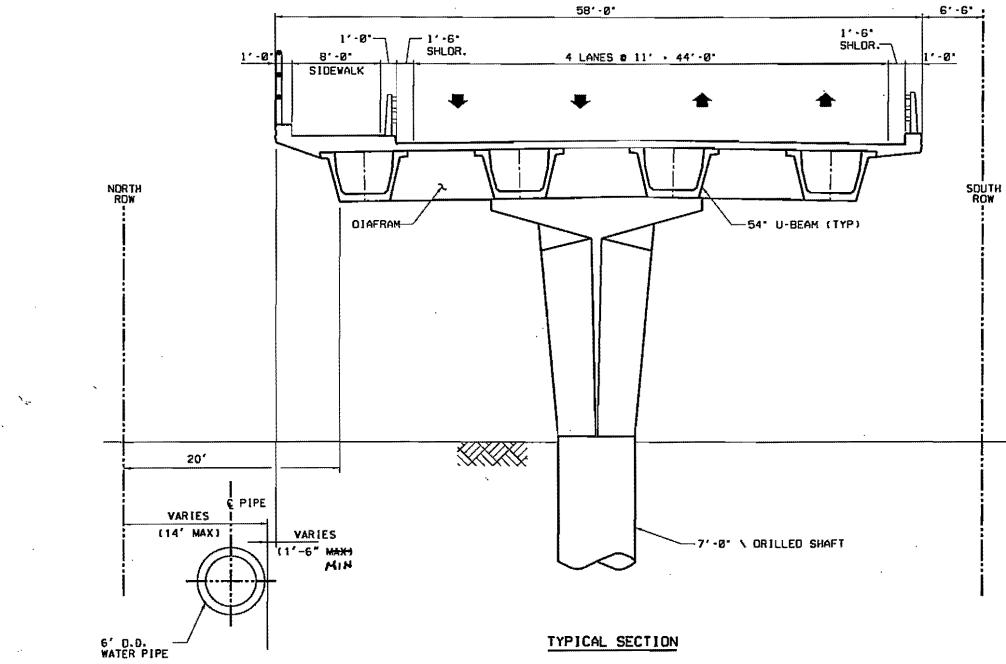
Mike expressed dismay that DWU decision makers were not present at this meeting.

Randy stated that DWU would look at the issue and get back.

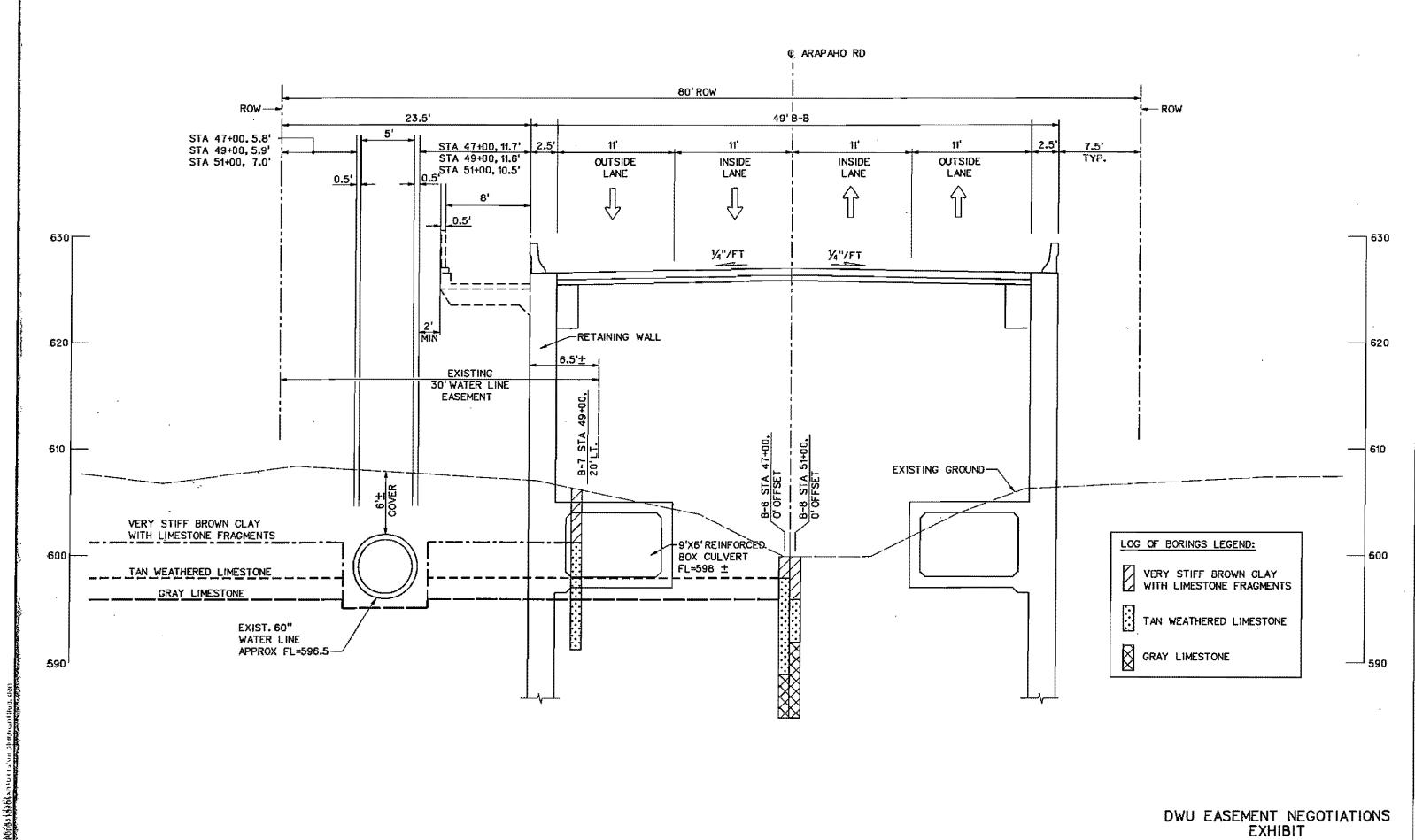
Meeting ended at approximately 3:15 PM.

Mike and Randy had a short one-on-one discussion after meeting ended.

Three exhibits attached to these minutes.



1.10-



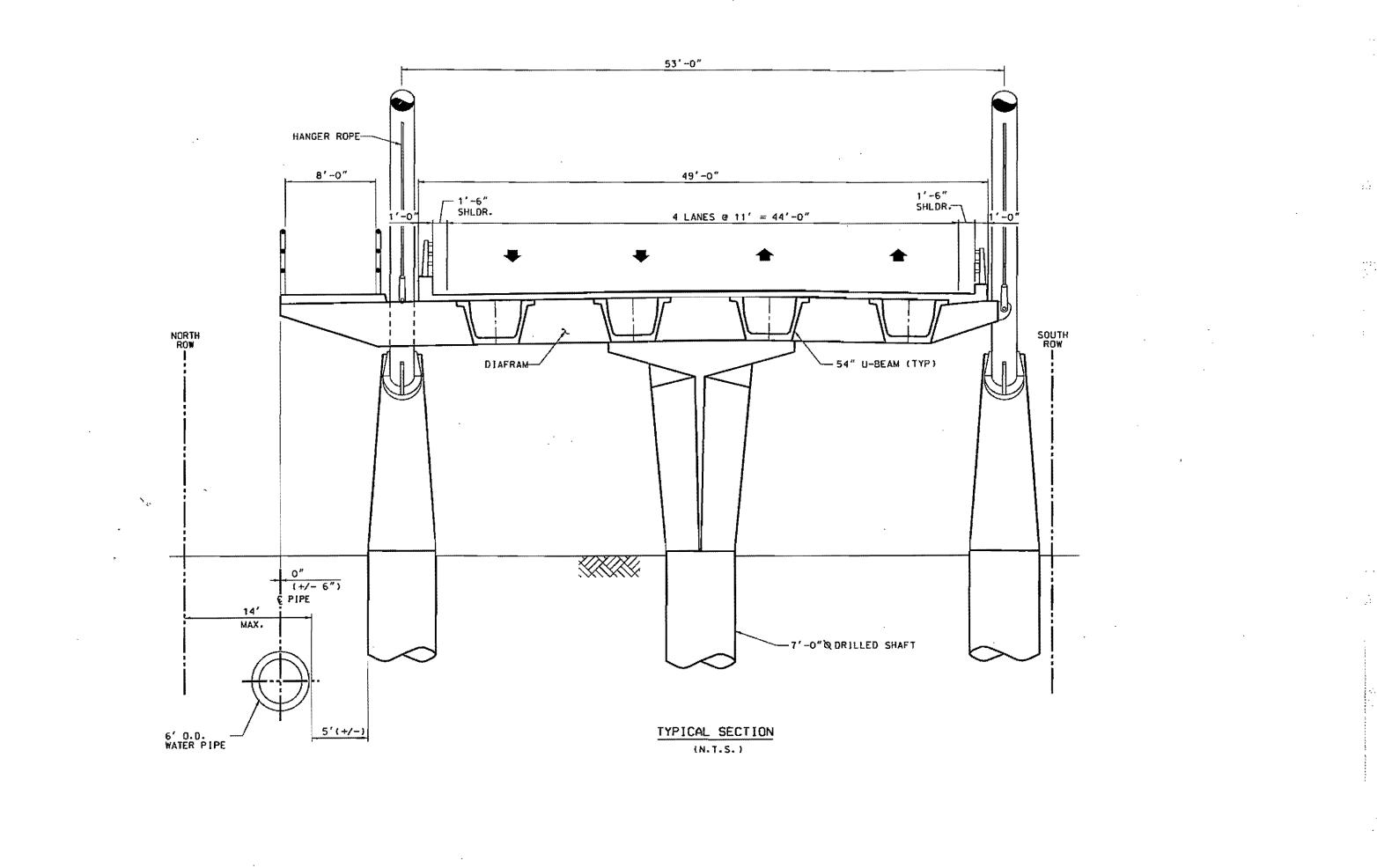
ARCHITECTS ENGINEERS PLANNERS

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DWU EASEMENT NEGOTIATIONS EXHIBIT

JANUARY 2003

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Meeting with DWU 1-21-03 aupah I Rd Mike introduced Subject. Consulted with Master - Bishop & Holland Mister stated Repairs & Maintenen could be made without any great difficulty & pipe to approach " " the brudge supports erry H. Explained relationship H. 12' min priget between pipe and non-removethe sidewelle Randy: Concurred with poriz and vertical cleanances. Political considerations arise also (Indermining DART line and floodering puilding Wants Charlie Stringer and Randy Nelson to look at the setuction & Sectimetals Main concern in maintenance & emergency conditions Ramon Miguez will be find diasión. mike: We want to work out details w/o involving city managers Randy: Will meet with decision makers at 8AM 5 novrow

LUKG 972450 2837 This dond is sellyered and assepted wiblaht to bur and all velid respicitons and or semements effecting said property as the same appres of record TO HAVE AND TO HOLD the above described premises, together with all and singular the rights and apparteneaters therein is anywise belonging unto the said W. M. Galdwall and Mavada 7. Coldenli, their do hereby blad ETHAL, W beirs and satigns forever and Z bairs, executors and administrators, to Warrant and Forever Detend, all and singular the said premites unio the said W. H. Caldwell and Nevada 7. Osldwell, their heles and assigns, against every person whomeover lawfully claiming, or to claim the same, or any cart thereof. BATIANS ATTAN WITHESS my . hand ьŧ day al -1017 1960. 20th thie CONTRACT REAL PROPERTY AND DESCRIPTION SINGLE ACENOWLEDCHENT THE STATE OF TEXAS, COUNTY OF DALLAS BEFORE ME, the andersigned, a Monary Public is and for esid County and State, on this day personally appeared. Emission 21 State 20 subscribed to the forigoisg instrument, and acknowledged to 5.0 in in the lot be the perse winne halls executed the same for the gurpeans and consideration thereis expressed. me that . Af GIVEN UNDER MY HAND AND SEAD OFFICE IN 1 21 20 of anly A. D. 19 60. Grance W. P. P. Mary res Luesae 11 Tun (L. S.) Secury Public in and to County, TERM Dellas Janes a clack kiled for Record on the day at a Doly Recorded this flig-DON: Instrument No. در بر در میکند. در مرکز در محمد میکند ا *Ť 3 1 1 1 1 18 x 7 x 242 State State 145224....\$2.00 THE STATE OF TEXAS) KNON ALL MES BY TEESE FREEKERS COUNTY OF DALLAS) That WE, ARTEUR R. KNOST and vire, RATH KNOST, of the County of Dellan, and State of Texas, in consideration of the sum of SIX HUMINED AND NO/100 (\$600.00) DOLLARS to us in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by our property, have granted and conveyed unto the City of Ballas, a mulcipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a city water main, said property described as follows, to-vit: EAST-RAT STRIP NO. 1 - 15 ft. Persedent Essenant DEDED a strip of land 15 ft. in width by 257.3 ft. in length off the entire morth side of that certain lot, tract or par-cel of land lying and being situated in the County of Dallas, 4-14 cut of land lying and being a trusted in the county of Dallas, and State of Texas, same being a trust of land containing 4.758 scree out of the Edward Cook Survey, Abst. 326, and the 3. The Survey, Abst. 478, fronting approximately 250 ft. - long the north side of Balt Line Need beginning approximately 1050 ft. samterly along the north right-of-way line of Selt Line Md. from the center line of Dolary Md., and trust.extending from helt. Line. M., sorther to, the St., Louis I DEED VOL 5380 /567



WISTOR RALIFORD REPORT MAY, BUS VALUE, that Excepting BECOMPTY SERVEYED to Arthur N. Dents by Hary Ball is vir, Reymond Bell by a face Anton How. By 1946, received in Yol. 1750, Page 369, Deet Records of Ballas County, Toxas, said 15 FM. 060re ment strip lying south of, adjacent and parallel to the morth property line of each property, same being the south line of the St. Zouis Southwestern Railroad Right-or-Way, Stranding from the west property line of a sid property, easterly a distance of 257.3 ft. to the each property line of a trach owned by the City of Ballas. Ę

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TEMPORIAT 50 ft. Norking Research

EXIME a strip of land 50 feet in width lying adjacent and . parallel to the south side of the permanent easement deacribed above.

This deed is being executed for the purpose of confirming the Judgment entered by County Court of Dallas County at Law Ho. 1, Dallas County, Texas, in Cause No. 13125-A, styled CITY OF DALLAS v. AFTEUR H. KNOST, FT UX, in which Judgments as seasonst, under over end in the above described property was vested in the city of Dallas.

The owners of Maid property, their successors and assigns shall have the right to continue using the surface of said assemant for the use

to which it is now being put and for such other and further uses that they may desire to make of said property including the right to fence said encement, so long as said use will not be inconsistent with the right of the City of Dellas for ingress and egress and for the operation and maintemants of said veter main. The right of the owners, their successors and easigns to construct and maintain a railroad spur or drives mores said essent shall not be demand to interfere with the City of Dellas' operation and maintanence of ead vetor main. The City of Dellas' period and maintanence of ead vetor main. The City of Dellas shall not have the right to fence or enclose said essent.

TO HAVE AND TO HOLD the shows described property unto the City of Dallas for the purposes berainbefore provided, and the said Gity of <u>Ballas shall also have the right to go upon the same for the purpose</u> of <u>inspecting</u> or repairing said water main shall be borne by the said City of Dallas, but that the consideration harein expressed represents full and adequate consideration for the right-of-way granted, together with any and all damages that may be incident to the construction and installation of said main. Nothing in this ensement shall be constructed as a waiver by the City of Dallas of any connection charge or charges imposed by ordinance or the Charter of the City of Dallas.

In Testimony Whereof, witness our hands, this the <u>1970</u> day of <u>fully</u>, A.D., 1960.

DEED VOL 5380

Notary Public or -0'. โรงประกาศตรร (ระการ ส AND A CONTRACT OF A CONTRACT O

the subscribed to the forestells instrument, and adaptively to me the subscribe time the therein any moved, as the set and deed of and the subscribe state the therein any moved, as the set and deed of and the subscribe set instrument is the corporate seal of 19:31 62 500

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STATE OF TEXAS COUNTY OF DALLAS 5

That We, M. J. BINDIX and wife, VIVIAL BINDIX

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of the County of Dalias, and State of Taxas, in consideration of the sum of One (\$1.00) Dollar metermine

to must in hand paid, the precisit of which is hereby acknowinged, and in consideration of the special benefits to be derived by 200 property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, is and along the hereinafter described property for the purpose 01.00

K said property described as follows, to-wit;

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Seing a strip of land 15 ft. in width by 163 ft. in length off the entire north side of that carbain lot, tract or percel of land lying and being situated in the County of Dallas and State of Texas, same being a tract of land containing three sores out of the Edward Cook Survey, Abst. 326, fronting approximately 163 ft. slowy the north side of Belt Line Read beginning approximately 365 ft. easterly slows the north right-of way line of Belt Line Road from the centerline of Docley Road, said truet extending from Belt Line Road northerly to the St. Louis Southwestern Railroad Right-of Way and being that certain property conveyed to grantors have in by Victor E. Resslar, et uz, by a deed dated Eept. 10, 1954, recorded in Vol. 4109, Fage 481, Deed Records of Dallas County, Texas, said 15 ft, essenant strip lying south of adjacent and parallel to the north property line of said property, same being the south line of the St. Louis Southwestern Sailroad Bight-of-May, extending from the west property line of said property casterly a distance of 163 ft. to the east property line of said property, same being the west property line of the Arthur H. Knost property.

There is also granted the City of Dellas, its successors or assigns, the <u>temporary vorking</u> space mecasary for the construction and m<u>eintenence</u> of said vator pain and spourtenances.

The water main and appurtunances to be constructed on the above essement shall be as shown on Plan 685W-540 on file in the office of Ballas City Water Works. NA 1.

Grantors herein reserve for themselves, their heirs or assigns, the right, subject to review and spyroval of plans by the Superintendent of the Veter Department of the City of Dellas, to construct rosdways and reilroad spur tracks over and scross the essenant harwin granted and to make any other use of said assement which will not endanger the water main constructed therein, other than the eraction of buildings or other structures.

To have and to hold the above described property unto the City of Dallas for the purposes hareinbafore pro-vided, and said City of Dallas shall have the right to go upon the same for the purpose of repairing said

water min and appurtanences 'water main and appurtmances maincahall be at and maintenance of said...

the expense of the said City of Dallas and in the construction of said, water main and appurtanances

makes should said City of Dallas find it needful to remove any improvements now on above described property that such removal and the replacing of same shall be wholy at the const of said City of Dallas. Nothing in this ensement shall be construed as a waiver by the City of Dallas of any connection charge, or other charges imposed by ordinance, or the Charter of the City of Dallas.

March 20th In Testimony Whereof, witness

A. D. 19 59

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Approved

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with - 371 d ad 14 toria TICE 8 A. WATER WORKS

approved as to Engineering DALLAS CONSTATION OF CONTRACTOR

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DEATH OF THRAS COUNTY OF DALLAS ENOW ALL KEN BY THESE PRESENTS! THE, LINIS. MARL. TISCHER. ANC., MARLANET. TISCHER of the County of Dallas, and State of Tenas, in consideration of the sum of One (\$1.00) Dollar, or the Courty of Dallas, the parts of clears in course paid, the recipit of which hereby acknowledges, and in consideration of the appelai benefits to be derived by soft property, have granied and conveyed units the City of Dallas, a municipal corporation, and by these presents do grant and convey unto the City of Dallas, a musticable corporation, a right-of-way under, is not along the herebackles described property into the purpose of constructing and maintaining a diversity maintain and property described as follows, towit: . Vater bala and appurtenances make said property described as follows, howed: Being a strip of land 15 ft. in width by approximately 284 ft. in length off the entire north side of that certain lot, treat or percel of land lying and being situated in the County of Dallas and State of Texas, same being comprised of two adjoining tracts out of the Edward Gook Survey, Abst. 326, one containing three eress and the other two areas, having a combined frontage of approximately 280 ft. along the north side of Bell Line Road beginning 601.6 ft. essterily along the north right-of-way line of Selt Line Road from the centerline of Doolay Soad, said tracts axtending from Bell Line Road northorly to the St. Louis Southwestern Relinced Signt-of-way in Bell Line Road northorly described as Tracts 1 & 2 conveyed to grantors herein by Mary 5, Vine, Independent Exe-cutrix of the Eetste of Warren H. Vine, decessed, by a deed duted July 25, 1955, recorded in Vol. 512, Rege 500, Deed Records of Dallas flowerty Ham of said property, same being the south line of the St. Louis Southwestern Hallroad Right-of-Way, and Hight-of-Way, same baing the south of, adjacent and jerallel to the north property line of said property, same baing the south of the St. Louis Southwestern Ballroad Right-of-Way, ortending from the search of adjacent and jerallel to the north property line of the onto find parallel to the centerline of Dooley Road, essterly a distance of approximately 261 ft. to the eset property line of said property, head the same property line of said Tract Ro. 2, There is also granted the City of Dallas, its successors or susions, the temporary working space meddessary for the construction and maintepence of suid water main and appurtenances. The writer main and appointements to be constructed on the above casement shall be as shown on Plan 685H-540 on file in the office of Dallas City Water Works Orantors herein reserve for themselves, their heirs or assigns, the right, subject to review and approval of plans by the Superintendent of the Water Depertment of the Gity of Dallas, to construct readways and railroad spur tracks over and scrous the sessment herein granted and to make any other use of <u>neid esseent</u> which will not endancer <u>the</u> <u>water main constructed therein</u>, other than the eraction of buildings or other structures. To have and to hold the above described property unto the City of Dallas for the purposes hereinbefore pro-vided, and asid City of Dallas shall have the right to go upon the same for the purpose of repairing said Nater main and oppurtenances where a half he at improvements now on above described property that should said City of Dallar find it mostful to remove any improvements now on above described property that such removal and the replaints of same that is wholly at the cost of said City of Dallas. Nothing is this assement shall be construed as a waiver hy the City of Dallas of any connection charge, or other charges imposed by ordinance, or the Charlor of the City of Dallas 231-1 A. D. 19_52. Approved s to Engineering W. C. SUFERINTERDENN PALLAS CITY WATER WORKS

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DEED VOL 5106 458

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An STATE OF TRAAS (Start Balance and Start Balance County, Tenso, on this day personally

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That we Mill S. DATE and wife, DESL GERMENT TRATE, of the County of Dallac,

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and State of Turns, in consideration of the sim of Three Hundred(\$300.00) Bollars to as in most rais, the receipt of which is hereby estuculoders, and in someiderstion of the special broafits to be derived by car property, have granted and conveyed unto the City of Ballas, a menicipal corporation, and by these procests do grant and donvey unto the City of Pollas, & mulcipal corporation, & right-of-way under, is and along the hereinafter described property for the purpose of constructing and maintaining a dity water sain and apportanences, said property described as follows, to-wit: Heing's strip of land 15 ft, is with by 297.1 ft. in length off the entire month side of that certain lot, tract or parcel of land lying and being situated in the County of Dallas and State of Texas, same being a tract of land containing five acres out of the Divard Cook Survey, Abat, 326, fronting approximately 297 ft. along the north side of belt Line Book beginning 305 ft. easterly along the north right-of-way line of Belt Line Road from its intermettion with the center line of Dooley Road, and being the west line of said Edward Cook Survey, said tract axtending northerly from Belt Line Road to and adjoining the south line of the St. Louis Southwestern Railroad Right-of-Way for a distance of 297.1 ft., and being that certain property conveyed to grantors harein by Mal I. Fadgatt by a dasd dated July 5, 1950, recorded in Volume 1930, Page 511, Deed Segurds of Ballas County, Sayne, and 15 ft. assumet strip lying south of, adjustant and parallel to the north property line of said property, same being the south line of the St. Louis Southwestern Batlyond Right-of-Way, artending from the wast property line of said property, have lying 305 ft. such of and parallel to the west line of said Edward Cook Survey, easterly a distance of 297.1 ft. to the east property line of said property, same being the west property line of althree acre tract owned by Lewis Earl Tischer at uz.

There is also granted the City of Dallas, its successors or assigns, the tamporary surving space measury for the construction and maintenance of said water main and and the City agrees to remove and replace existing foncing and structures symmetrimmes. for such construction and maintenance and to return the surface; insofar as possible to the original condition. In water main and apprroxances to be constructed on the above sussmant shall.

Processing Asympton preserves for themiciles, their being an assignation right, residently a supervise management of sized by the Argenistensies of the View Argenisms is file.

DEED VOL 5180 /384

animeter the reter will constructed therein, other than the spoction of buildings or

permanent , other streatures, it being understood that should the City of Dellas require any meditional support or reinforcement for its water main prior to the construction of <u>A gray brack over same, such support or veinforcement shall be at the expense of</u> the City of Dellas.

It is unterstood and sgreed by and between the parties here's that the fity of ballas has posted of a voter will and the well house lokated first. south from the er main upon the herein described property, and as a part of the sacproposed wat sideration berein, the Sity of Ballas agrees to pay any and all summer that may be canned to waid water will as a result of the installation of said water mein. To have and to hald the above described property wate the Dity of Sallas for the perposes hereinbefore provided and said City of Inline shall have the right to go upon the same for the purpose of inspecting or repairing said vater main and apportenances. That all expenses is the construction and mintenance of said vater main and appartemances shall be borne by the said City of Dallas, but that the consideration herein appressed represents full and adequate qualibration for the rightof-way granted, together with any and all enumges not specifically mustioned above that my be incliment to the construction and installation of said water main and appurtureness. Nothing in this essenant shall be construed as a waiver by the City of Dallas of any connection theres, or other sharges imposed by ordinance, or the Coarter of the City of Dallas,

In Testimony Whereof, witness our hands, this the 7th day of Awgust, A. D. 1959.

COUNTY OF DALLAS

BAYONG ME, the undersigned, a Motary Fublic in and for suid County and State, on this day personally appeared MinL 5. IRATE and Divit Continuing MMATE, his wire, both knows to se to be the persons whose mames are subscribed to the foregoing instrument, and acknowledges to se that they each structured the same for the purposes and coundermation therein expressed and the said DERA GENERULE MARK, wire of the said MARL B. RAITZ haring been examined by me privily and epart from her husband, and having the same fully explained to her, she, the faid DERA GENERULE MARK wire of the said MARL B. RAITZ haring been examined by me privily and epart from her husband, and having the same fully haring to her, she, the faid DERA GENERULE MARK succeedinged such instrument to be her act and deed, and she declared that she had willingly signed the same for the purposes and counderwaiks therein expressed, and that she did not rish to retract it.

alve mater as must and eval of office, this the 14th day at City of 1. D. 1959.

and for The Texas Stin.

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try of Dallas, and State of Texas, a comideration of the and of One (21.00) Dallas. Sind in consideration of the special banchs to be derived by the point of the special banchs to be derived by any forparty, by the City of Dalas, a manifold conformation, and by these presents do grant and a manifold ballour portion is a right of way under, in and along the barymature decomposition; a right of way under, in and along the barymature decomposition; and along the barymature decomposition; and the present of the special banchs to be derived and along the barymature decomposition; and the present of the special banchs to be derived by the present of the pres ranted and conveyed way unto the City of De after deperihed property for the purpo

Sector all property described as follows, how at: Sector description is set. 15 ft, is watch by 215 ft, in longth off the entire north side of the thermain lot, if wi any percel of land lying and being situated in the County of Deline the distant is as the set of the percent of the Line Road and Delay Road, fraction and the distant the set of the percent of the Line Road and Delay Road, fraction and the distant of the percent of the line and and septementary and the percent of the set of the percent of the percent of the Line Road and Delay Road, fraction and the delay Road, bounded on the parth by the Bt. Low Boutheestern Rails being the delay law and the percent of the low works of the set of the Low Boutheestern Rails and the description of the set that the percent of the line to delay. The Henry of the the set of the percent of the low works of the line for the set of the Boutheestern Rails of Dellas County (Types, set) Bit. Henry of the line of set property state being the south line of Bellas County (Types, Bell) ft. Henry of set of property state being the south line of Bellas the set her the for the Right-of Fay, retering for the vest property line in an and the second state of of 215, ft. 60 the most westerly ass; property line of said property, want being west property line of a 60 ft. by 70 ft. tract owned by G. R. Berry.

There is also granted the City of Dellas, its successors or assigns the temporary working space uncessary for the construction and maintemance of said wiser bain and symptonances.

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Granicas handle reserve for themselves, their heirs or assigns, the right, subject to restanting and approval of plans by the Superintendent of the Vater Department of the City of Dallas, to construct reactants and railroad spur tracks over and across the essenant herein granted and to make any other use of said essenant which will not endengar the er min constructed therein, other than the erection of buildings or other an a water the bit and

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are one to find the above described property unto the City of Dailas for the purposes herelabufors pro-gradiestic City of Rolas shall have the right to go upon the same for the purpose of repairing said WELST AND ADD ADD CORRECT ROM. That all arpen Filming of all water will and approximent weiv shall be at these of the said Gir of Delies and in the construction of said Water bain and approximances

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DEED VOL 5122 /18/

STATE OF TEXAS | Defere bin, the undersigned authority, a Notary Public COUNTY OF UALLAS! In and for Dallas County, Texas, on this shy percently ni, and sa 30a Ay D: 18,50... Notary Public In and for Deline County, 150 appeared ... RLIZABRTH Q. MOIZE. known its, mit to be the person whose name is subscribed to the foregoing initiation and having been manifed by me privily and spart from her husband, and having the same fully explained to her, she, the side and dead and and that she willingly signed the same for the purposes and considerabled instrument to be her ref and dead, and dead and that she willingly signed the same for the purposes and considerabled therein represent to be her se di Given under my band and seal of office this day of Celoner, . A. D. 19 . . . 1 Notary Public in and for Dallas Couply, Texas. o clock A. M 61-11-11 **Filed for Rec** - Tr 0705 1.4 ont N 232929... \$2.50 THE STATE OF TEXAS } KNOW ALL MEN BY THESE PRESENTS: That I. W. E. THINT , BOY injoyed by my wife mince the herein property constitutes no part d. of the County of Shether, and State of Texas, in consideration of the sum of Gollin Contract Former Party And Wo/100 **DOLLARE** to meanskin hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by my AND property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a oily Tater main and appurtenences Vater main and appuriesences main and appuriesences makes and property described as follows, to with over, under sad across that cortain lot, treat or pars, of land 30 Tk. in width over, under sad across that cortain lot, treat or pars, of land lying and being strained in the Gounty of Dellas and State Of Taxas, same being a tract of land some approximately 47-screes out of the Pavid Hying Survey, Abst. 1609, lying on both sides of the St. Louis Southwestern Mailroad Right-of-May, being bounded on the south by Belt Line Hoed and on the sent by Dooley Road, and being that cortain property conveyed to N. H. Yeary by a deted Movimber 1, 1907, recorded in Vol. 393, Fage 214, Deed Redords of Daulas County, Texas, said Sorth contents for the senter line of St. Louis Southwestern Railroad Right-of-Nay and being more particularly described as follows: Reginning at a point in the west property liss of said property, saws being approximately all 7b. west of and perallel to the east line of said David Myers Survey, said point being located a distance of 690.9 ft, sortherly along said property line from the intersection with the north right-of-way line of Relt Line Road; Thence from the poist of beginning, South 89"54" East, a distance of 1128 ft. to a point in the east property line of said property, same being the west right-of-way line of Doolay Hoad, said point being located a distance of 15:0 ft. southerly slong said east property line from the south line of St. Louis Southewatern Railroad Right-of-Way. There is also granted the City of Dallas, its successors or assigns, the temporary Working space necessary for the construction and maintenance of said water main and appurtaneous. The water main and apportenances to be constructed on the above essenant shall be as shown on Plan 685W-540, Resets 22 & 23 on file in the office of Dallas City Water Works. Grantor herein reserves for himself, his beirt or designs, the right, subject to review and approval of plans by the Superintensient of the Water Department of the Dity of Dallas, to construct roadways over and railroad spur tracks serves and longitudinally along the ease-ment herein granted, provided such longitudinal tracks shall not be over the water main, and to make any other use of said essenment which will not andanger the water main constructed therein, other than the exercise of buildings or other structures.

DEED VOL 5225 /402

HAVE AND TO HOLD the abave states that property this, the Oliv, of Balles for the po as provided that the sold Oliv as Daltas shall also have the files is upon the main far TO UAVE - 764 164, 9449 برثدا ting of repairing and "miter min ent anterina They all commend at the source toution and maintenance at anit. the consideration burein appreciated responses full cash adequate account to the same by the same transfer of the Dallard' but they applied the same of the same of the same of the same of the same by the same by the same of the same of the same same by the same of the same of the same of the same of the same by the same by the same of the same of the same withing in this same of the same of the same of the same by the same of the same by the same of the same of the same be same and he constraints as its same of the same by the same by the same by the same of the s there imparted by arclingings or the Chartor of the Unity of Dallas. 42 In Tasilmony Whereof, witness. T. hand this the 2244 Assertived as to form: H. P. EUGERA. City Tanta alle DAMAS CITY WATER PRESS a Notary Public . known to me to be the person anywhose name is for subscribed to the forgoing instrument, and ecknowledged to me that he diminist executed the same for the purposes and consideration therein expressed. A. D. 18.59. J Given under my hand and seal of office this 10 \$7512TT_0007 ببطير وزين FLG (SROOT Doly Record inclument to 2 232930 ... \$2.50 THE STATE OF TEXAB COUNTY OF DALLAS KNOW ALL MEN BY THESE PRESENTE: we, MET PRIMARY and SIT STALLS, not jained by our respective wives since the he we have and sit stalls, property consistences as part of our been tools That. of the County of Dallas, and Stats of Texas, in consideration of the sum of 1 · · · · · · · · ONE THOREAND (\$1000.00) Dollars 🖬 mp/us in hand paid, the except of which is hereby acknowledged, and in consideration of the special benefits to be derived by Ep/our property, have granted and conveyed unto the City of Dallas, 5 municipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a city main property described as follows, to wit: and property described as follows, to wit: Being a strip of land 30 furth in width by 50%. A forth in langth aff the untire merth side of thet cortain lot, trust or perced of land lying and being situated in the Oity of Addison and Country of Delina, Texas, same being a trust of land evt of the Derid Hypers Berruy, Abets 923 and the Thomas L. Chemowsth Survey, Abet. 273 extending from the morth line of Belt Line Road to the mosth right-of-way line af the St. Lowis Southworker Baling Vic. (Otton Belt Mailreed), and being the remaining wessld yerities of the Derive Derivet Maily Mailreed), and being the remaining wessld yerities of that servers failing for the torte line of Belt Line as "SPECH 2005" in a dead to Hip Strume and Max Foldama by 7. G. Callenny, et al. dated bliry 50, 1953, reverted in Val. 3723; Ruge Vol. Been Beeneds of Belts demony, Stated Puby 50, 1953, reverted in Val. 3723; Ruge Vol. Been Beeneds of Belts demony, et al. Mainreed in State in the St. Louis Heatterstree Mainey Line of Main property, same being the areat line of the St. Louis Berthwestern Mainey Line of main property, same being the areat ing from the two property line of add property, two being the Main St. 2005 (St. State and the Walt yer and yersering State of add property, two being the State Spectrum with the main property line of add property, the State State Spectrum with the Main yersering the State of add property in State State Spectrum with the Walt property line of add property in State State Spectrum with the Main yersering the State Sta

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KNOW ALL MAN BY THESE PRESENTS.

THE STATE OF TEXAS COUNTY OF DALLAS W, CLARUN MICTOR, widow, Ir juidently and as Independent Sugar te la cal Crusha in the sill of Lauran to Manale, density restored, and H. H. Michaeld, Independent That Byran tor, and Transfer, under the will of Lawrence L. Hits

CHE THOUGHT FIVE ENDRES AND 10/100(\$1500.00) - - - - - - - - - DOLLARS to 200/us in hand paid, the receipt of which is hereby acknewledged, and in consideration of the special benefits to be derived by manager property, have granted and conveyed unto the City of Dallas, a municipal corporation, and by these presents do grant and convey unto the City of Dallas, a municipal corporation, a right-of-way under, in and along the hereinafter described property for the purpose of constructing and maintaining a city

wher main and appertunities

said property described as follows, to-wit: Baing a strip of lend 30 fb. in width ever, there and sorress that serials let, these or powel of lond lying and being situated in the Courty of Dallas and State of Forme, being a works of land containing by, 5 scree out at the Savid Ayers Sarrey, Ateks 205, lying an bette state of the St. Cours Southerstein Relificed Sight-OntArgy, Bing Voiside on the south by Sait Line Cour-and baring an ever line lying Spyreniately AJS it, year of weak parallel to the east line of said David Myers Surrey, and being the serial property downed to L. Michais by Barkshire Inc., by a dead date many, and being the serial property downed to L. Michais by Barkshire Jacob J, Yeams, said 30 ft. essents howing a center line lying 55. The south of said and yarallal to the south of St. Said St. essents howing a center line lying 55. The south of said and yarallal center line of St. Louis Southwestern Bailroad Right-of-May, and being more particularly to the described as follows:

Beginning at a point in the west property line of said property, same being the east property line of a tract of land owned by Max Feldman and May Strans, and lying approximately155 ft. west of and parallel to the east line of maid David Myers Survey, said beginning points being located a Sistence of 730.8 ft. northerly along said common property line from it's intersection with the south line of said havid Myere Survey, same being the center line of Belt Line Road;

Thence from the point of beginning South 09"34" East, a distance of 1153.4 ft. to a point in the east property line of said property a distance of 690.4 ft. northerly along said property line, produced southerly, from the north right-of-way of Balt Line Road.

There is also granted the City of Dellaw, its successors on assigns, the temporary Working space necessary for the construction and maintenance of said water main and appurtaneous. The water min and appurtenances to be constructed on the above essenent shall be as shown on Fisn 665W-540, Sheets 21 & 22, on file in the office of Dallas City Water Works.

Grantors herein reserve for themselves, their beirs or assigns, the right, subject to review and approval of plans by the Superintendent of the Vater Department of the City of Dalles, to construct restars over and relived spur tracks scress and longitudinally along the essenint herein granted, provided such longitudinal tracks shall not be over the water main, and to make any other due of said engement which will not endengy the water main, and to other than the erection of buildings or other structures.

TO HAVE AND TO HOLD the above described property unto the City of Dallas for the purposes herein-before provided, and the said City of Dallas shall also have the right to go upon the same for the purpose of water min and appurtmenses inspecting or repairing said.

space: That all superses in the construction and maintenance of said. rater win and aggurtenances,

the consideration herein expressed represents full and adequate consideration for the right-of-way granted, together with any and all damages that may be incident to the construction and installation of said main, Nothing in this easement shall be construed as a waiver by the City of Dallas of any connection charge or charges imposed by ordinance or the Charter of the City of Dallas.

In Testimony Whereof, witness_our_hand 4., this the 9th day of October_A, D. 10.58.

H. H. Sichols, Independent Executor and Trustee under the will of Lawrence &. Nichols, deceased

رمرر Clarice Michols, Individually and as Independent Executriz and Trustee under the will of lawrence L. Tichols, deceased

Approved on to Engineering ለቦሥ DARAS CITY

Approved as to form: H. P. KUCERA, Ch WATER WORKS

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Timeline – Discussions w/ DWU

02/12/99 – Letter from GBW to DWU regarding proposed Arapaho alignment being 10feet inside DWU's easement.

- 03/15/99 Meeting minutes from a meeting between HNTB and Town of Addison staff concerning project. John Baumgartner stated "still working w/ DWU on easement".
- 03/24/99 Telephone Record between C. Sylo and Jim Pierce.
- 04/22/99 Notes from meeting between C. Sylo, Kelsey Johnston, and Bruce Grantham.
- 04/22/99 Letter from HNTB to Town of Addison discussing alignment options for Arapaho. Mentions having a positive response from DWU regarding the technically preferred alignment.
- 9/11/02 -- Fax from HNTB to Hamid Baha -- showing 60" waterline and Arapaho alignment
- 9/25/02 phone call to Baha said he would look into it an get back with us.
- 9/26/02 fax to Michael Fay concerns about 60" water line and request to have it potholed
- 10/15/02 fax from DWU to HNTB (E.Steitle) field notes on potholing that had been done
- 10/15/02 phone call with DWU and HNTB (E. Steitle) regarding staking potholes
- 10/16/02 fax from DWU to HNTB (E.Steitle) more field notes on potholing that had been done
- 10/21/02 phone call with DWU and HNTB (E. Steitle) regarding pothole locations and valve.
- 10/23/02 phone call with DWU and HNTB (E. Steitle) concerns about bridge design and rescheduling the meeting until 10/30/02
- 10/30/02 meeting at Addison Service Center w/ town of Addison (JP, SC), HNTB (JDH, LM, JSN, DB), URS (CH) and DWU (E. Steitle, Randy Nelson, Steve Hardy and Shane Craft) – discussed waterline issues.
 - proximity of waterline to retaining wall soldier piles might be needed for a stretch – would need min 3-foot clear of waterline
 - line will need to be replaced eventually -- 40-years old now
 - showed roll plot of alignment and proximity to the 60" water line.
 - Illustrations were drawn on dry erase boards showing road retaining walls 8 to 10 feet clear of waterline.

- 11/15/02 Phone call from DWU to HNTB regarding DART access to 60" waterline.
 Dart said it wouldn't be a problem and DART would allow heavy equipment w/in 25-feet of the rail line. Problem could arise in the future if DART increases the service capacity along that line by adding another railroad track, although there are no plans for that at the moment.
- 12/11/02 Dallas city council authorizes the selling of a street easement along the Arapaho Road alignment
- 12/12/02 meeting at HNTB's office w/ JH, JSN, CH, E. Steitle, Erling Holey and Steve Hardy to discuss sidewalk encroaching on DWU's easement
 - HNTB proposed a removable sidewalk where the side walk is elevated in case they need to get in for repairs.

- moving the thrust block in so that it was not over the 60" pipe and not straddling it
- Cliff presented two options for the thrust block locations. The first was to
 move the arch inside of the sidewalk and obtain the 3-foot clearance desired
 by DWU. The second was to straddle the 60" pipe with drilled shafts.
 DWU did not like the second option but were alright with the first one.
- DWU stated they saw they had 2 options
 - o Not move the pipe at all and leave it where it is
 - Replace the 60" w/ an 84" prior to the construction of the road/bridge. HTNB to do the design in conjunction w./ the bridge. Cost approx 1.5 million could get out of the emergency fund if needed.
- JDH asked 2 questions
 - Could the line be constructed before the road was built? DWU response was that if HNTB could design it in the next three months then the construction time wouldn't be a problem.
 - Did DWU have the money to have it designed and built. DWU's response was that the money could be taken from an emergency fund if necessary. I quick estimate was that it would cost approximately 1.5 million and that was doable.
- 01/09/03 meeting w/ Town (Luke Jalbert), HNTB (Jerry Holder), URS (Cliff Hall), and DWU (Erlin Holey, Erick Stietle, and Tonia Lichtenberg).
 - DWU presented the only 2 "acceptable" alternatives they would offer.
 - o Move the road south to get out of the 30-foot easement
 - DWU was told that this would involve buying additional ROW and demolishing existing building and it was an unacceptable alternative.
 - Relocate the 60" to another location. DWU to pay for engineering. Addison to pay for construction. Two locations discussed:
 - In front of Charter Furniture
 - A completely new and unknown location.
 - HNTB pointed out there would be 20 feet between the north easement line and the roadway. DWU stated this was not enough room to work on the pipeline. It was pointed out to them that they only had a 15 foot easement on the east side of Midway.
- 01/15/03 Email from Mike Murphy to Randy Stalnaker expressing concern with change of course.
- 01/17/03 Meeting with Mastec to discuss Maintenance problems in regards to the bridge They assured us that in the worst case scenario they would be able to repair a leak in 12 hours.
- 1/21/03 Meeting w/ Town (Luke Jalbert, Mike Murphy, Steve Chutchian, Jim Pierce), HNTB (Jerry Holder), URS (Cliff Hall), and DWU (Erlin Holey, Erick Stietle, and Randy Stalnaker)

The Town presented there ideas to protect the bridge, and allow DWU to maintain there line.



February 12, 1999

Mr. Jim Milstead, P.E. City of Dallas Water Utilities Department 320 East Jefferson, Room 218 Dallas, Texas 75203

Re: Proposed Arapaho Road Extension Adjacent to DWU 60-inch Water Line

Dear Mr. Milstead:

The Town of Addison is in the planning stages for the extension of Arapaho Road from Addison Road west to Marsh Lane. Traffic congestion on the major thoroughfares in this part of Addison, particularly Belt Line Road, is the driving force behind the proposed extension.

For the past year, a team of consultants lead by HNTB Corporation has worked with the Town of Addison's engineering staff to evaluate alignment alternatives in the design corridor. At the east end of the project, the alignment is fixed by an extension of Arapaho Road which is presently under construction from just west of the North Dallas Tollway to Addison Road. At the west end of the project, the alignment is fixed by the current intersection of Realty Road with Marsh Lane. The design team is preparing to present the Technically Preferred Alignment shown on the attached exhibit to the City Council in the near future. For most of the Technically Preferred Alignment, the roadway roughly parallels the Dallas Area Rapid Transit (DART) owned railroad on the north side.

Along with providing a general notification regarding this proposed project, the purpose of this letter is to begin a coordination effort related to the section of roadway from just east of Midway Road to just east of Surveyor Boulevard. Through this section, the Technically Preferred Alignment is adjacent to a 60-inch DWU R.C. water main on the north side. As-built plans for this water main show it to be 7.5 feet off the DART right-of-way in a 30-foot wide easement.

The narrowest corridor for the proposed roadway is adjacent to the Charter Furniture and MNBA buildings on the west side of Midway Road. There is less than 90 feet between the face of these buildings and the DART right-of-way.

It is currently proposed to elevate Arapaho Road over Midway Road. This elevated section is likely to be extended past the two aforementioned buildings. The desired separation from the roadway structure to the face of these buildings is 10 feet. It is anticipated that the roadway

Mr. Jim Milstead February 12, 1999 Page 2

structure, including the 46-foot wide pavement section, would be approximately 60 feet wide, although a final structure width is still under review. This would leave approximately 20 feet from the north side of the structure, where the water main is located, to the DART right-of-way. The attached roadway cross sections are located next to Charter Furniture (Exhibit A) and just east of Midway Road (Exhibit B).

The Town of Addison requests your consideration of the use of the 10 to 15 feet of the existing 30-foot water main easement for the purpose of constructing and maintaining the proposed roadway. We would appreciate the opportunity to meet with your staff to discuss this request in more detail.

Please contact me if you need any additional information.

Sincerely,

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Bruce R. Grantham, P.E. Assistant Project Manager

cc: John Baumgartner, Town of Addison Jim Pierce, Town of Addison Dan Becker, HNTB

BG/gg C/WPDOCS/PROJECTS/ADD/SON/98-094/milstead.ltr

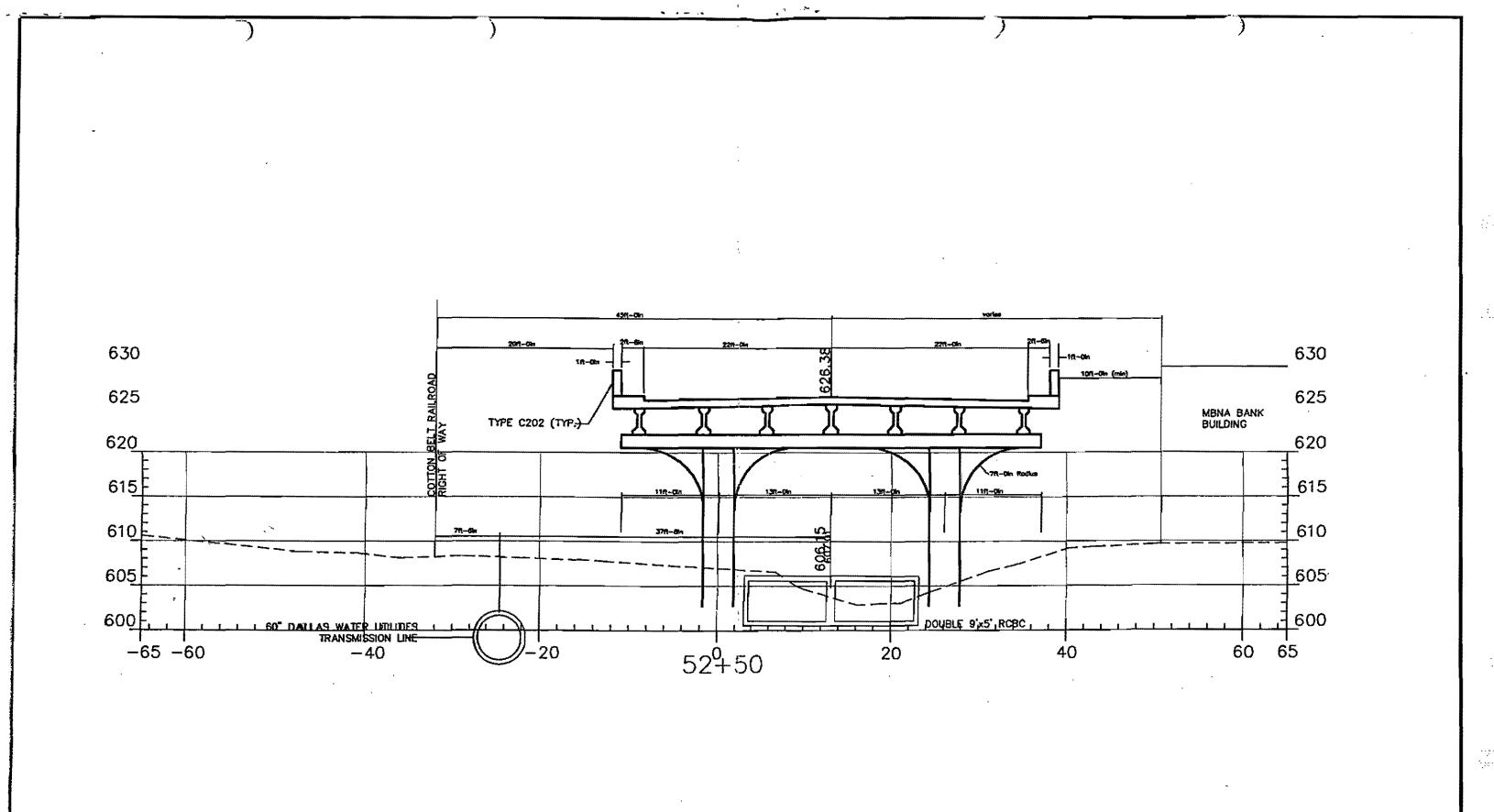


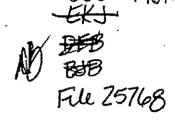
EXHIBIT 'A'

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Unapaho Rd Ron Witchead, John Baumgarther, Bill Supp, Jim Pierce, Bruce G /1501 Midway p. owner Marilyn you prop. owners. prile -4139 Centurion Way Gam RW 4-lane street net to serve retail JB Brief history of project RW Can take care of design concerns Public process-design JB Shie working WITWU on esnit. Prop owners own to treeline Dary Not concern w/bridge Clear ligt to go 2 stories 1 say 18K-20K from ex. 30K. 00% ancord MBNA - all office double fiber optics - want to keep parking paved parking in hear "4. hearthclub-office now ATC-office of free now #8-10K/SE Jampon healty N. of RR industrial

Meeting Notes Date 4.22.99 Page of Notes by C. Sulu ttendees: Subject Anplus Rel Srule Grantian DWU-John B. & Jrm P. met W/ Bruce Grantham apper he talked to DWU. DWU may be willing to more close homever Addison styp wants to keep horizontal allowment as onomally Property owners reltminended. are not anticipated to be Action Items: cooperature in design unespecture of location of tadax. Bruce does not have Barton techman Rindburg fepart. Drainag Intility printary responsibility - Dramage area' map regid - and pipes - Ch conflict - letter cast Need additional field @ interactions from MH y as builts not aurel. Locate lines on plan iren -reloc +new.

April 22, 1999



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

Attn: Mr. Jim Pierce, Jr., P.E., DEE Assistant City Engineer

ARAPAHO ROAD ALIGNMENT REPORT

Dear Mr. Pierce:

The following issues were discussed, regarding this project, with city staff, HNTB Corporation, GBW, and several property owners on March 15, 1999, at Addison Town Center. Mr. Ron Whitehead, City Manager, requested that the team of consultants provide a brief report upon completion of an analysis of suggested alternatives discussed during the meeting. Listed below is a brief summary of the suggestions and concerns discussed during the meeting.

Lindberg Drive Alignment Alternative

One suggestion made by the property owners present at the meeting was to further study the Lindberg Drive alignment on the north side of the Dallas Area Rapid Transit (DART) owned railroad as the preferred location due to the dense industrial development present along this corridor. Lindberg Drive is primarily a two-lane roadway between Addison Road and Midway, Road that terminates just west of Midway Road.

The project team identified several issues with the Lindberg Drive alignment. One concern is the number of at-grade skewed crossings required with the DART railroad. Typically, railroad crossings are required to intersect the tracks at a 90-degree angle whenever possible for safety purposes. Even slightly skewed crossings of a main track are not desirable or typically approved by the Railroad. The DART railroad is currently a highly utilized freight train track, between Kelly Boulevard and the Galleria retail shopping area, serving many commercial businesses in Carrollton, Farmers Branch, Addison, and Dallas. Should the existing Lindberg Drive right-ofway be utilized as the extension of Arapaho Road, two significantly skewed at-grade crossings of the main tracks are required.

The flight pattern of the runway at Addison Airport would also be impacted. Currently, Lindberg Drive is restricted from through trucks due to the height of the planes landing and departing from Addison Airport. The expansion of Lindberg Drive to four lanes could further decrease the available runway length. FAA approval could be required due to the impact to

Town of Addison Addison, Texas 75001-9010

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Addison Airport. Also, a steep grade would be required on the Arapaho Road extension in order to match the at-grade intersection at Addison Road.

Prior to preparing plans for the Arapaho Road extension from the Dallas North Tollway (DNT) to Addison Road, the Town of Addison evaluated the Lindberg Drive alignment and selected a general corridor south of the railroad tracks. Consequently, right-of-way has already been acquired from several property owners south of the railroad. Changing the alignment to the north of the railroad would increase the project costs.

Overpass at Midway Road

The height and location of the bridge structure in relation to the existing businesses was also discussed during the meeting. Several concerns expressed by the property owners included the horizontal location of the bridge structure in relation to Charter Furniture and MBNA. The current alignment places the edge of the bridge deck a minimum of 10 feet from the buildings.

Upon reviewing various other horizontal alignments with city staff after the meeting, the original alignment was still determined to be the desired horizontal alignment in relation to the buildings, due to the location of the Dallas Water Utilities (DWU) 60-inch water main. Moving the structure closer to the water main raises access concerns should DWU need to access their water main for maintenance or repair. City staff will meet with DWU to determine if the recommended location of the structure is acceptable, or other alignments could be considered that would further infringe on the DWU easement. Although final approval has yet to be received from DWU for the technically preferred alignment, the response to date has been positive.

Upon review of the vertical alignment of the proposed bridge near the MBNA and Charter Furniture buildings, it is anticipated that the height of the overpass structure will be lower than the existing buildings. The existing buildings are estimated to be a minimum of 5 to 15 feet higher than the bridge roadway surface elevation. Exhibits are attached for your clarification.

Another concern expressed by the property owners was the loss of property rights, should the buildings be destroyed due to hail or other catastrophic means. City staff and consultants concurred upon conclusion of the meeting that the City is able to allow the property owners to rebuild to the existing building set backs and not be considered "non-conforming".

Additional alignments recommended for further study by the property owners included constructing the bridge structure over the DWU water line. This alignment increases concern related to DWU access to the 60-inch water main along with the increased cost. It was determined not to be acceptable by DWU due to inability of maintenance and expansion of a major viaduct type structure.

Midway At-Grade Intersection

The property owners present at the meeting also requested the city staff examine the potential of removing the traffic signal at Lindberg Drive and Midway Road and relocating it south to a new at-grade intersection at Arapaho Road in lieu of constructing an overpass. HNTB has reviewed this recommendation and determined that should Arapaho Road be constructed at-grade, the traffic signal at Lindberg Drive would still be required due to the volume of traffic and safety concerns.

Spanning the DART Alignment

One option also discussed at the meeting was the potential to relocate Arapaho Road onto the existing DART right-of-way, either with a bridge structure or an at-grade roadway within the existing 100-foot railroad right-of-way. Mr. Ron Whitehead agreed to discuss this issue with DART officials. Upon further consideration, it was determined this option was not feasible. This was primarily due to federal guidelines regarding vertical clearance for electrification facilities, and the required horizontal clearance width to allow DART to maintain the existing freight traffic in the corridor and to allow for expansion of the service to include passenger rail in the future.

Overpass vs. Underpass

The pros and cons of the underpass versus overpass were further reviewed to determine if the technically preferred alternative should remain the same. The overpass alternative provides improved mobility, minimum disruption of traffic during construction, less restrictive impact on DWU water line, and provides more convenient location for enclosure of the major drainage ditch to remain on the south side of the railroad. The negative aspects of an overpass include: less aesthetically pleasing to adjacent property owners; potential noise concerns; wall construction will be partially on DWU easement, above and 7.5 feet from water line; and restriction of the DWU easement width.

The underpass alternative provides improved mobility, minimizes noise impact, and eliminates most of the visual impacts. The negative aspects of the underpass include: the reduction of Midway Road traffic to two lanes; construction costs will be increased approximately \$1,500,000; a major drainage structure will be required to be constructed on the north side of the railroad to prevent flooding of depressed roadway; deep excavation for wall construction adjacent to DWU 60" water line is required; major utility relocations in Midway Road which would require temporary closure of the railroad; and restriction of the DWU easement width.

The Cottonbelt Railroad, owned by DART, is currently being considered as a future passenger rail line. Should this occur in the future, the intersection of Midway Road and the railroad is anticipated to be grade separated with an overpass due to the volume of traffic on Midway Road and safety of the motoring public. This further confirms the recommendation for an Town of Addison Addison, Texas 75001-9010 - 4 -

overpass versus underpass. Upon completion of additional review of the underpass and overpass alternatives, the technically preferred alternative remained the same as previously recommended in the technical report.

Summary

Upon completion of the analysis of the various issues from the city staff, property owners and other interested parties; the consulting team continues to recommend the "technically preferred alignment" (TPA) discussed in the technical report. This alignment is shown in the map pocket of the technical report as Option 5. We hope this technical memo resolves the majority of the questions raised at the meeting with the property owners. If you desire any future action regarding this specific issue or have any questions, please feel free to contact us.

Very truly yours,

HNTB CORPORATION

Cissy Sylo, P.E.

CES/lnb

Enclosures

April 8, 1999



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

Attn: Mr. Jim Pierce, , Jr., P.E., DEE Assistant City Engineer

ARAPAHO ROAD ALIGNMENT REPORT

Dear Mr. Pierce:

The following issues were discussed regarding this project with city staff, HNTB Corporation, GBW, and several property owners on March 15, 1999, at Addison Town Center. Mr. Ron Whitehead, City Manager, requested the team of consultants provide a brief report upon completion of analysis of suggested alternatives discussed during the meeting. Listed below is a brief summary of the suggestions and concerns discussed during the meeting.

Lindberg Drive Alignment Alternative

One suggestion recommended by the property owners present at the meeting was to further study the Lindberg Drive alignment as the preferred location for Arapaho due to the industrial development present along this corridor. This alternative was studied by the consulting engineering team aligning Arapaho Road with the existing Lindberg Drive. Lindberg Drive is primarily a twolane roadway between Addison Road and Midway Road. Lindberg Drive terminates just west of Midway Road, within a dense industrial development.

Several issues with this alignment were determined. One concern is the number of at-grade skewed crossings required with the Cottonbelt Railroad. Typically railroad crossings are required to intersect the tracks at a 90-degree angle whenever possible for safety purposes. Even slightly skewed crossings of a main track are not desirable or typically approved by the Railroad. The Cottonbelt Raiload is a highly utilized freight train track serving many commercial businesses in Carrollton, Farmers Branch, Addison and Dallas, between Kelly and the Galleria area. Should the existing Lindberg Drive right-of-way be utilized as the extension of Arapaho Road, two significantly skewed crossings of the main tracks are required.

The flight pattern of the runway at Addison Airport would also be impacted. Currently, Lindberg Drive is restricted from through trucks due to the height of the planes landing and departing from Addison Airport. The expansion of Lindberg Drive to four lanes could further decrease the available runway length. FAA approval could be required due to the impact to Addison Airport. Also a steep grade would be required on the Arapaho Road extension, in order to match the atgrade intersection at Addison Road. Cost is also another significant factor, should Lindberg Drive be selected for the alignment of Arapaho Road, due to the addition of two major structures to overpass the railroad.

Overpass at Midway Road

The height and location of the bridge structure in relation to the existing businesses was also discussed during the meeting. Several concerns expressed by the property owners included the horizontal location of the bridge structure in relation to Charter Furniture and MBNA. The current alignment is 10 feet minimum from the buildings.

Upon reviewing various other horizontal alignments with city staff after the meeting, the original alignment was still determined to be the desired horizontal alignment in relation to the buildings due to the location of the Dallas Water Utilities (DWU) water main. City staff will meet with DWU to determine if the recommended location of the structure is acceptable, or other alignments could be considered that would further infringe on the DWU easement.

Another concern expressed by the property owners was the loss of property rights, should the buildings be destroyed due to hail or other catastrophic means. City staff and consultants concurred upon conclusion of the meeting that the City is able to allow the property owners to rebuild to existing building set backs and not be considered "non-conforming" due to the construction of this project.

Additional alignments recommended for further study by the property owners included constructing the bridge structure over the DWU water line. Upon further review by HNTB, this was determined not to be acceptable by DWU due to inability of maintenance and expansion of the DWU water line and high cost of a major viaduct type structure.

Midway At-Grade Intersection

The property owners present at the meeting also requested the staff examine the potential of removing the traffic signal at Lindberg Drive and Midway Road and relocating it to the south at a new at-grade intersection at Arapaho Road in lieu of constructing an overpass. HNTB has reviewed this recommendation and determined that should Arapaho Road be constructed at-grade, the traffic signal at Lindberg Drive would still be required, due to the volume of traffic and safety concerns.

Spanning the DART Alignment

One option also discussed at the meeting was the potential to relocate Arapaho Road onto the existing Dallas Area Rapid Transit (DART) right-of-way, either with a bridge structure or at-grade roadway within the existing 100-foot railroad right-of-way. Mr. Ron Whitehead agreed to discuss this issue with DART officials. Upon further consideration, it was determined this option was not feasible. This was primarily due to federal guidelines regarding vertical clearance for electrification facilities, the required horizontal clearance width to allow DART to maintain the existing freight traffic in the corridor and allow for expansion of the service to include passenger rail in the future.

Town of Addison Addison, Texas 75001-9010 Arapaho Road Extension April 8, 1999

Carter and and and

We hope this technical memo resolves the majority of the questions raised at the meeting with the property owners. If you desire any future action regarding this specific issue or have any questions, please feel free to contact us.

Very truly yours,

HNTB CORPORATION

Cissy Sylo, P.E.

CES/Inb

Proposed Arapaho & Midway Intersection

Overpass vs. Underpass

(Without Ramps)

Overpass Alternative

Pros:

- □ Improved mobility
- Minimum disruption of traffic during construction
- Less restrictive impact on DWU water line
- Provides more convenient location for enclosure of the major drainage ditch

Cons:

- Less aesthetically pleasing to adjacent property owners
- Potential noise concerns
- Wall construction will be on DWU right-of-way, above and 7.5 feet from water line
- Restricts DWU Easement Width

Underpass Alternative

Pros:

- □ Improved mobility
- Minimizes noise impact
- □ Eliminates most of the visual impacts

Cons:

- Construction requires reduction of Midway traffic to one lane in each direction for at least one year
- Construction costs will be increased approximately \$1.5M
- Major drainage structure required to prevent flooding of depressed roadway
- Deep excavation for wall construction adjacent to DWU 60" water line
- a Restricts DWU easement width

The HNTB Companies	RECORD OF TELEPHONE	CALL	Job No 25768 Date: March 24, 1999
CALL TO CISSY Sylo 09	OF	HNTB	
CALL FROM Jim Pierce, Assistant City Eng	gineer OF	Town of Addison	····
BY			
SUBJECT DISCUSSED	·····	ACTION TO BE TAK	EN
Jim Pierce left me a voice mail today regard issues.	ding the following		
1. The MBNA Building from the top o of the parapet wall is 23 ft. 8 inches. datum is 609.5.		HNTB will prepare a the actual height of t relationship to the br	he building in
2. The top of wall of the Charter Furnit unknown by the Town.	ture building is	HNTB should have t building established performing the topog	by the surveyor
3. The alignment as modified by HNTH owner #5 is acceptable to the Town.		HNTB should proceed of design.	ed in the next phase
4. Need metes and bounds of the railroa on the new alignment with property		HNTB will proceed with the metes and bounds exhibit for the railroad	s description and
5. The Town will use the original align of the Charter Furniture Building dep the building in negotiations with Dal	picting 10 feet off	None needed.	
COPY TO: Molly Marshall & Dan Becker &	Bruce Grantham		

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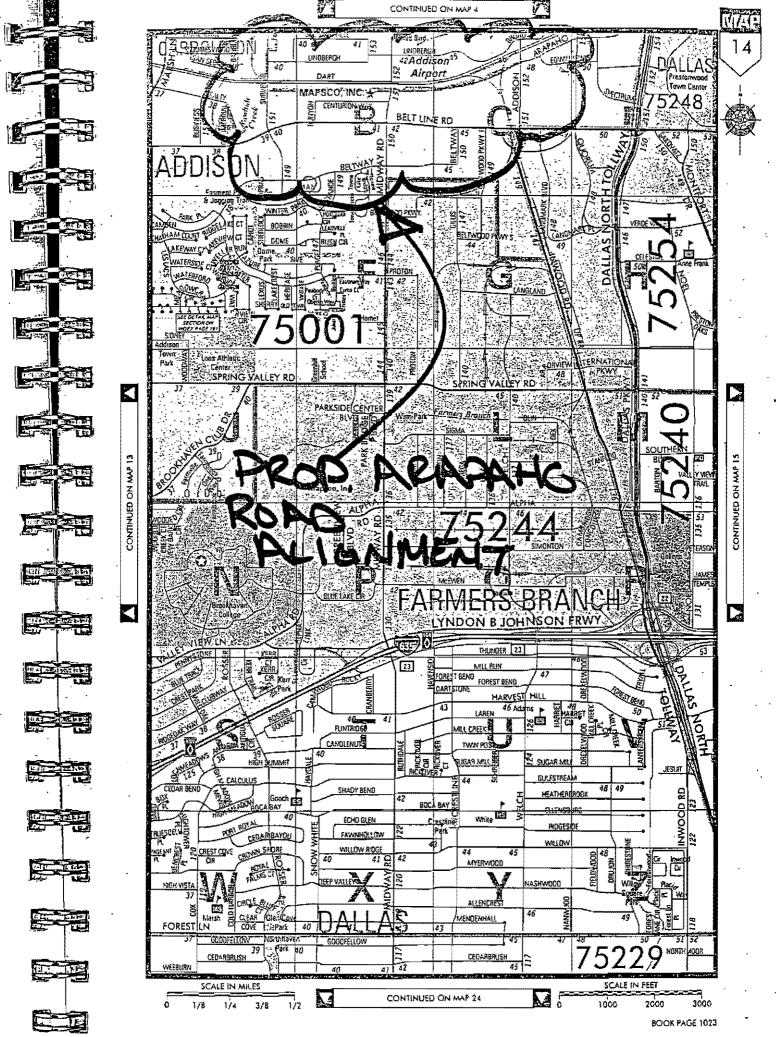
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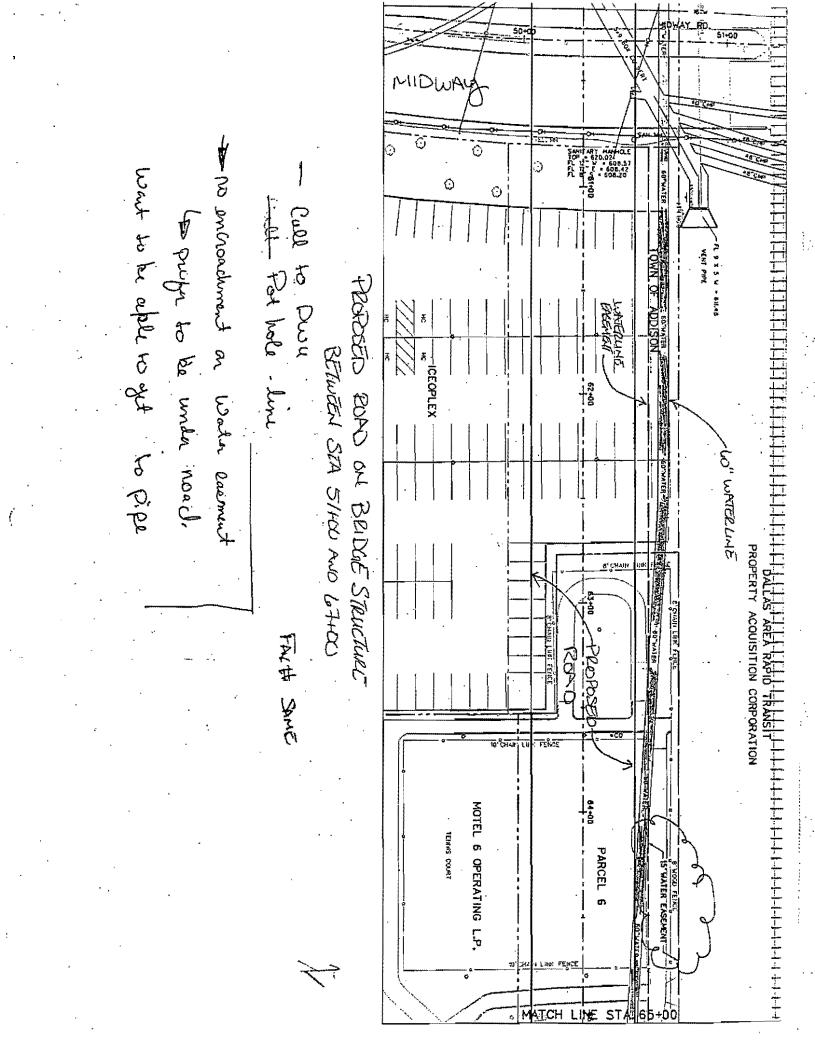
	i <u></u>	The HNTB Compunies Fax Transmittal
-	· To	HANID BAHA PH- 214-948-4388 Date 9/11/02 3:00
	Firm	CITY OF DALLAS Total Pages 5 (Including this cover)
	Fax #	
	From	JENNY NULEWANDER DIRET 972-628-3164 + Urgent
•••		Please notify sender at 972-661-5626 if pages are missing or if there is any transmission difficulty.
•		Message
	*	HAMID,
• •		PER our PHONE CONVERSATION.
	• • • •	HERE IS THE ALIUNMENT OF THE ALAPANO ROAD EXTENSION, PLEASE REVIEW REGARDING THE DWU
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	-,	5910 West Plano Parkway, Suite 200 • Plano, Texas 75093 Voice (972) 661-5626 • Fax (972) 661-5614

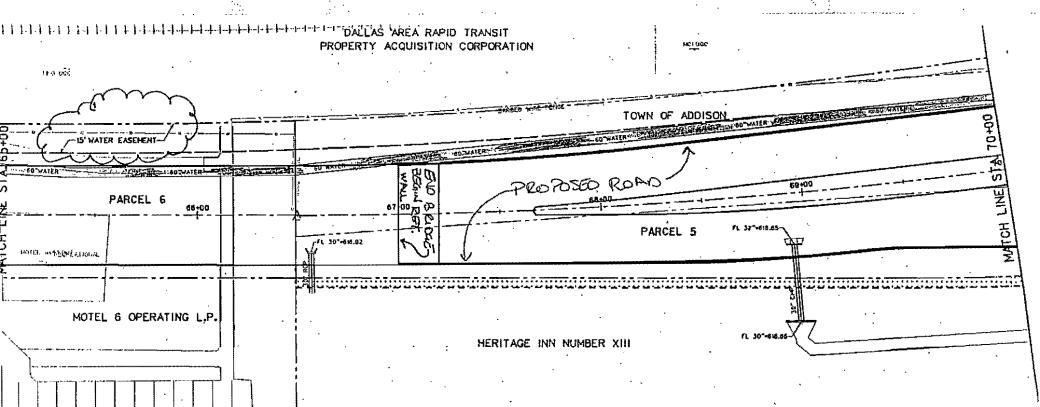
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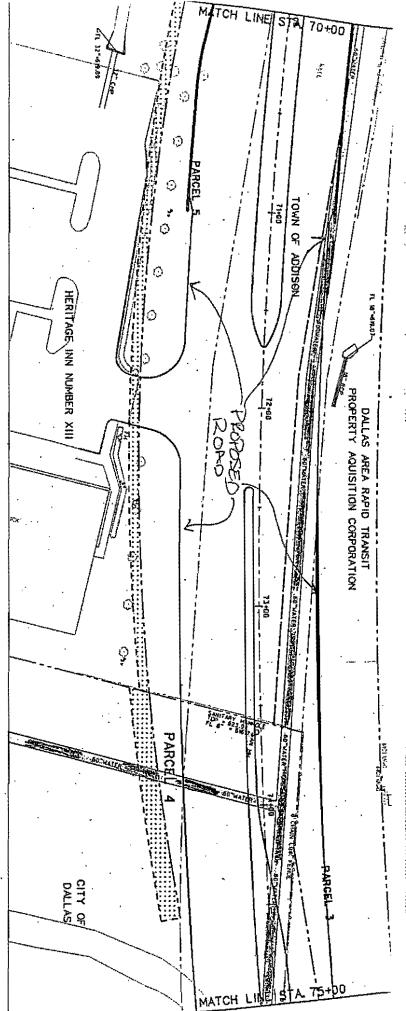
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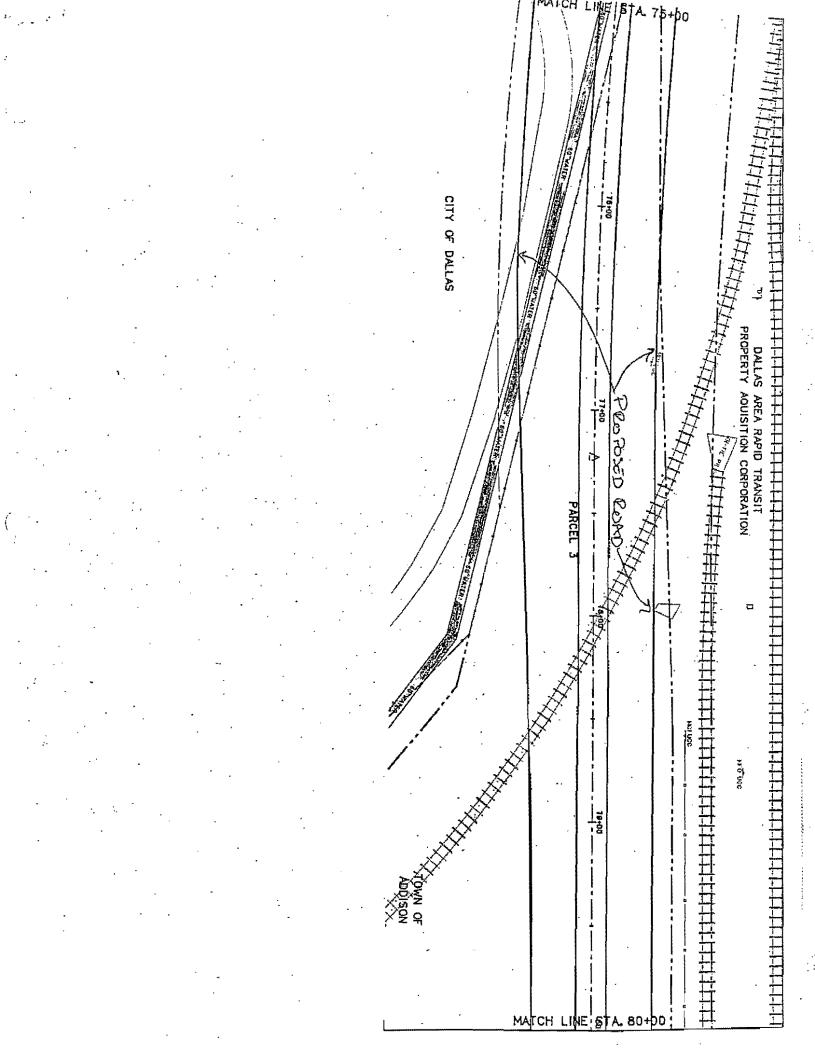
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To N	Aichael Fay	Date September 26, 2002
Firm II	DWU	Total Pages 🔗 (Including this cover)
Fax # 2	14-948-4599	Job Number 25768
From Jo direct line 972-62	enny Nicewander 28-3164	High Resolution

Please notify sender at 972-661-5626 if pages are missing or if there is any transmission difficulty.

Message

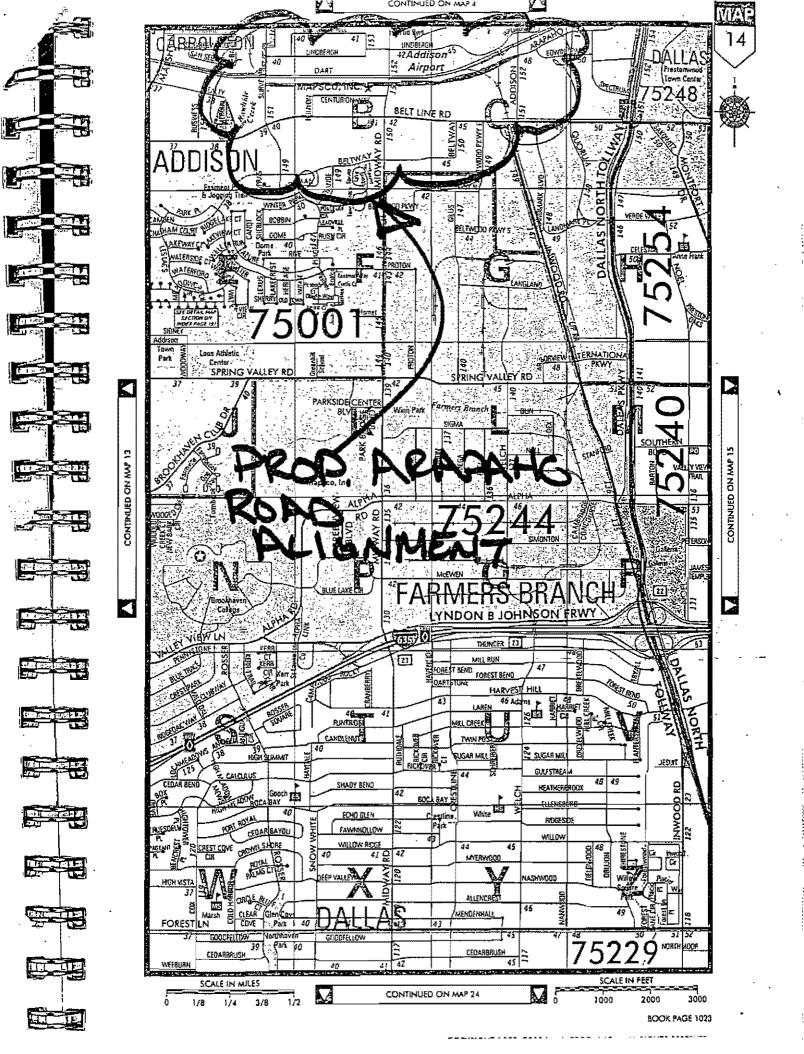
Michael,

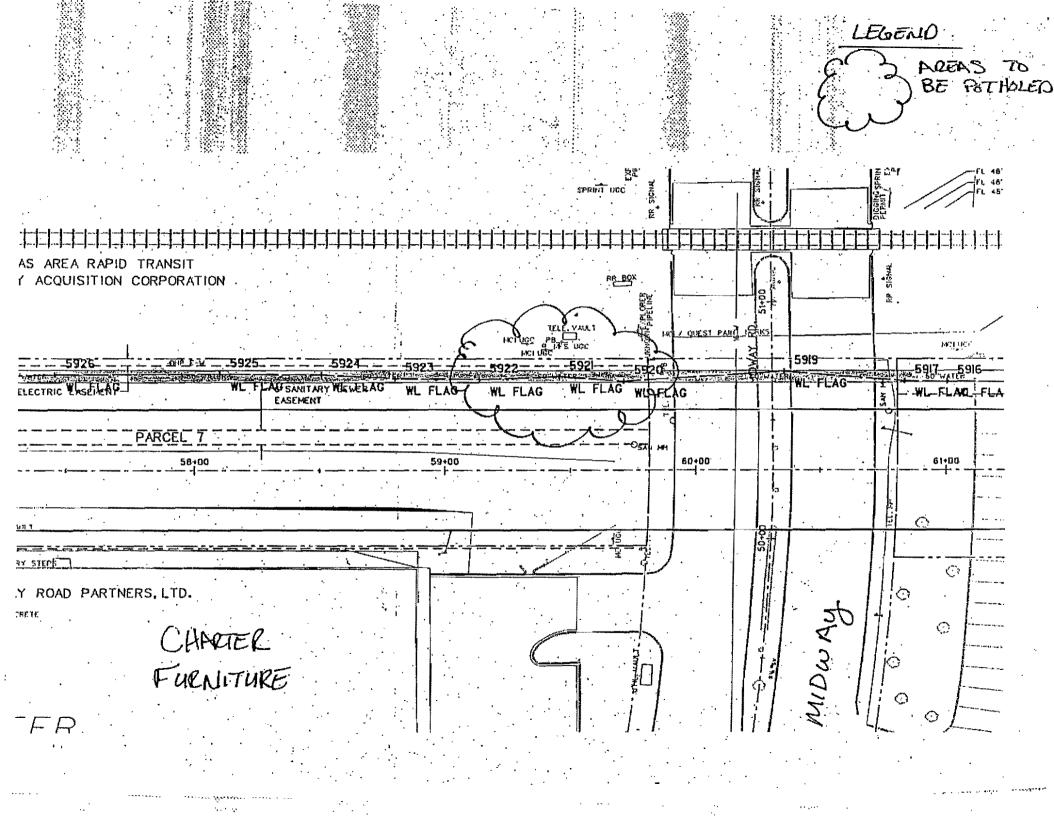
Here is the fax of the areas we are concerned about and would like potholed per our phone conversation today. I've identified the areas we will need the waterline tied down and potholed.

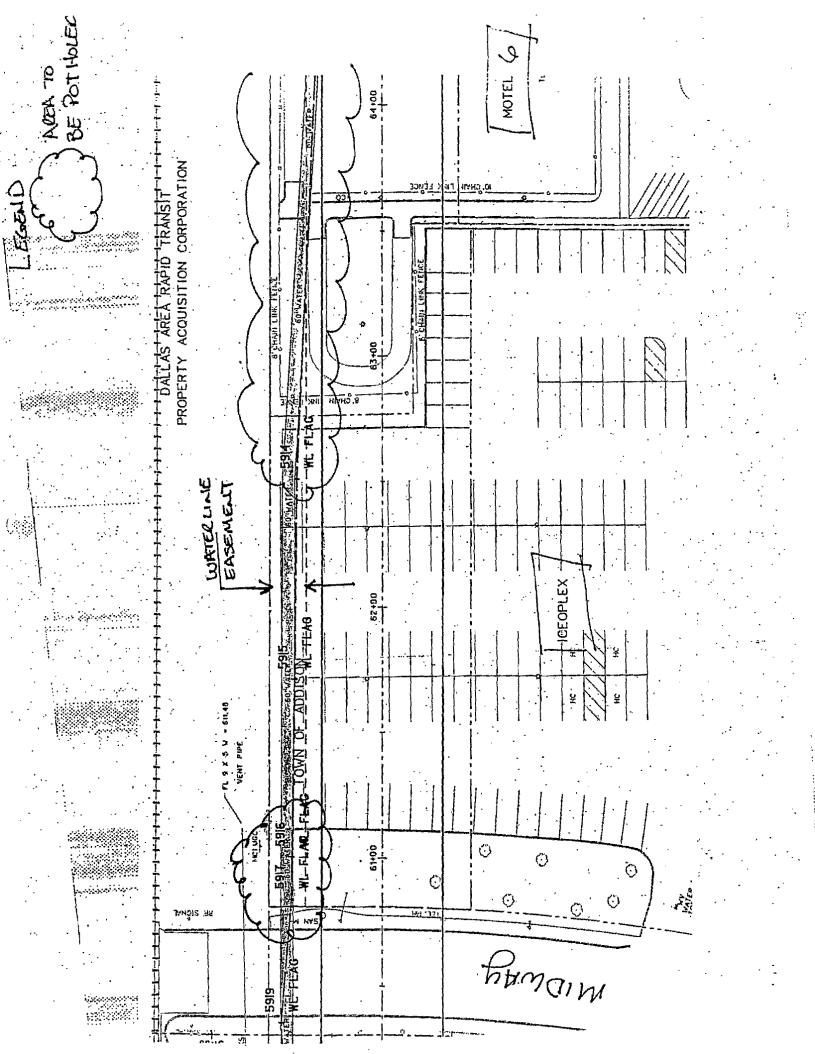
Please let me know if you have any questions or need any additional information regarding this matter.

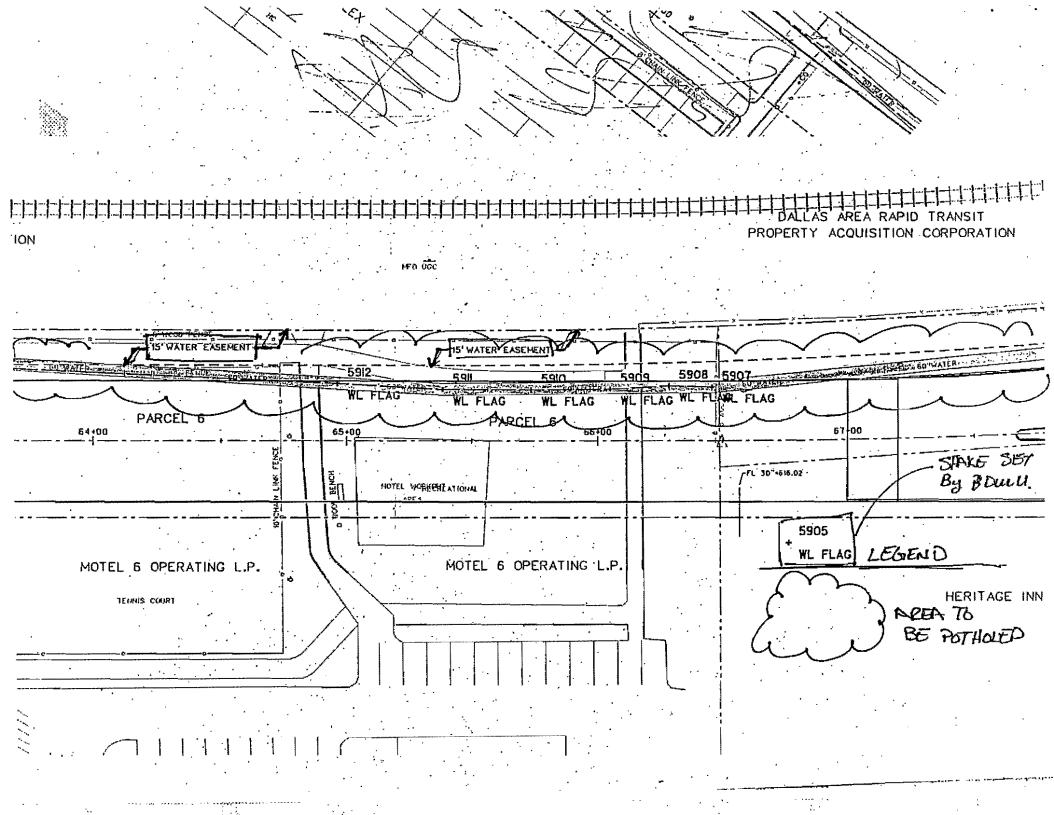
I will be out of the office Sept 27-October 4, if you need anything, please contact Jerry Holder regarding is project. His number is 972-661-5626.

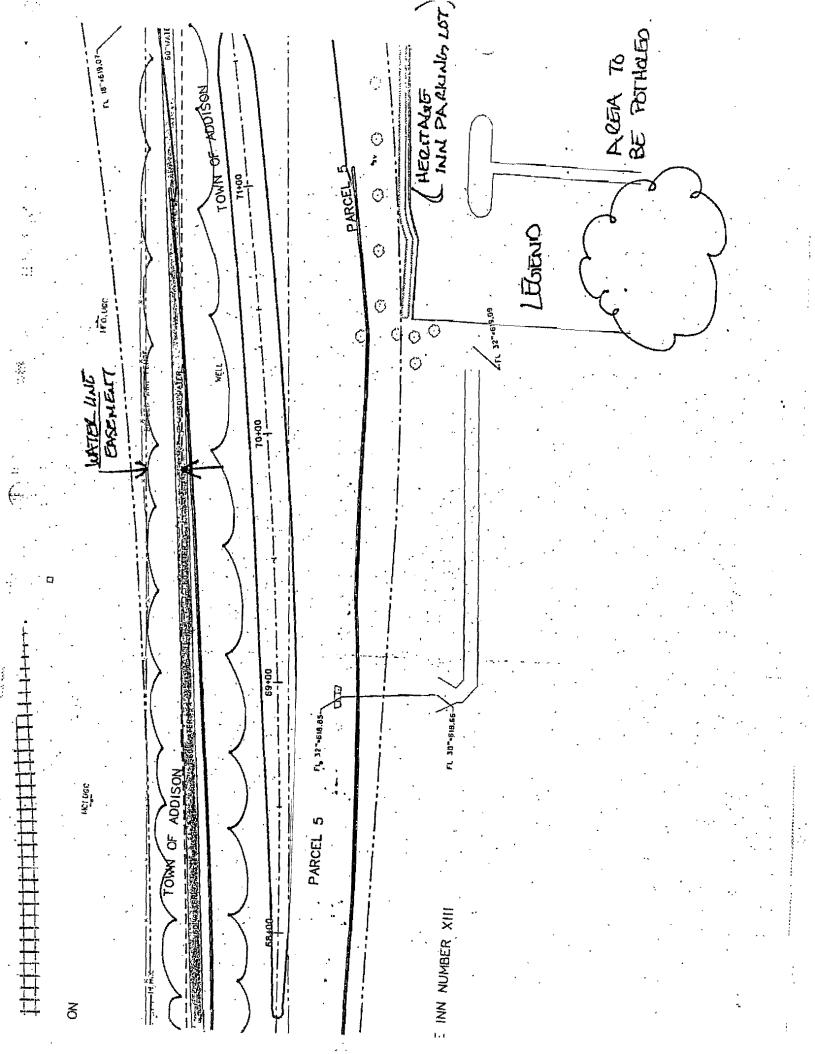
5910 West Plano Parkway, Suite 200 • Plano, Texas 75093 Voice (972) 661-5626 • Fax (972) 661-5614

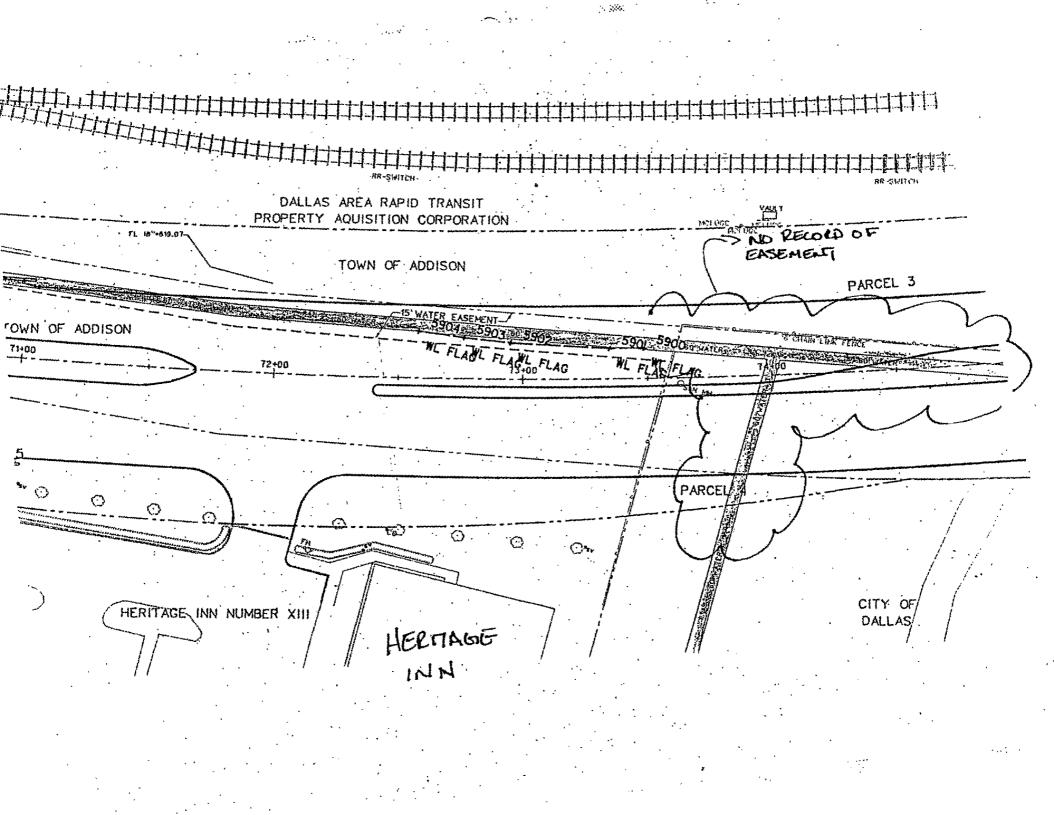


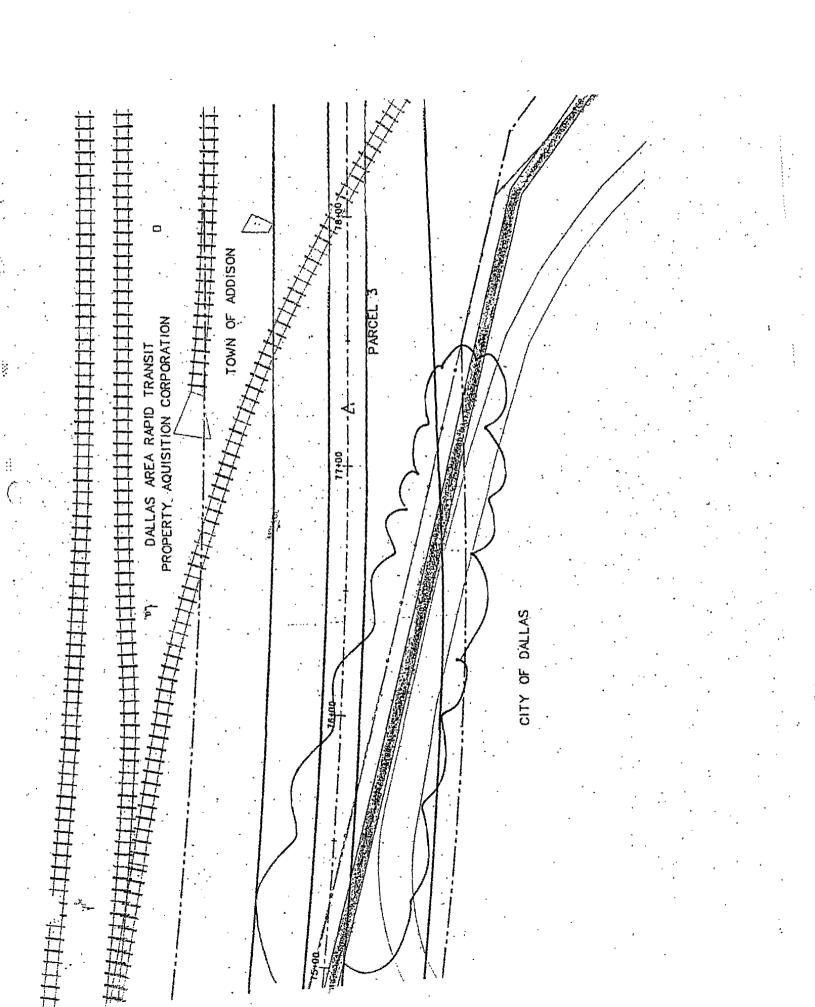














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dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

JSNFILE

DATE		NO. OF PAGES SENT (INCLUDING COVER SHEET):	
TIME	: <u>3:13 PM</u>		
O:	NAME: Jenny Ni	licewander	
	COMPANY: HNTB		
-	FAX NO.: (972) 66	5614	
TEL	EPHONE NO.: (972) 628	3164	
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******		- *al -	
ROM:	NAME: Erick Ste	······································	
	TELEPHONE NO.	.: <u>(214) 948-4643</u> FAX NO.: <u>(214) 948-4599</u>	
	, ,		
OMMENTS	;		
	FIELD N	NOTES FROM POT-HOLING ON ARAPAHO EXTENSION	
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	······································	1500'EAST OF MIDWAY	
	Ţ	F YOU HAVE ANY QUESTIONS PLEASE CALL ME	
		214-948-4643	
	Apr	THANKS	

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The HNTB Companies	RECORD OF TELEPHONE CALL	Job No. 2571095 Date: 10/15/02 4:00
CALL TO <u>FRICK STEITLE</u> CALL FROM <u>JSr.</u> BY	of <u>Dwu 214</u> of <u>4176</u>	-9:18-4:43
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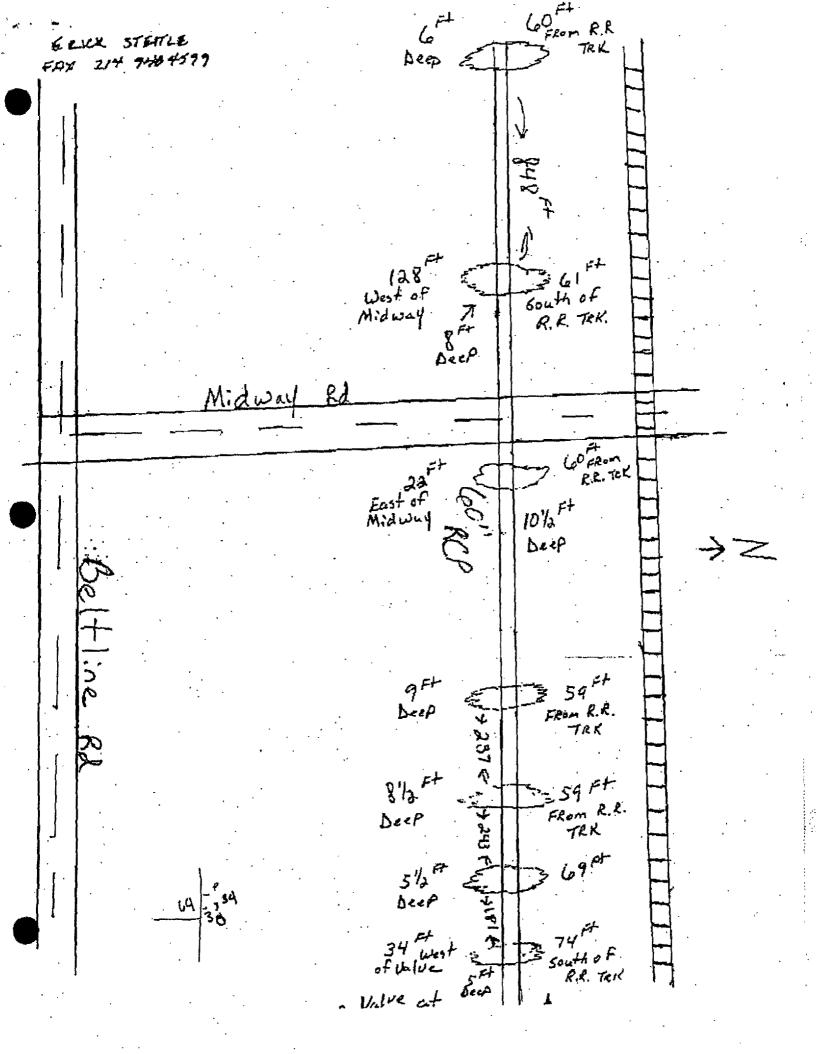


dallas water utilities.

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMC

4:13 PM
MANNY Tenny Nicourndon
NAME: Jenny Nicewonder
COMPANY: HNTB
FAX NO.: (972) 661 5614
HONE NO.: (972) 628 3164
NAME: Erick Steitle
TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599
FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION SOUTH OF DART RR - 1000'WEST OF MIDWAY TO
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1500'EAST OF MIDWAY IF YOU HAVE ANY QUESTIONS PLEASE CALL ME
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IF YOU HAVE ANY QUESTIONS PLEASE CALL ME 214-948-4643 THANKS



Job No. **RECORD OF** TELEPHONE CALL Date: OF OF SUBJECT (DISCUSSED ACTION TO BE TAKEN MSAS 101281 7:49 Pothole dist 5. of Midury 579' Two 9:39 Luke - call back Tuo el: 41 E. Sta agan meeting for Thursday THUS CU:39 -Carta blood Carp Sat @11:52 - Vamica # 10/29 972818 alod Call W/ E. Steille 579' between pot hold So not in Motel 6 To so well rud to more 40'orst Value on E 30'waf T 34'w of V last pothde. 4230 COPY TO:

NOTE: This record to be retained in the master file.

GN119-0793

Sept Tuesday September 24,2002 -RETURNS HANR D Cret Supplementel info heady - Anapaho D call Tony knows about the fee D work on free D Exponse Cleckes -2 tix -VOICE --M.C-- LOPAL - Cal of mus. losing emailed @ 8:30 Called @ 10:00 La Scretary said he was in but on the plone lift missage nud to ask him about 1.9 mil \$ Wed. Sept 25, 2007 Receir along (on & Easenst D called Havid regarding water line Lo he will look into it and call this geternon. I need to verify location D acpense report align te clean up Oak laun ul typ

Job No. **RECORD OF** 27568 **TELEPHONE CALL** 10-23-02 CALL TO JERRY HOLDER OF HNTB CALL FROM ERIC STEITLE OF DWLL - RELOCATIONS DEPT. BY 2)948-4643 SUBJECT DISCUSSED ACTION TO BE TAKEN ERK SAD THAT HE NEEDS TO BE THE CONTACT FROM NOW ON- HE IS THE PM ASSIGNLED TO THIS PEUDECT RESCHEDULE WI CALL BEACE -ERIC WAS ALARMED TO SEE A CALL URS -SKETCH WE SENT HIM SHOWING THE CAUL TA4 -V) BRIDGE THRUST BLOCK OVER THE GO" HZO. I REGURED HIM NOTHING HAS BEEN DESIGNED 4 IT WAS THE FURPISE OF THIS MEETING LET DWI U KNOW IF 30th 15 5000 TO DISCUSS DULL REQUIREMENTS. (WE NEED TO BE CAREFUL ABOUT WHAT WE SENT OUT TO PEOPLE). DWU CAN'T MAKE THE MEETING TOMOBIOM & WOULD LIKE TO RESCHEDULE FOR OCT. 30th AT 2:00 pm. COPY TO: EDM, JSN, 25768-05-301

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NOTE: This record to be retained in the master file.

Neipaho Watalme meeting 2:00 W Dan, JH, LH, JSN, DB, SC, Share Graft - Dury landy Nelson Jin Pierce - E. Steill - PWI Jony w/ intro Groal: not to disturb la" water line so that DWU is happy an confectable wides; gr > descript in and drawning of MSE wall DEROY Pothole 2 9.2' V 1 ----Dur Shows no Tao but a 90° bond Value structure to built in poad near 90° bond might be buck (dd) manhole -> might need to replace on time MH. Dure > ok w/ 5' cover (if no an orler) 5.1 fill slope in stead of RW on E. Side 1. Soide piles is MSE would present plow out 1:1 Slope fun 2'-3' pelow los' fritrend Rock 2-10' from ground Dat line = could be electric line w/ = potantial problem 5-2-> commute line, deisel Lipe not (loss) not bonded might need to replace wontually prishessed - 40 grood Appatent Main, Canolton, FB (1/2 then Water Suppy) & Some of Addison 1945 Miner 4 1945 - 1945 - 1945 Would be hand to test line (eddy ement) coordin 3 cot is a line down - accustic testing 34

- Modify box to accomposate used use as a footing and not use MSE strap On E side what's min dist from Sol. wall (3') can Stop Rw and & Let fill come from Road. -need to Look @ how to replace existing MH C Bridge voures 100" W/72 72"OD Dreed to Send URS new water line file might need a nanowar S.W ontopy Budge Concerns u above ground structures - ixèll need enough noon nou su inside Anet for born to RW over pipe worker Value > will read to coord w/ Add. they shut off line 2.3 times agen for mant. Pet goo line in Putt DART (Much of RR.)

ud Prebled Shapts -3' min even if expose pipe to build - Send plans to Frick as plans that develop to have Routed through Diri ROW a Easent issues Constr. Sched hope nut Summer fa purcel 12/13 Change TCE To get out blog. THUESDay D PRINT JPI'S get perscription e. Excelos D PRINT YEAR CAL. D PRINT D.Q'S PROS Schepiles FTPOT one your Monthly Project nevces) mtg PRILIT OUT YEARLY CALANDAR GALLAWN FRISCO ACAPAHO PH3 ALEAST Qw SCHED BASED ON BRIDGE? Talk To Structures about VA on Rang 2-Mo fox 65% INTONNAL RELIGIO ·STHED. DEP. SCOPE CHANGE >> LT/DECEL Next Submitt al => 513 ON CONTRACT. THANKS GIV. WEEK DO-ARIE? GIEGI, GABE, STRET 11/4 MAT TIME? I gut solut INCL DRAINING - geo tech being done? from files Pat tentation 570 (HANKES TO BOXCULL/R.W WO TO REVIEW -WATER SEVER 7'S M COULD BE IN - Schedule (JET D.Q. LOOK @ Hornes Zoo. - Spec ->quality list TLOUBLE CONCERNS VS, MT4 YOTOY 45% submitted 田1216 WB 27 STATUS OF S.A - get D.Q see about & hours JA REVIEW 05 EA CODIES (???) PROB ? >> Key un upto Perly DAn & brand in date on 2/0 lone

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OFFICIAL ACTION OF THE DALLAS CITY COUNCIL

December 11, 2002

02-3505

Authorize the conveyance of a street casement containing approximately 1,114 Item 34: square feet of land and a temporary working space casement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land in the Town of Addison located near the intersection of Belt Line and Addison Roads - Revenue: \$12,918

Approved as part of the consent agenda.

12/24/02 9:14 AM GN2002MINUTESICC121102.doc

CITY OF DALLAS, TEXAS

THE CONTRACTOR

OFFICE OF THE CITY SECRETARY

COUNCIL CHAMBER

023505 December 11, 2002

WHEREAS, the City of Dallas ("City") is the owner of a 19 acre tract of land in the Town of Addison which is currently a part of the Beltwood Reservoir site, located near the intersection of Beltline Road and Addison Road; and

WHEREAS, the Town of Addison plans to extend Arapaho Road westward from Addison Road to Marsh Lane; and

WHEREAS, the Town of Addison has requested that the City convey to it a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land which are part of the Beltwood Reservoir site for the extension and construction of Arapaho Road;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That for and in consideration of the sum of \$12,918 and other good and valuable consideration, the City Manager is authorized to execute a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land across City of Dallas owned land, located in Lot 1, Block A of the Beltwood Reservoir Addition in the Town of Addison, Dallas County, Texas to the Town of Addison, to be attested by the City Secretary upon approval as to form by the City Attorney.

SECTION 2. That the street easement and temporary working space easement proceeds shall be deposited into the General Fund 0001, Agency DEV, Bal Sheet 0519 and Development Services shall be reimbursed for the cost of obtaining an appraisal and other administrative costs incurred. The reimbursement proceeds shall be deposited in Fund 0001, Agency DEV. Org 1180, Object 5011. Any remaining proceeds shall be transferred to the General Capital Reserve Fund 0625, Agency BMS, Org 8888, Revenue Source 8118.

SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED AS TO FORM: MADELEINE B. JOHNSON, City Attorney

BY / Assistant City Attorney

CITY COUNCIL

DEC 11 2002

City Secretary

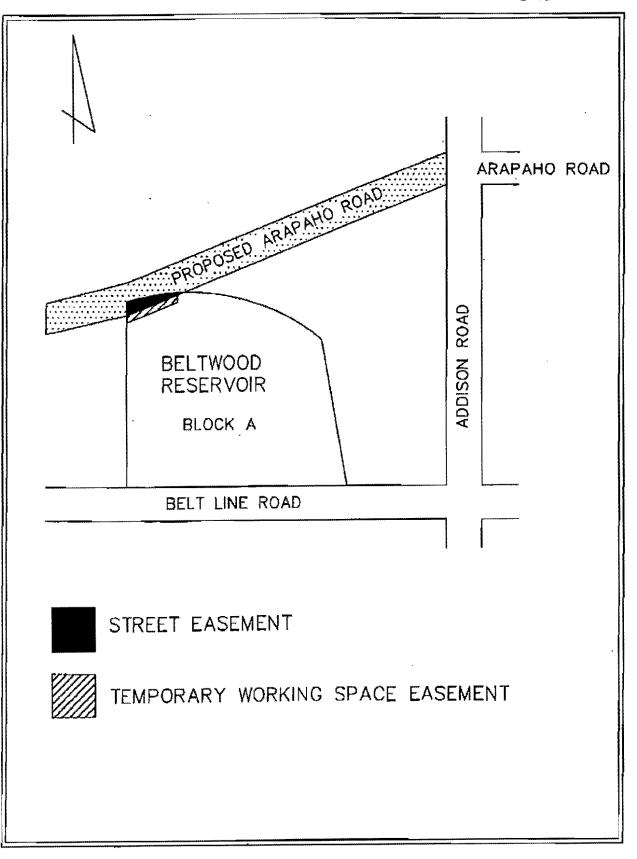
AD GAD OF DEPARTMENT

CITY MANAGER

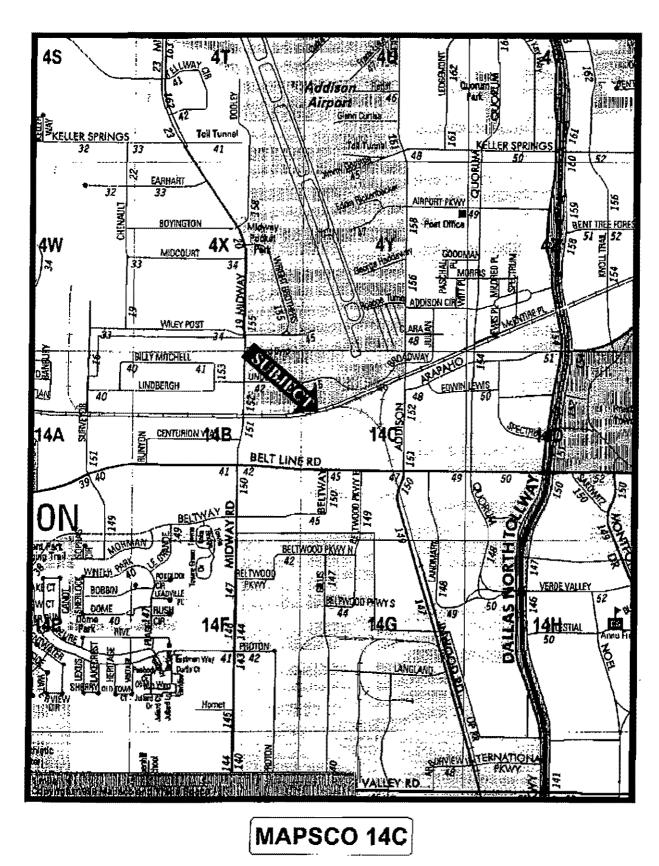
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023505



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023505

CATEGORY: LAND MISCELLANEOUS

AGENDA DATE:		December 11, 2002
COUNCIL DISTRICT(S):		Outside City Limits
DEPARTMENT:	4	Department of Development Services
CMO:	K	Ryan S. Evans, 670-3314
MAPSCO:	•	14C

SUBJECT

Authorize the conveyance of a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land in the Town of Addison located near the intersection of Belt Line and Addison Roads - Revenue: \$12,918

BACKGROUND

This item authorizes the conveyance of a street easement containing approximately 1,114 square feet of land and a temporary working space easement containing approximately 1,163 square feet of land to the Town of Addison for the extension and construction of Arapaho Road across City-owned land on the Beltwood Reservoir site located near the intersection of Belt Line and Addison Roads. The Town of Addison is extending Arapaho Road from Addison Road to Marsh Lane.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior action.

FISCAL INFORMATION

Revenue: \$12,918

MAPS

Attached

Sent By: HP LaserJet 3100;	2146705029;	Jan-10-03 14:15;	Page 1
CITY SECR		QUEST	
DATE OF REQUEST: 11003	DATE NEEL	DED . BY:	
CITIZEN: Michael Murphy Addison's Dirot Pullic Wiks	PHONE:	172-450-2871	
CITY STAFF:	DEPT:	PHONE:	
TYPE OF SERVICE REQUEST: ALL CER	COPIES ARE .10 PEI TIFICATIONS ARE \$		0 PAGES.
CERTIFIED COPIES Y	ES[] NO[]		
FILE #			
RESOLUTION # 02-3505			
ORDINANCE #			
COMPLETE FILE			
FAX NUMBER: 973- 450-2837 N	O. PAGES PLUS CC	VER <u>6</u>	-
. 	ODE REQUEST:		
CODECHAPTER	SECTIONS		
CHARTERCHAPTER	SECTIONS		
TAPE REQUEST ONLY: ALL TA	PES ARE \$1.00 EAC	H CASSETTE.	
MEETING DATE:	•		
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# OF CASSETTES USED:TIME	REQUIRED hrs	./min.	
CSO ONLY			
DATE COMPLETED: 11003 4	£		

COMMENTS:

THURSDAY DECEMBER 12,7002 DCall Jack Hatchell 972-424-1368-A cull Mike Russel about Frisco Row Month AZALEA MW Jung Holder >> fell you digging mils. V [] Called 12/12/02 10:25 : Lyp msg RP CLOSS. In CONTROLS? Ċ 1.5 Sec. VS 1.0 Sec Timing FRIDAY December B. 2002. 7:30 U DERISCO Mtg fa proposal dog food Walk neg Luke = oxhibits (4) Macy gef Club T.T.E.S.T Dux mtg____ pront to Pwu diet we wave going to be from Ripe 10-11-ft W 8-9' Sidewalk VOKEY WEDKE (_____ pusantel removable side walk "quat dea" Bridge part farthe away except threat blocch Cliff & prental Stadding pike a more threat plock w/ 3' clean w/threat epipe Said prefered 30 moving much Dur Zaptions l'lance pipe line a relocate dow contr of roadway replace B 84" Com have pipe nelocated by fell > can be designed in 300

PROJ:	Arapaho Rd	PREP,D	BY:	Erick Ste	itle	DATE:	01/08/2003	SHEET:	····	
	60" Estimate					REVISED:			20%	\$2,352,684.00
FILE # :		CHECK,D				REVIEWED :			EST.:	\$1,960,570.00
ITEMS	ITEM DESCRIPTION	有关的 保護	1. Continue (a)	GEŃ	SHIE	SHPLAN A	ROUNDED	BID	St. UNIT Sta	BID ESTIMATE
NO	DESCRIPTION	UNIT	Unit Price	ITEMS	<u> </u>	QUANTITY	QUANTITY	QUANTITY	PRICE	ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
	60" PCCP Water Pipe	LF	\$340.00	0	4500	4500	4500	4500	340.00	\$1,530,000.00
	Iron Fittings	EA	\$2,000.00	10		10	10	10	2,000.00	\$20,000.00
	Water Service	EA	\$520.00	1		1	1	1	520.00	\$520.00
		EA	\$85,000.00	0	2	2	2	2	85,000.00	\$170,000.00
	60" Water Not Open Cut	LF	\$900.00	0	100	100	100	100	900.00	\$90,000.00
692C	Trench Safety and Support	LF	\$1.70	0	4500	4500	4500	4500	1.70	\$7,650.00
	Class B Concrete	LF	\$135.00	200	800	1000	1000	1000	135.00	\$135,000.00
	Storm Water Pollution Prevention	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
	Erosion Control	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
	Disposal of Heavily Chlorinated Water Main Flush	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
2050	Investigation	EA	\$350.00	4		4	4	4	350.00	\$1,400.00

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PROJ :	Arapaho Rd	PREP,D	BY:	Erick Ste	eitle	DATE:	01/08/2003	SHEET:		
	84" Estimate					REVISED:			20%	\$3,264,684.00
FILE # :		CHECK,D				REVIEWED:			EST.:	\$2,720,570.00
ITEM		A-ASTAC	Market Market	GEN	SHT	PLAN	ROUNDED	溶 BID 論	UNIT	BID .
NO ^K 容易	DESCRIPTION	UNIT	Unit Price	ITEMS.		QUANTITY	QUANTITY	QUANTITY		ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
201M	84" PCCP Water Pipe	LF	\$465.00	0	4500	4500	4500	4500	465.00	\$2,092,500.00
502	Iron Fittings	EA	\$2,000.00	10		10	10	10		\$20,000.00
505	Water Service	EA	\$520.00	1		1	1	1	520.00	\$520.00
520N	84" Butterfly Valve	EA	\$125,000.00	0	2	2	2	2	125,000.00	\$250,000.00
550S	84" Water Not Open Cut	LF	\$1,400.00	0	100	100	100	100	1,400.00	\$140,000.00
692C	Trench Safety and Support	LF	\$1.70	0	4500	4500	4500	4500	1.70	\$7,650.00
707B	Class B Concrete	LF	\$135.00	300	1200	1500	1500	1500	135.00	\$202,500.00
771D	Storm Water Pollution Prevention	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
771E	Erosion Control	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
773A	Disposal of Heavily Chlorinated Water Main Flush	EA	\$2,000.00	1		1	1	1	2,000.00	\$2,000.00
2050	Investigation	EA	\$350.00	4		4	4	4	350.00	\$1,400.00

Pipulme Cost only in gen Beld. Struct Rehab & eccements not included.

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Betterment \$760,000.00

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Michael Murphy

From:	DeEtt Hobbs [DeEtt.Hobbs@mastec.com]				
Sent:	Wednesday, January 29, 2003 8:42 AM				
To:	'mmurphy@ci_addison_tx:us'; 'jpjence@ci_addison.tx.us'				
Subject: Mastectar.doc					

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January 29, 2003

Mike Murphy Director of Public Works 16801 Westgrove Rd. Addison; Texas: 75601-9010

Dear Mr. Murphy:

On January 21, 2003, Ben Bishop and myself met with you and your staff to review the plans for Arapaho Road Phase III, which includes an elevated roadway section and a bridge over Midway Road. The roadway and the bridge are adjacent to an existing 60 inch DWU water main.

The purpose of the meeting was to review the proximity of the roadway and bridge to the 60-inch water main and to determine the ease with which the water main could be maintained, or repaired in the event of a leak or a blowout.

The design consultants showed us plans and sections of the roadway; bridge and water main, and the approximate elevation of rock in the area. It is my opinion that repair and maintenance of the water main can be made without any great difficulty, and that adequate provisions have been made to protect the roadway and bridge from failure of the water main.

You asked me about the repair time for a worst-case scenario of a blowout of the water main at the bottom of the pipe facing the road. Having the roadway (a hard surface) adjacent to the roadway as well as The DART ROW is an advantage in this case as it provides a place to position a crane. Repairs to the main in this situation should be completed in approximately FZ hours.

Please let me know if you have any questions.

Respectfully,

David Holland 1/29/2003 Senior Vice President

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MINUTES OF ARAPAHO ROAD BRIDGE/DWU MEETING - 1/21/2003

Mike made introduction.

Randy Stalnaker agreed to consider alternatives.

Mike stated summary of Town's discussion w/Mastec.

Jerry Holder distributed an exhibit of property x-section w/our sidewalk located 2' from edge of 60" water and retaining wall 10.5' from 60" pipe.

Cliff Hall distributed two exhibits w/bridge section and sidewalk shown.

Randy Stalnaker reviewed each exhibit and asked several questions regarding dimensions from the 60" pipe, bridge height, depth of deholed 60" pipe, etc.

Randy stated that physical and political issues affect DWU's evaluation.

Jerry Holder stated that the design of the retaining wall and box culvert are designed to protect it from a blowout of the 60" R.C.P. – only the pipe has to be repaired.

Randy stated that he is not familiar w/type of equipment that DWU would use for repair.

Mike repeated that the Town talked w/Mastec regarding the ability to repair a break.

Randy will take information back to the two Assistant Directors for review.

Randy stated that DWU staff didn't have all the information needed previously.

Mike stated that URS and HNTB have taken every precaution in designing the bridge/roadway.

Bruce Grantham asked Randy if he had certain concerns.

Randy stated that maintenance of the line is the main concern and Ramon will make final decision.

Randy stated that decision should be made prior to upcoming meetings between the two City Managers.

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Jim asked if Randy had any other questions.

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DWU representative, Erwin, stated that they have better dimensioning to review on the exhibits.

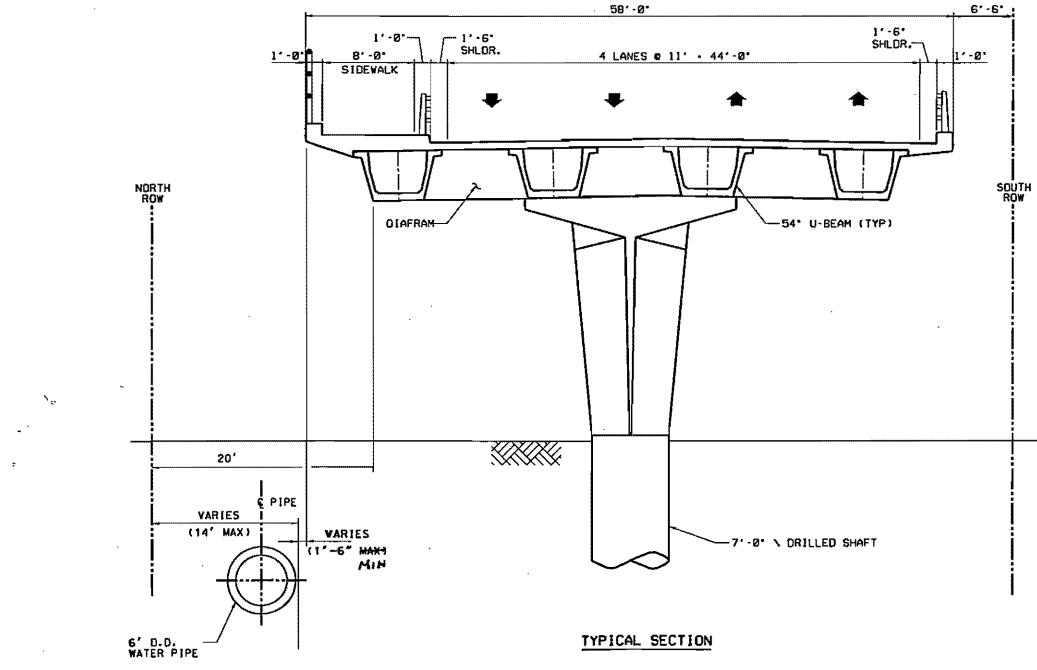
Mike expressed dismay that DWU decision makers were not present at this meeting.

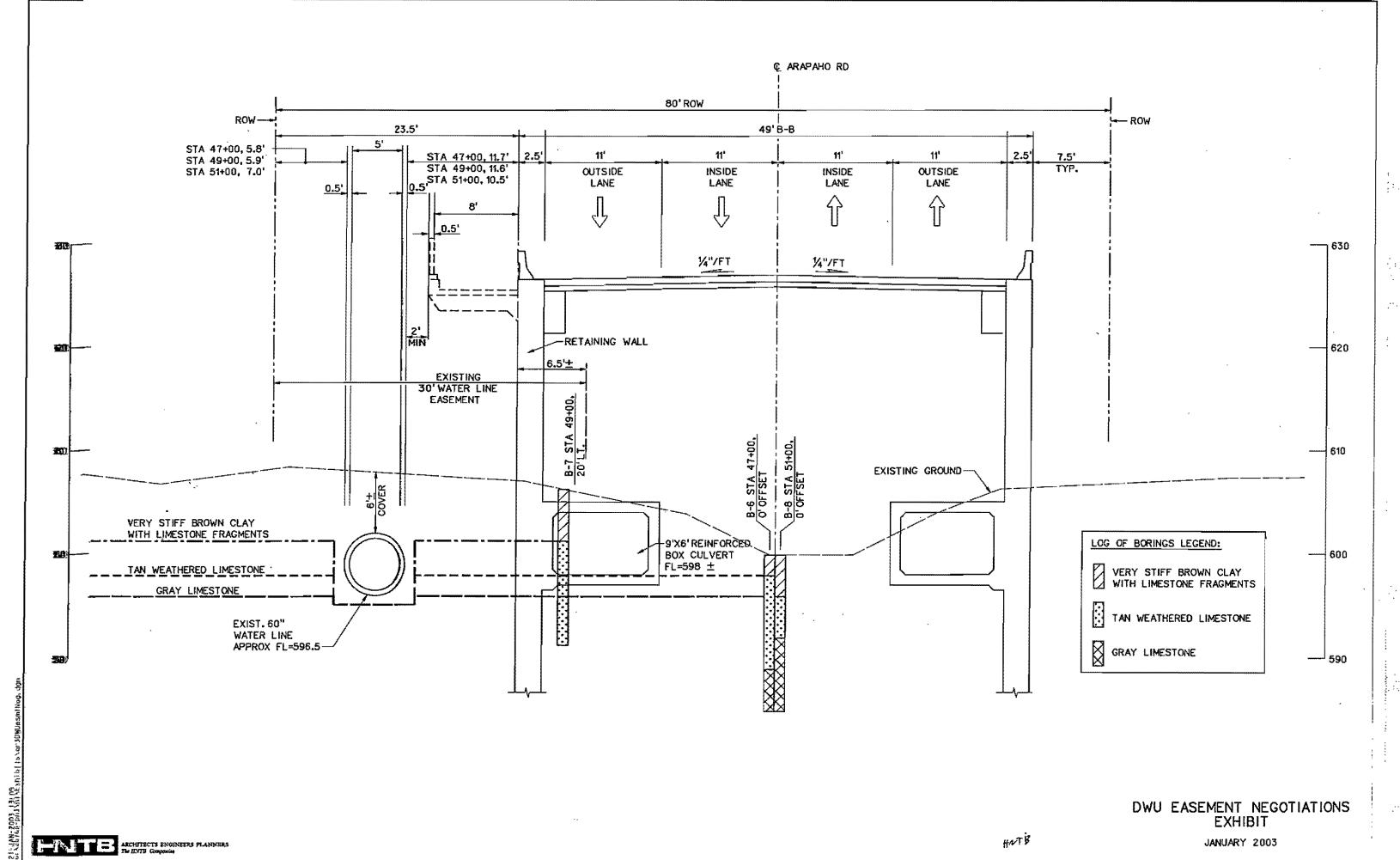
Randy stated that DWU would look at the issue and get back.

Meeting ended at approximately 3:15 PM.

Mike and Randy had a short one-on-one discussion after meeting ended.

Three exhibits attached to these minutes.

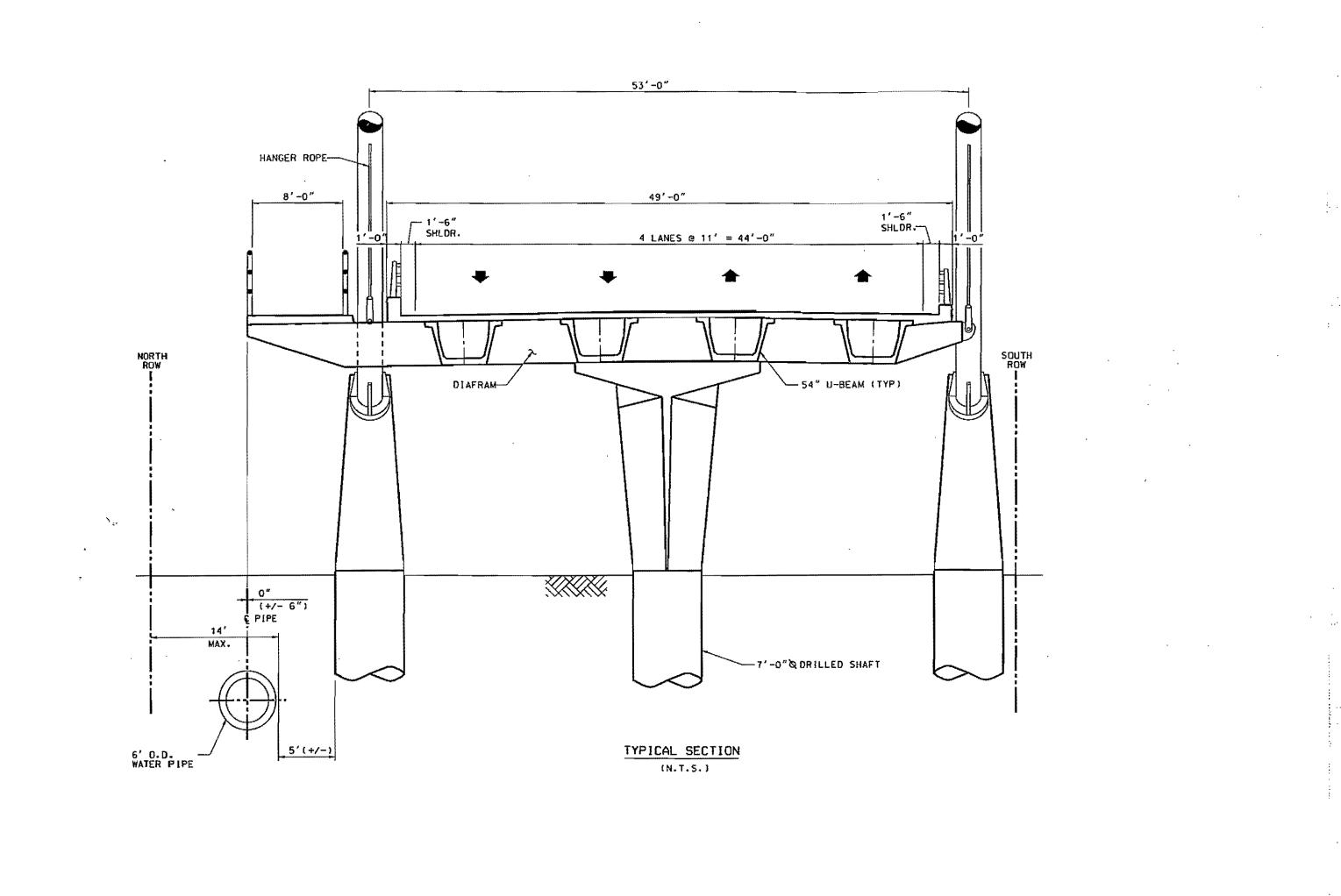




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DWU EASEMENT NEGOTIATIONS EXHIBIT

JANUARY 2003



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Meeting word DWU <u>1-21-03</u> anpah I Rd Mike introduced Subject. Consulted with Master - Bishop & Holland Master stated Repairs & anena could be made without any great difficulty erry H. Explained relationship & pipe to approach " " He bridge supports H. 12' min height between pipe and non-removable sidewilk Randy: Concerned with horiz and vertical cleanances. Applitual considerations arise also (Undermining DART live and flooding suilding Wants Charlie Stringer and Kandy Nelson to look at the situation & Sabmithals Man concern in maintenance & emergency condutions Ramon Miguen will be final decisión. mike: We nast triver out details w/o involving city manugers Randy: Will meet with decision makers at 8AM Morrow