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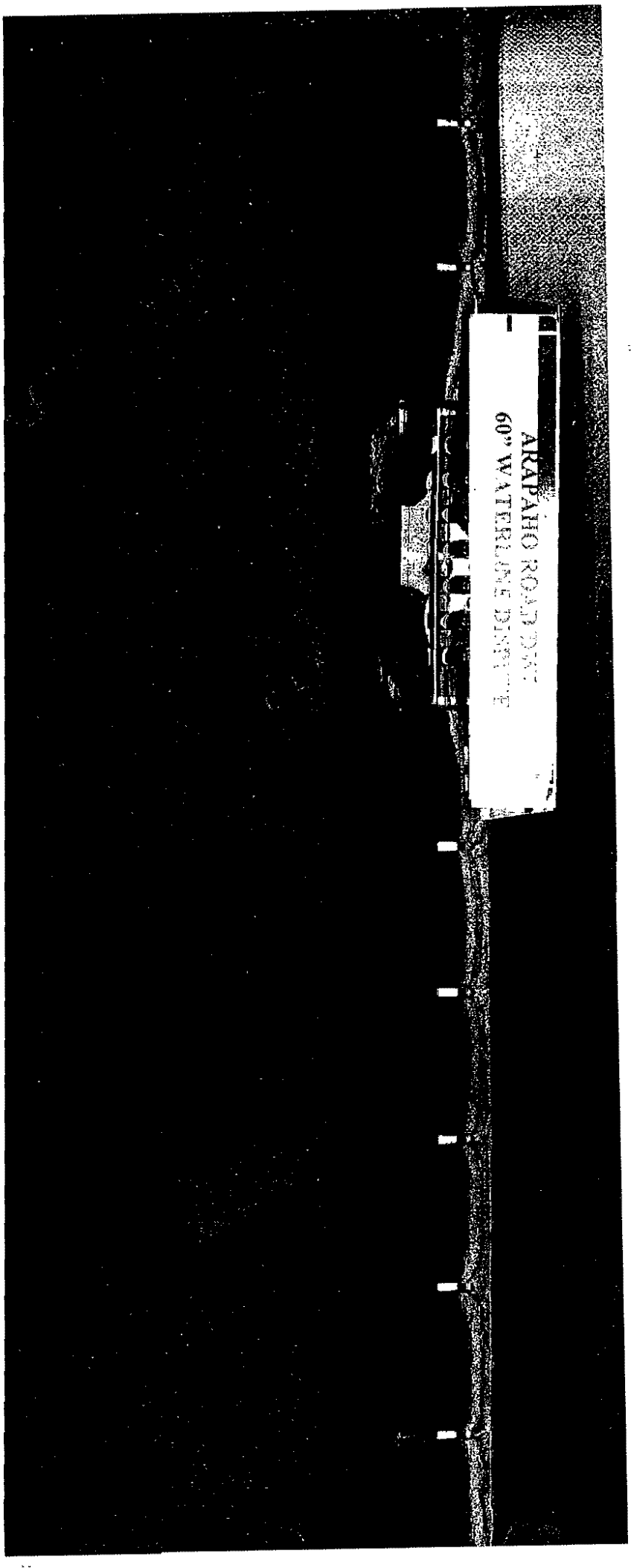
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ARAPAHO ROADWAY
60" WATERLINE DIRT

To address the corrosion issue,

My staff has contacted Mr Sam Ornaout, Director of Engineering, Hanson Concrete Products Company and Carl Kirkpatrick, President of Elk Engineering (a corrosion engineering firm) about the subject of the new roadway affecting corrosion of the 60" pipeline. Both gentlemen were of the opinion that the new roadway would have no effect on corrosion of the pipeline.

Rick Galseron

Phon DMK 7168

SPET - HIRCH WALK OF MARK ED
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:

- ✓ 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, and 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.*

For water distribution

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.

A handwritten signature in black ink, appearing to be 'G. Smith', located below the text.

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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✓ Hold Harmless agreements (wording prepared by City of Dallas and Town of Addison Attorneys).

✓ Proposed compromise regarding bridge height clearance, 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.

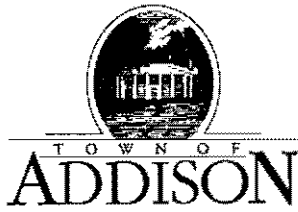
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The 100' bridge is to raise bridge deck to 26' over roadway crossing.
all sidewalk sections will be easily removable.



Because of safety concerns of stranded vehicles on roadway we feel that it is important to maintain pedestrian walkway on bridge deck. Therefore,

8/17/04 cc: SC
Kalamang
Addison 50!



PUBLIC WORKS DEPARTMENT

50 YEARS OF FUN!

(972) 450-2871 FAX (972)450-2837

Post Office Box 9010 Addison, Texas 75001-9010

16801 Westgrove

17 August 2004

VIA FAX to 214-243-1110

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

FAXED
8-17-04

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,

Mike Murphy, P.E.
Director of Public Works

Attachment: Archer Western Bid Sheet

cc: Peter Fitzwilliams, DWU Program Manager

To: Marco Ramirez, DWU Relocations — 214-670-6-
Cc: Peter Fitzwilliams, DWU Program Manager — 9525

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)

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.

HP LaserJet 3200se



HP LASERJET 3200

AUG-17-2004 2:45PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
584	8/17/2004	2:42:16PM	Send	92142431110	2:49	3	OK

**TOWN OF ADDISON
PUBLIC WORKS**

To: Peter Fitzwilliams From:
Company: TWA
FAX #: 2142431110
Date: 8-17-04
No. of Pages(including cover): 3

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

HP LaserJet 3200se



HP LASERJET 3200

AUG-17-2004 2:48PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
585	8/17/2004	2:46:19PM	Send	99728642334	2:15	3	OK

**TOWN OF ADDISON
PUBLIC WORKS**

To: Victoria Curran From:
Company: G.A.S.S.O.
FAX #: 9-864-2334
Date: 8-17-04
No. of Pages(including cover): 3

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

HP LaserJet 3200se



HP LASERJET 3200

AUG-17-2004 2:54PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
586	8/17/2004	2:52:23PM	Send	92142431110	2:08	3	OK

**TOWN OF ADDISON
PUBLIC WORKS**

To: Marco Tapia
Company: DWH
FAX #: 214243 1110
Date: 8-17-04
No. of Pages(including cover): 3

From: Michael E. Murphy, P.E.
Director of Public Works
Office: 972/450-2878
Fax: 972/450-2837
18801 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
Arapaho Road Extension from Surveyor to Addison Road
DWU Contract No. 03-167F

Dear Mr. Pierce,

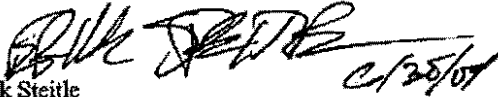
This letter is in response to an e-mail received June 23, 2004 from Bruce Grantham of Grantham and Associates and a faxed copy of the proposed 60-inch DWU water main lowering plans on June 25, 2004. DWU has the following comments:

- 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,


Erick 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 Sealf, City of Dallas Attorney's Office
Rick Galceran, Manager DWU Distribution
Randy Stalnaker, Manager DWU Wholesale Services

Water Utilities Department

Mike	
Steve	
	JRP

FAX TRANSMISSION

DATE: 6-30-04

TO: James Pierce P.E

COMPANY: Town of Addison

FAX NO.: 972-4502837 PAGES: 2 INCLUDING COVER SHEET

FROM: Raymond Keeta

ENGINEERING SERVICES - DALLAS WATER UTILITIES
 2121 MAIN STREET, SUITE 400
 DALLAS, TEXAS 75201

FAX (214) 243-1110

PHONE: (214) 671-9531

MESSAGE:

Attached is the latest review letter concerning the
water main leaving + valve replacement along
the 60" water main at the Acapulco Road Project.



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.

Sincerely,

URS Corporation

A handwritten signature in black ink that reads "Cliff R. Hall".

Cliff R. Hall, P.E.
Project Manager

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

P-works Meeting March 3, 2003

CLAY PHILLIPS
ACM IN COPPELL

- 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

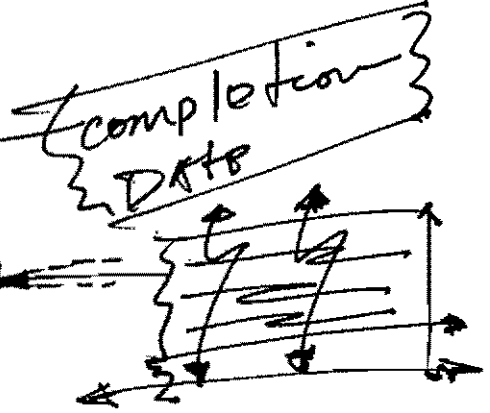
- a. Need for Master Plan
- b. Assignment of Responsibilities

7. A+B Poster Presentations

- a. Tx Section, ASCE - Corpus Christie
- b. Tx Public Works Assn - San Antonio

8. Other

- a. Street parking letter (review)
- b. ONCOR meeting
- c. Lighting



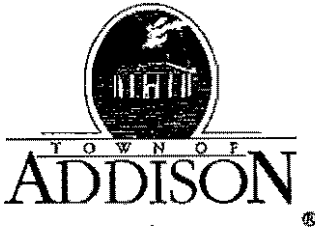
TML ARTICLE

EMAIL LETTER

JOHN HELL - NEED A PLAN

* GET URS ENGINEERS

MEETING w/ GENSLER



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,

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

Archer Western Contractors

260	8" Reinforced Concrete Parking Lot sawcut/removal/replacement at Pump Station	SY	73.67	45	3,315.15
261	Fire Hydrant (including 6" water lead and valve)	EA.	2,591.65	1	2,591.65
262	8" C909 PVC Class 150 water line	L.F.	55.18	85	4,690.30
263	60" RCCP water lowering including but not limited to all thrust 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	L.F.	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
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
272	Temporary 8" thick Asphalt Pavement (2" HMAC Type D, 6" HMAC Type B), per Traffic Control Plan	SY	23.05	500	11,525.00
TOTAL AMOUNT BID FOR MATERIALS AND SERVICES - SCHEDULE II - ITEMS 200 THROUGH 272 - INCLUSIVE					3,741,303.93
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
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
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
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
316	Cable, insulated, #4 AWG	L.F.	1.00	780	780.00
317	Bare ground, #4 AWG	L.F.	1.00	390	390.00
318	Foundation, 35' 3" street light pole	EA.	800.00	21	16,800.00

Michael Murphy

From: Michael Murphy
Sent: Wednesday, January 15, 2003 10:41 AM
To: 'rstainak@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.

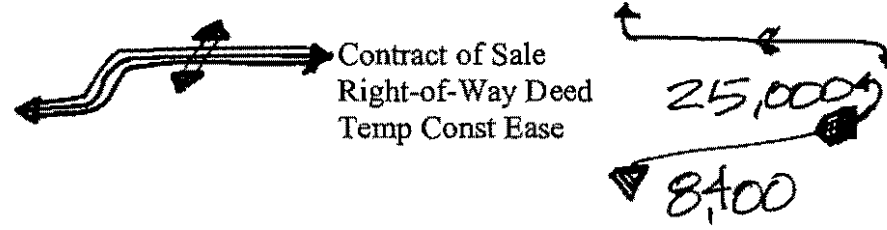
Any help or direction you can provide would be greatly appreciated.

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

<u>Parcel</u>	<u>Document</u>	<u>Status</u>
1 – Metro Brick Company		In Litigation
2 – Joe's Garage (Kim Forsythe)		Condemnation case filed 1/13/03 Commissioners not yet appointed and hearing date not yet requested because negotiations ongoing
3 – Union Pacific		Already Obtained
4 – City of Dallas	Temp Const Ease	Approved – awaiting documents
5 – Heritage Inn	Contract of Sale Right-of-Way Deed Temp Const Ease	All documents executed. Closing on hold to prepare new survey and property description
6 – Motel 6		Condemnation case filed 1/21/03 Commissioners Hearing 3/19/03
7 – Charter Furniture	Contract of Sale Easement Agreement	All documents forwarded to owner Partial lien release delivered Owner to forward release to bank, sign both agreements and deliver to City Manager
8 – Crouch		Condemnation petition prepared and to be filed w/ goal of 3/5/03 for Commissioners hearing
9 – Intervest		Transaction complete, property acquired
10 – 4125 Centurion Way		Condemnation petition prepared Direction given to file case



ACQUIRE SYSTEMS

11 – Bullough/Lykos

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

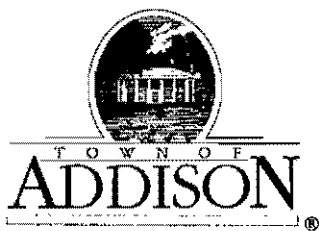


12 & 13 – Public Storage (Watson/Taylor)

Contract of Sale

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





10 January 2002

FAXED
1/16/02

PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871 FAX (972) 450-2837

16801 Westgrove

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, 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

BG/gg

C:\WPDOCS\PROJECTS\ADDISON\98-094\milstead.ltr

Arapaho Road Extension Phase III

Right of Way acquisition status report

Parcel Name and Number	Status				\$\$\$\$\$\$
	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				X	\$140,700
Motel 6 Parcel #6		X			\$413,244
Charter Furniture Parcel #7				X	\$166,466
Gary Crouch/MBNA Parcel #8		X			\$62,381
Intervest Parcel #9				X	\$112,000
Harbour Group Parcel #10	***	X			\$29,768
Dale Bullough/Metrocrest 1 Parcel #11		X			\$29,357
Public Storage of Dallas, Ltd. Parcel #12				X	\$1,583,210
Public Storage of Dallas, Ltd. Parcel #13				X	
					\$4,022,713
		***New owner is willing to negotiate.			



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:

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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

Handwritten notes:
AB
GBS
~~2/12/99~~
Feb 25 1999

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

BG/gg

CAWP\DOCS\PROJECTS\ADDISON\98-094\milstead.ltr

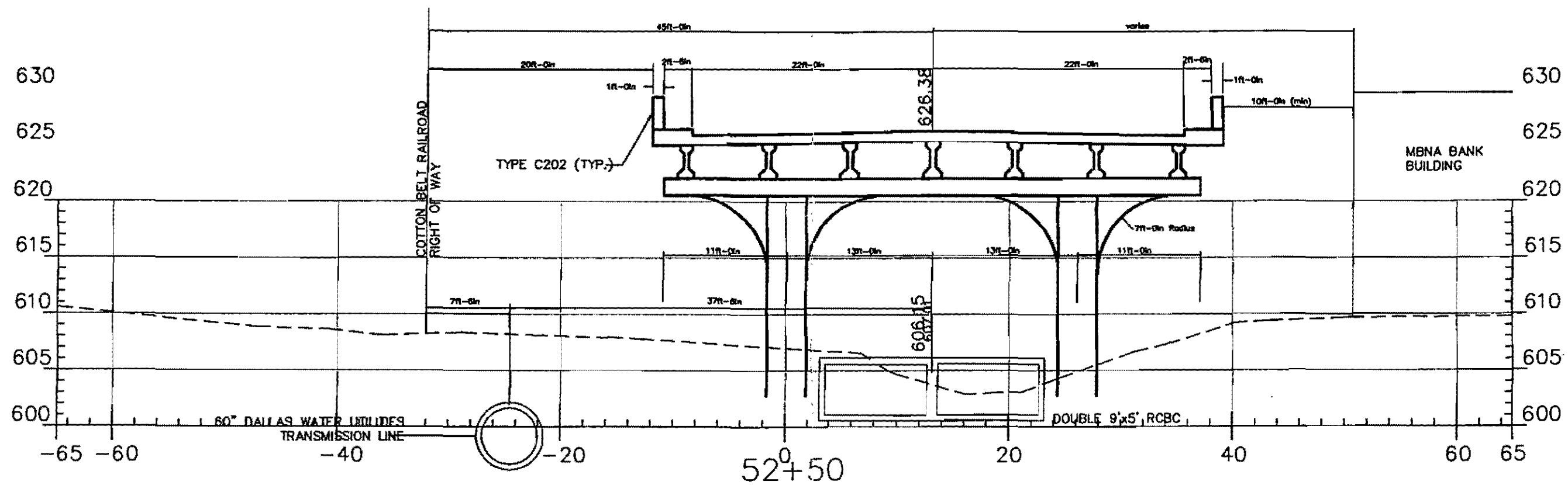


EXHIBIT 'A'

- 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
 - o Not move the pipe at all and leave it where it is
 - o 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
 - o 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.
 - o 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).

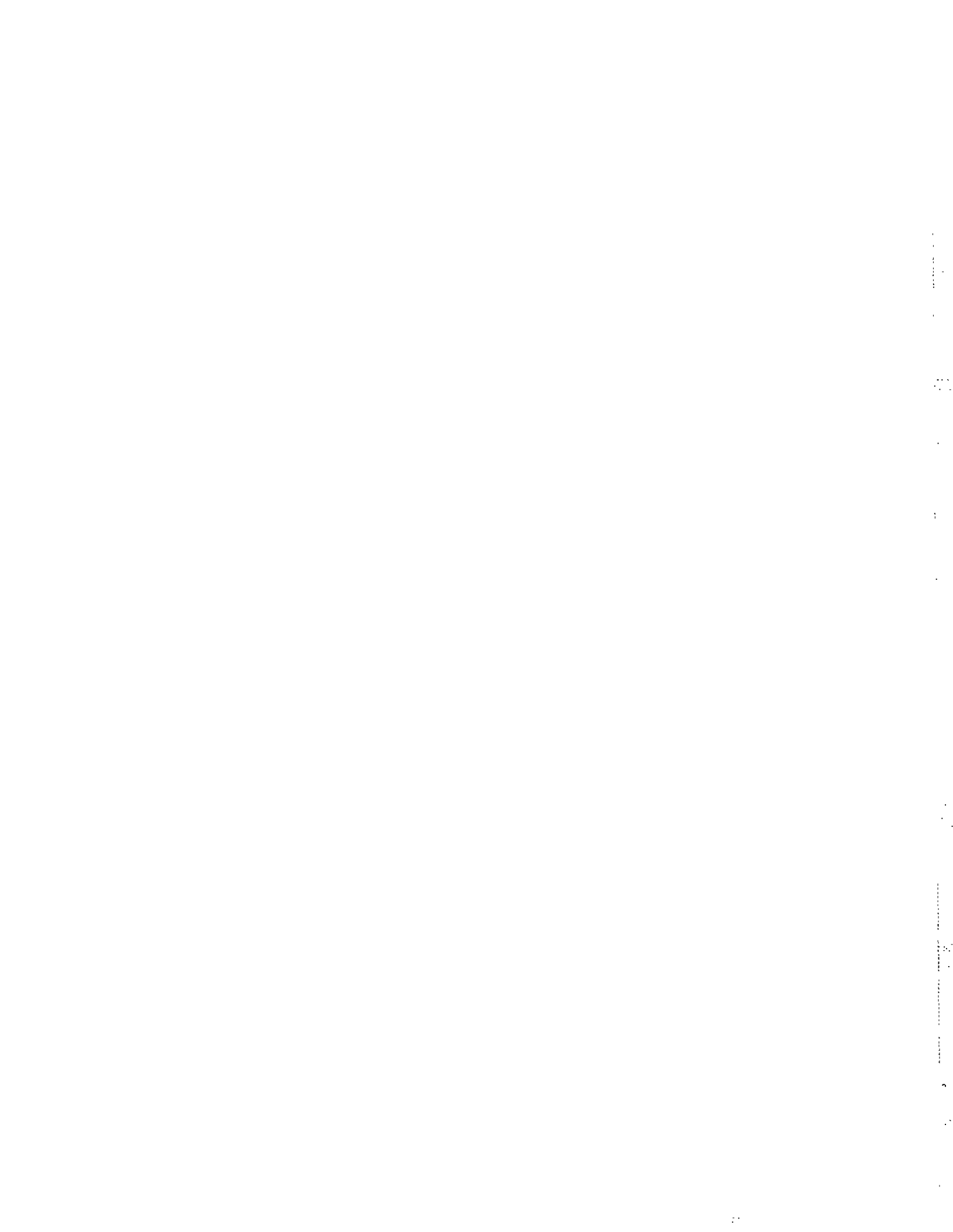
- DWU presented the only 2 "acceptable" alternatives they would offer.
 - o Move the road south to get out of the 30-foot easement
 - DWU was told that this would involve buying additional ROW and demolishing existing building and it was an unacceptable alternative.
 - o Relocate the 60" to another location. 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.



Anapaho Rd.

3/15/99

Ron Whitehead, John Baumgartner, Bill Dupp, Jim Pierce, Bruce G. C. Syke

1501 Midway p. owner Marilyn

prop. owners.

Joe
Bill

Gary 4139 Centurion Way

RW 4-lane street
not to serve retail

- JB Brief history of project
- RW Can take care of design concerns
public process - design
- JB Still working w/DWU on limit.
Prop. owners own to tree line

Darry Not concern w/bridge
 Clear height to go 2 stories
 ↑ size 18k-20k from ex. 30k.
 100% aircond.
 MBNA — all office
 double fiber optics
 paved parking in rear — want to keep parking

94. health club - office now
 Interwest - office now
 ATC - office
 N. of RR industrial

\$8-10k/sf
 Jamison healthy

Date

4.22.99

Page 1 of

Notes by

C. Sylo

Subject

Arapaho Rd

Attendees:

CES

EKJ

Bruce Grantham

DWU - John B. & Jim P. met w/
Bruce Grantham after he talked
to DWU. DWU maybe willing
to move closer however Addison
staff wants to keep horizontal
alignment as originally
recommended. Property owners
are not anticipated to be
cooperative in design irrespective
of location of hdq.

Bruce does not have Barton-Teckman
Andberg report.

Drainage/utility primary responsibility

- Drainage area map req'd
- size pipes
- Ch. conflict
- better cost.

Need additional field @ intersections
from MTH if as built's not avail.

locate lines on plan view - reloc + new.

Action Items:

April 22, 1999

~~EKJ~~
~~DEB~~
~~BBB~~
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-of-way 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

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 -

Arapaho Road Extension
April 22, 1999

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

DFB
~~JK~~
MSM
25768 FILE

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 two-lane 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 Railroad 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 at-grade 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

-3-

Arapaho Road Extension
April 8, 1999

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/lhb

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
- ❑ Restricts DWU easement width

CALL TO Cissy Sylo OF HNTB
CALL FROM Jim Pierce, Assistant City Engineer OF Town of Addison
BY _____

SUBJECT DISCUSSED

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 datum is 609.5.
2. The top of wall of the Charter Furniture building is unknown by the Town.
3. The alignment as modified by HNTB for the property owner #5 is acceptable to the Town.
4. Need metes and bounds of the railroad wye spur based on the new alignment with property #5.
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.

ACTION TO BE TAKEN

HNTB will prepare an exhibit to depict the actual height of the building in relationship to the bridge.

HNTB should have the top of the building established by the surveyor performing the topographical work.

HNTB should proceed in the next phase of design.

HNTB will proceed with preparation of the metes and bounds description and exhibit for the railroad wye.

None needed.

COPY TO: Molly Marshall & Dan Becker & Bruce Grantham

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

To HAMID BAHHA PH- 214-948-4338 Date 9/11/02 3:00
 Firm CITY OF DALLAS Total Pages 5 (Including this cover)
 DALLAS WATER UTILITIES
 Fax # 214-948-4599 Job Number 25768

From JENNY NIKELANDER
 DIRECT 972-628-3164
 LINE

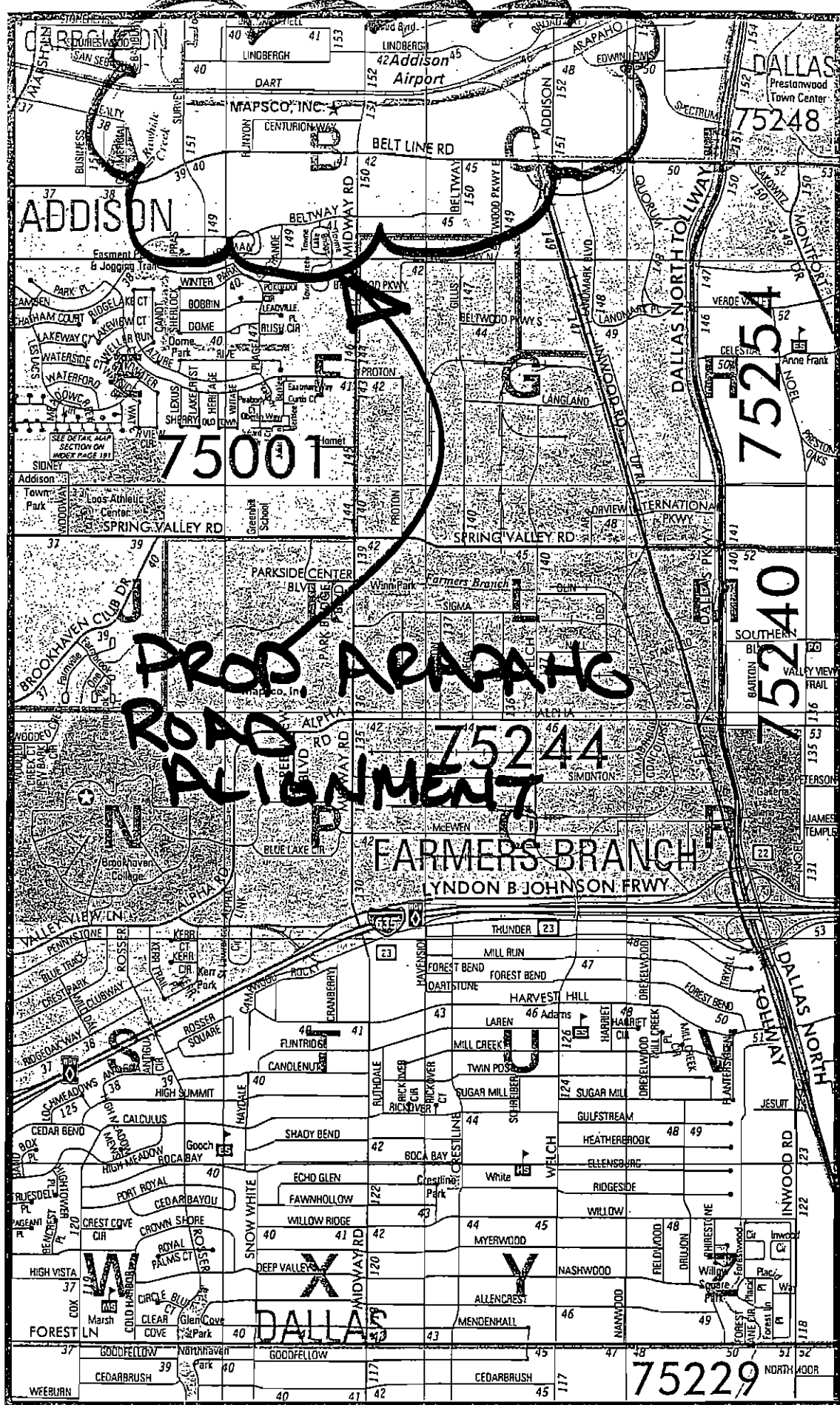
High Resolution
 Urgent

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

Message

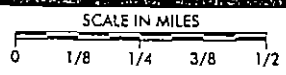
HAMID,
 PER OUR PHONE CONVERSATION.
 HERE IS THE ALIGNMENT OF THE
 MEAPANTO ROAD EXTENSION.
 PLEASE REVIEW REGARDING THE DWG
 60" WATERLINE.

→ called 9/25/02 → he will look into it again and call
 11:00 back this afternoon

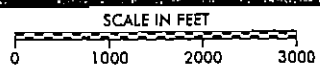


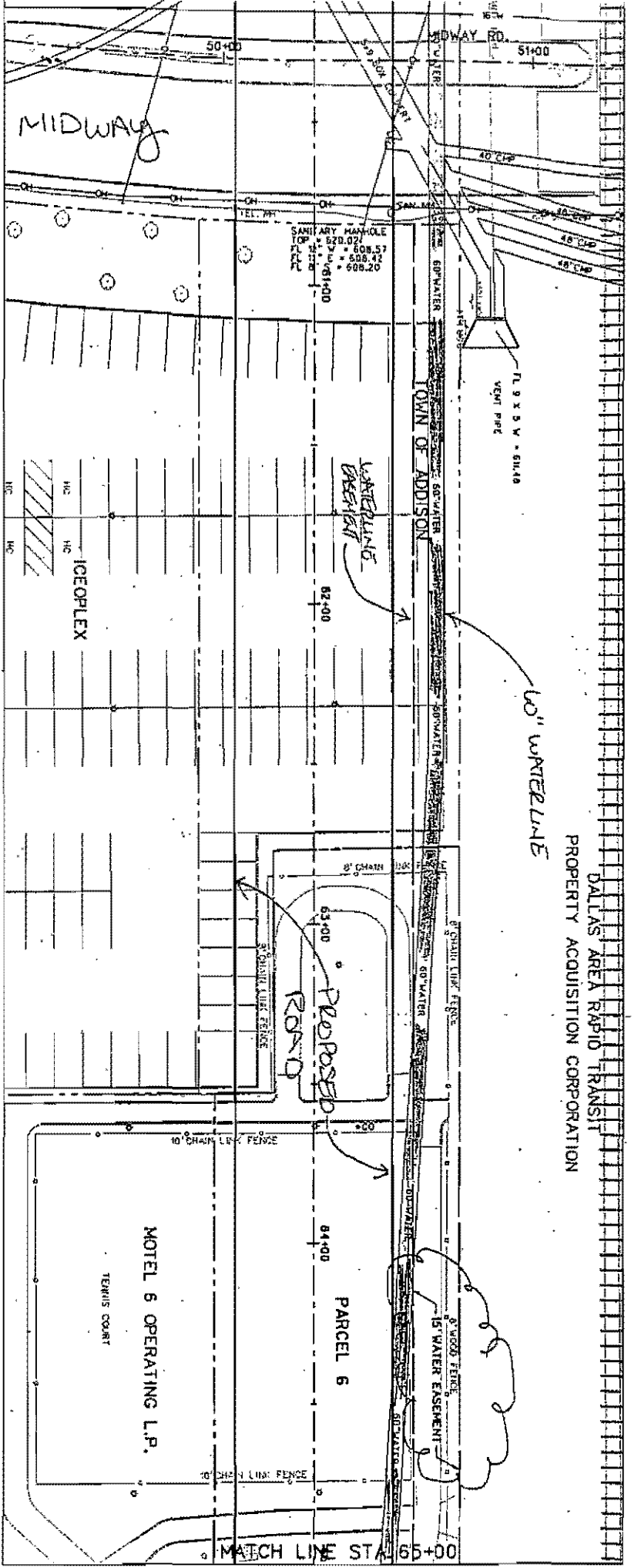
CONTINUED ON MAP 13

CONTINUED ON MAP 15



CONTINUED ON MAP 24





DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

60" WATERLINE

PROPOSED ROAD ON BRIDGE STRUCTURE
BETWEEN STA 51+00 AND 67+00

Call to Duvy
at Pot hole - line

FAC# SAME

→ No encroachment on water easement
↳ prefer to be under road,
want to be able to get to pipe



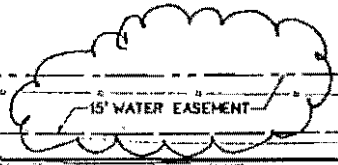
DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

SCALE

1/4" = 100'

MATCH LINE STA 65+00

MATCH LINE STA 70+00



PARCEL 6

66+00

MOTEL WATER EASEMENT

MOTEL 5 OPERATING L.P.

END BLOCK
BEAM REST.
WALL

PROPOSED ROAD

PARCEL 5

HERITAGE INN NUMBER XIII

TOWN OF ADDISON

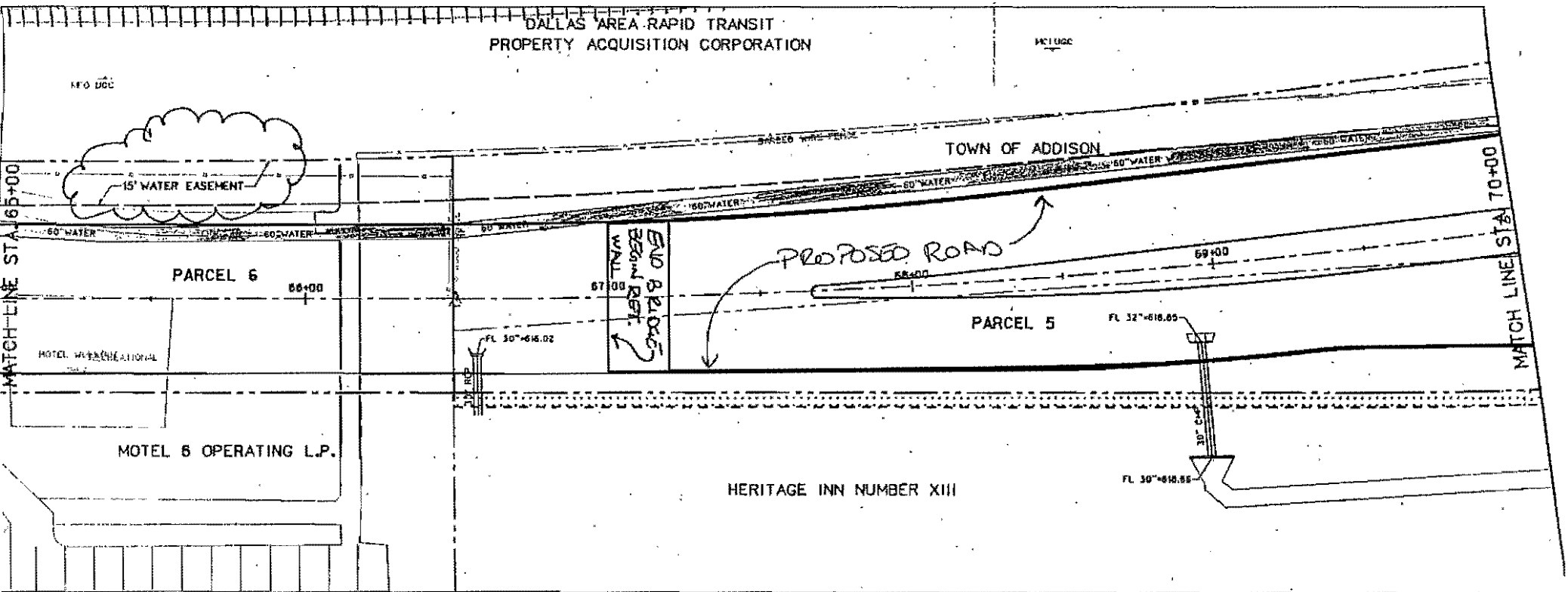
FL 30'+616.02

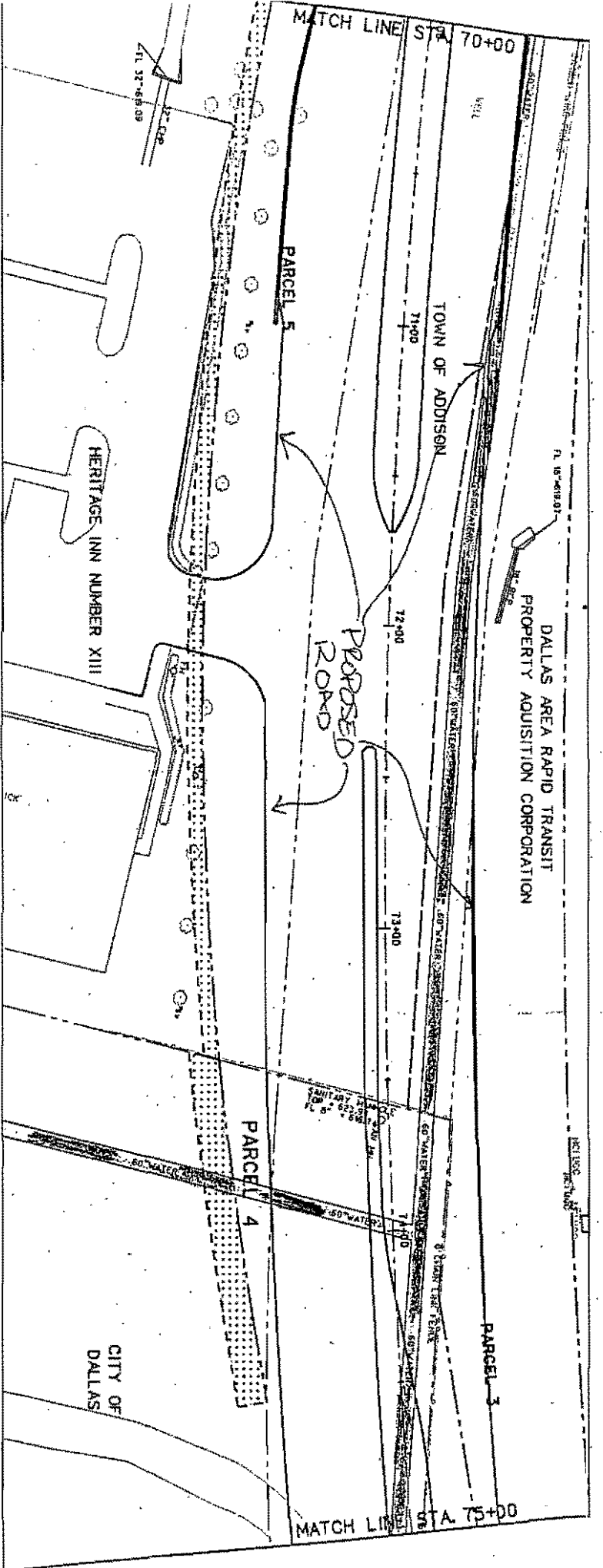
FL 32'+618.85

FL 30'+618.85

68+00

69+00





DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

HERITAGE INN NUMBER XIII

PROPOSED ROAD

MATCH LINE STA. 70+00

MATCH LINE STA. 75+00

PARCEL 5

PARCEL 4

PARCEL 3

CITY OF DALLAS

PL 37-68108

SANITARY
PL 8-622-2

60" WATER

60" WATER

To Michael Fay

Date September 26, 2002

Firm DWU

Total Pages 8 (Including this cover)

Fax # 214-948-4599

Job Number 25768

From Jenny Nicewander
direct line 972-628-3164 High Resolution Urgent

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

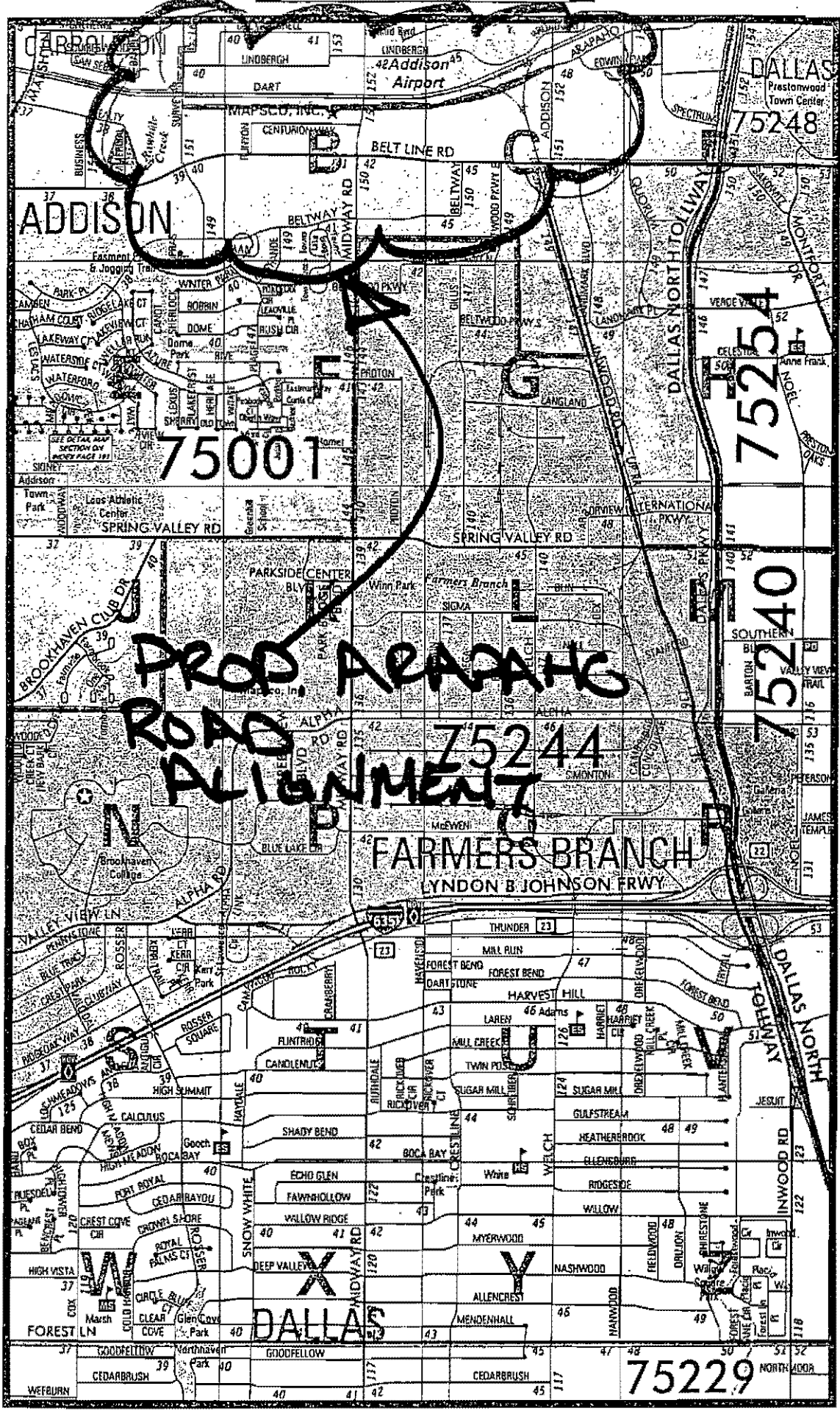
Message

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.

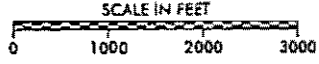


CONTINUED ON MAP 13

CONTINUED ON MAP 15



CONTINUED ON MAP 24



LEGEND

AREA TO BE POTHOLED

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

WATERLINE
EASEMENT

FL 9" X 3" S W = 611.48
VENT PIPE

INCL. LID

RR SIGN

5919

WATER
WL FLAG

5917

5916

5915

5914

WL FLAG TOWN OF ADDISON WL FLAG

WL FLAG

S CHAIR LINK FENCE

60" WATER MAIN

8" DIA. N.H.C. 2

61100

62100

63100

64100

TO CHAIR LINK FENCE

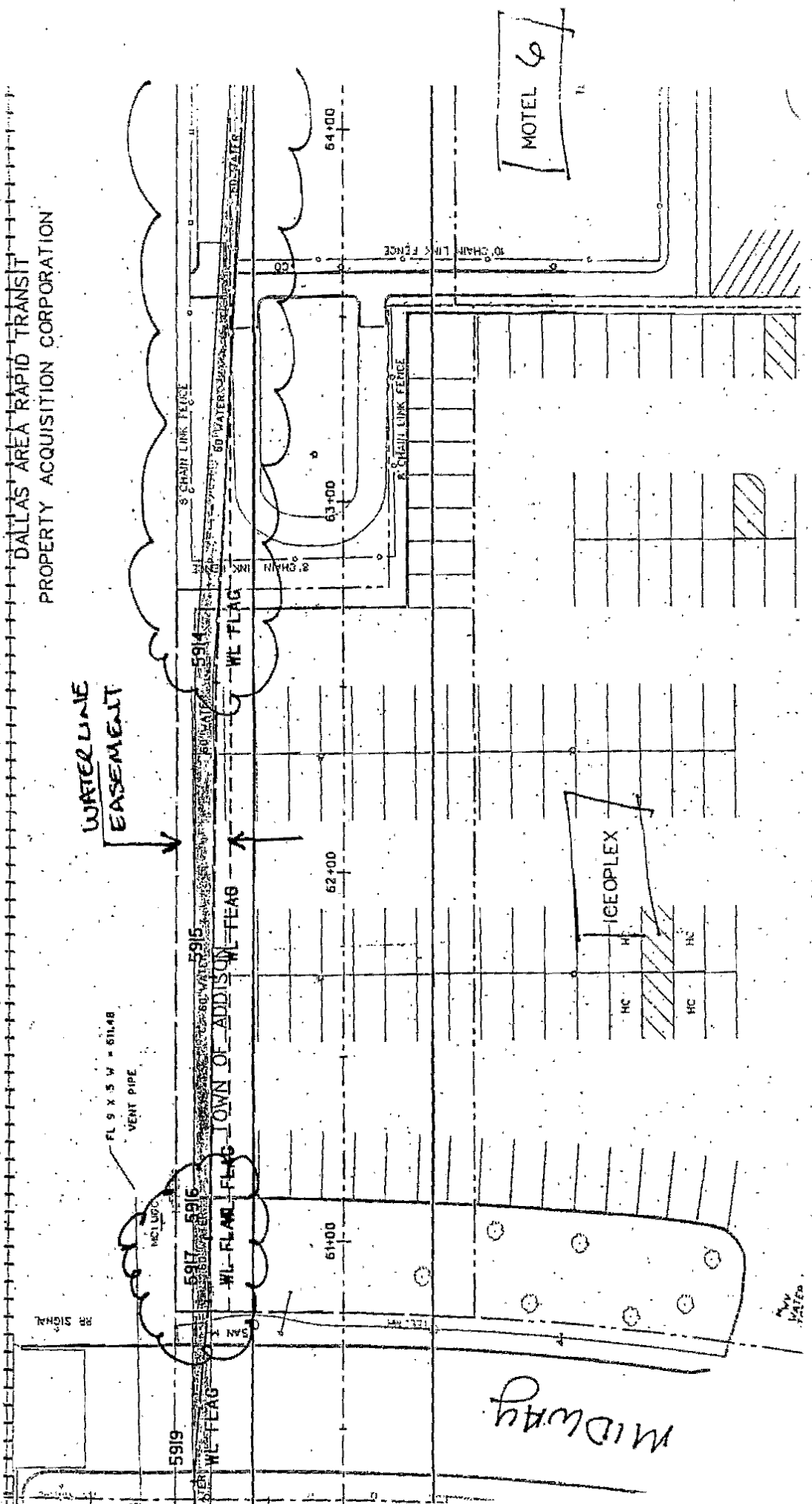
S CHAIR LINK FENCE

ICEOPLEX

MOTEL 6

MIDWAY

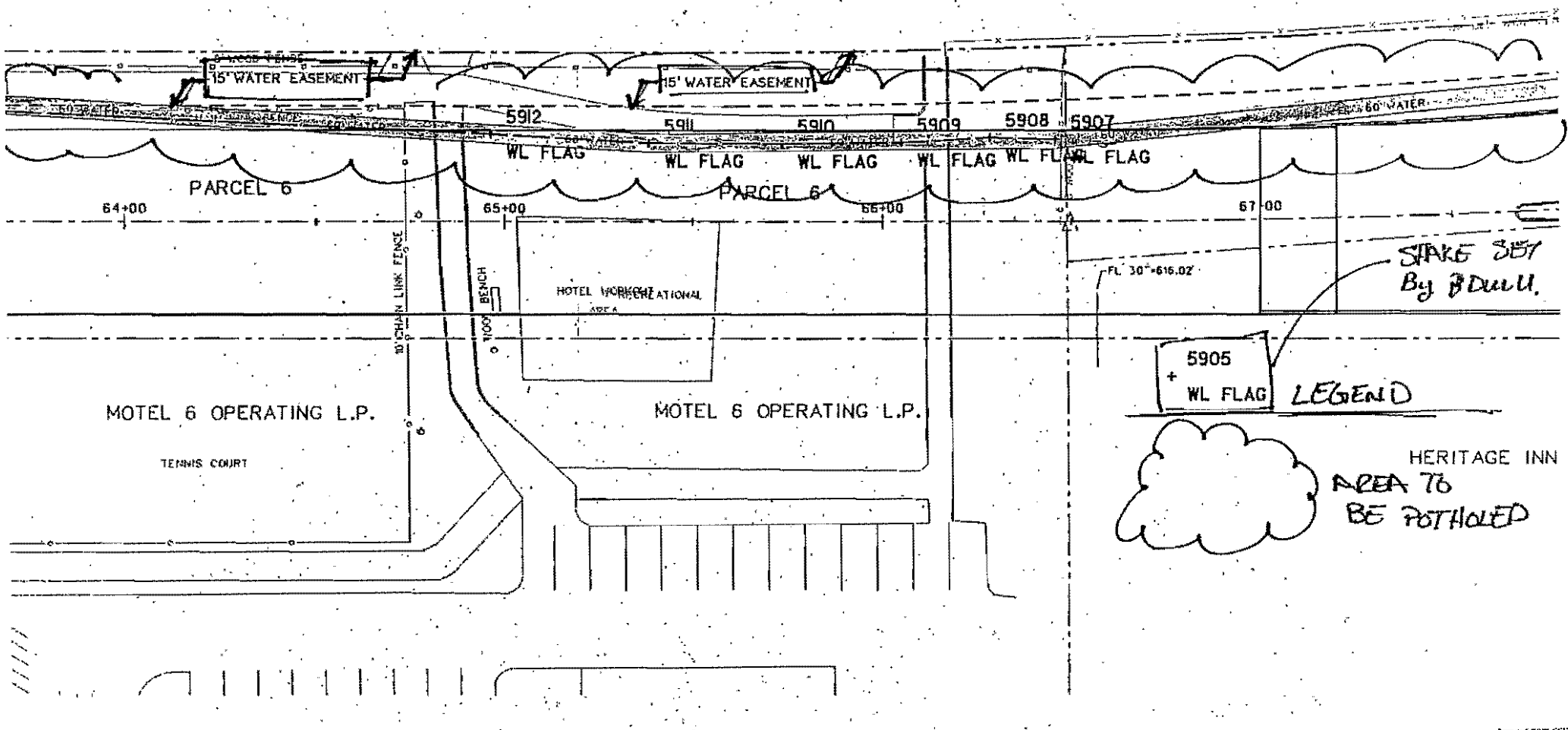
NEW
PATIO



ION

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

INFO UCC



5905 + WL FLAG	LEGEND
----------------------	--------

HERITAGE INN
AREA TO
BE POTHOLED

ON

PLACING

WATER LINE
EASEMENT

16'0.00

FL 16'-619.07

TOWN OF ADDISON

WATER MAIN
50" DIA.

WELL

TOWN OF ADDISON

58+00

69+00

70+00

71+00

PARCEL 5

FL 32'-618.85

PARCEL 5

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

2'

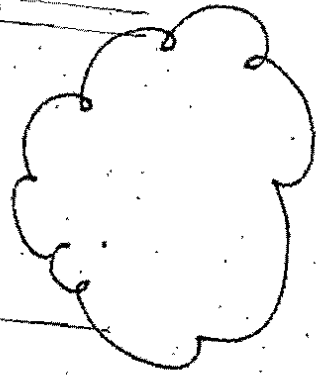
INN NUMBER XIII

FL 30'-618.66

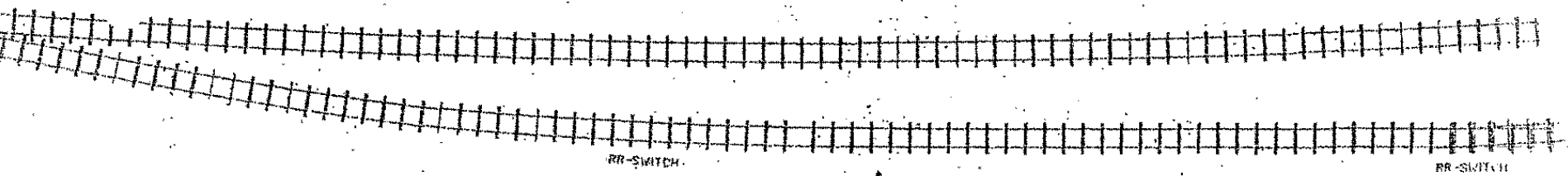
FL 32'-619.09

HERITAGE
INN PARKING LOT

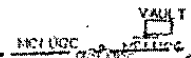
LEGEND



AREA TO
BE PAVED



DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION



FL 18"-619.07

NO RECORD OF
EASEMENT

TOWN OF ADDISON

PARCEL 3

TOWN OF ADDISON

15' WATER EASEMENT

5904 5903 5902

5901 5900

6" CHAIN LINK FENCE

71+00

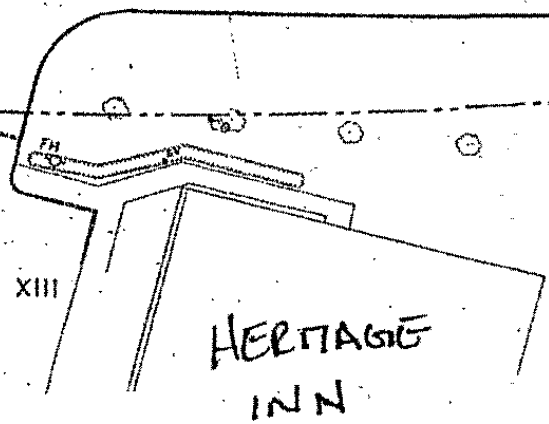
72+00

73+00

74+00

WL FLAG WL FLAG WL FLAG

WL FLAG WL FLAG

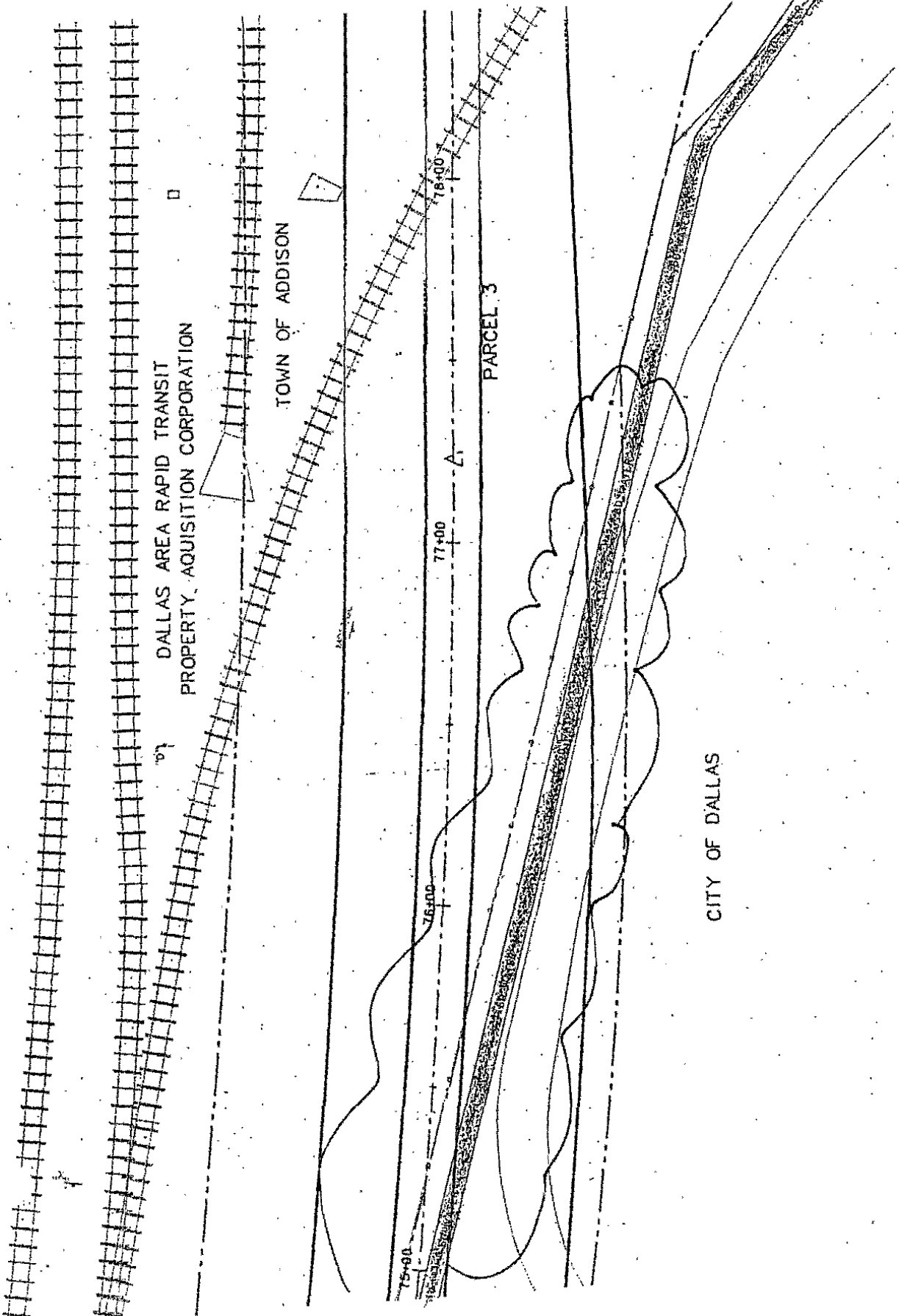


PARCEL 2

HERITAGE INN NUMBER XIII

HERITAGE
INN

CITY OF
DALLAS



DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

TOWN OF ADDISON

PARCEL 3

CITY OF DALLAS

07

75+00

76+00

77+00

78+00

ISN FILE



dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

DATE: October 15, 2002 NO. OF PAGES SENT (INCLUDING COVER SHEET): 2

TIME: 3:13 PM

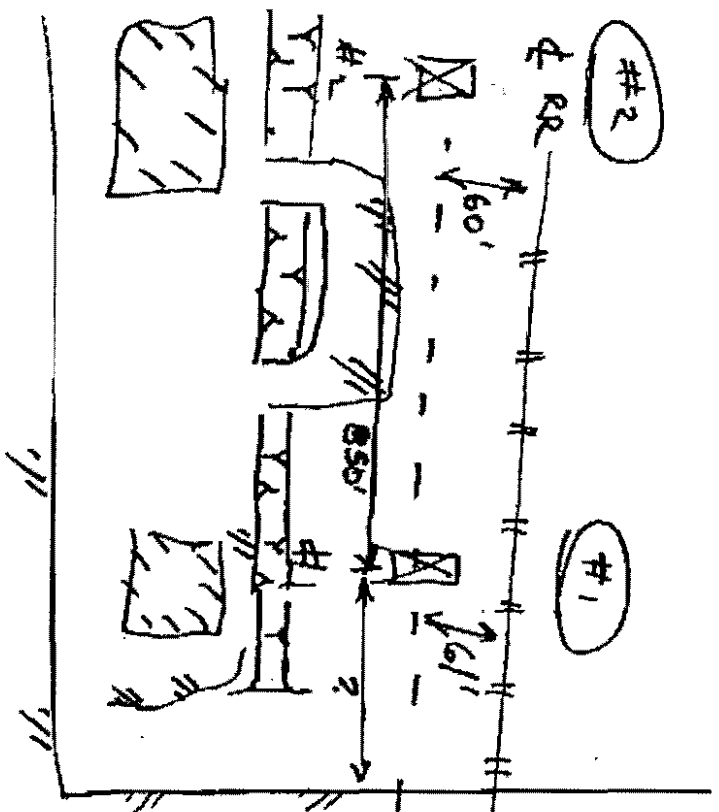
TO: NAME: Jenny Nicewander
COMPANY: HNTB
FAX NO.: (972) 661 5614
TELEPHONE NO.: (972) 628 3164

FROM: NAME: Erick Steitle
TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599

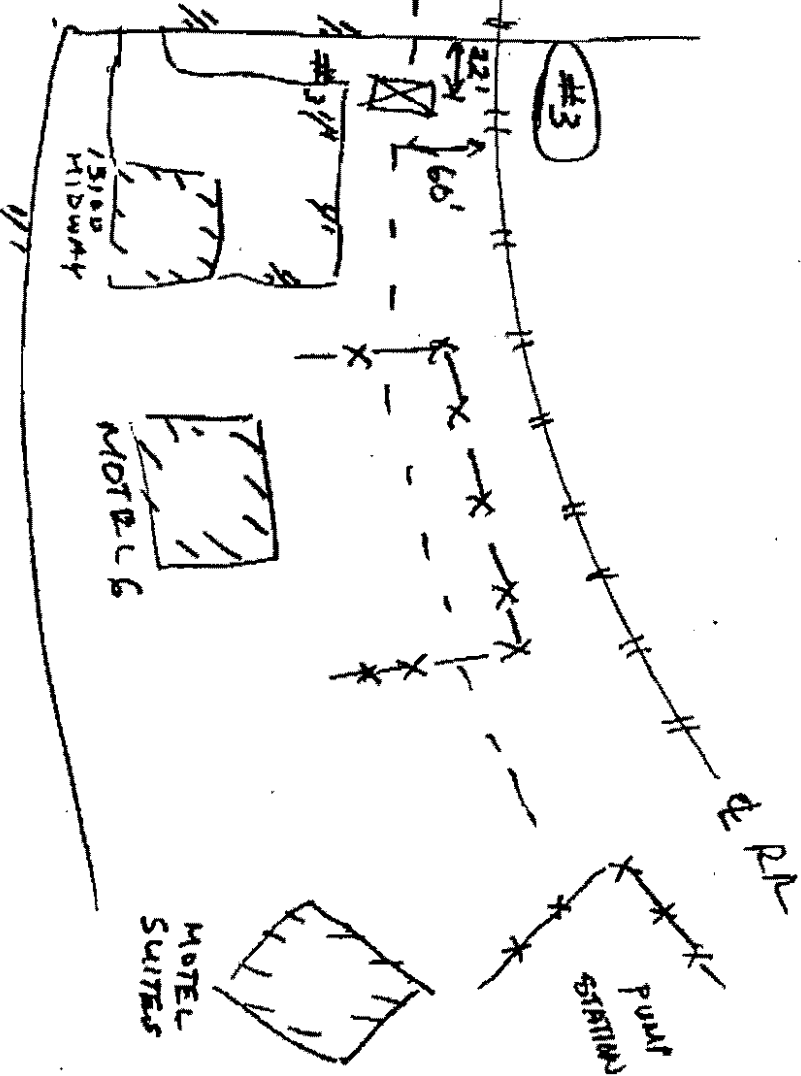
COMMENTS:
FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION
SOUTH OF DART RR - 1000' WEST OF MIDWAY TO
1500' EAST OF MIDWAY
IF YOU HAVE ANY QUESTIONS PLEASE CALL ME
214-948-4643
THANKS

HOLE	DIST FROM TRACK	DIST FROM FACE CURB
1	61'	~ 100
2	60'	850' W OF #1
3	60'	22' E OF CURB

4
4



MIDWAY



PER PHONE CALL

SENDY - I WILL GET THE EXACT DISTANCE TO HOLE #1 TOMORROW - PLEASE REPLY WITH ANY DETAILS YOU WOULD LIKE ME TO INCLUDE I MAY HAVE LEFT OUT - ERICK

BELT LINE

MOTEL 6

MOTEL SUITES

PUMP STATION



The HNTB Companies

RECORD OF TELEPHONE CALL

Job No.

257103

Date:

10/15/02 4:00

CALL TO ERICK STEITL

OF DWU 214-9218-4643

CALL FROM JSN

OF HNTB

BY

SUBJECT DISCUSSED

ACTION TO BE TAKEN

FAX SENT BY DWU @ 3:15

1) DIST TO WATER LINE IS TO CENTER OF WATER LINE - YES

2) DIST TAKEN FROM Q OF RAILROAD - YES

Q RE -> Q PIPE

DWU WILL STAKE PIPE @ BORE LOCATIONS W/ Q AND EDGE OF PIPE.

- STAKES WILL BE APPROX BASED ON BORE LOGS

COPY TO:

FILE TO
COC2SP
257681031



dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

DATE: October 18, 2002 NO. OF PAGES SENT (INCLUDING COVER SHEET): 2
TIME: 4:13 PM

TO: NAME: Jenny Nicewander
COMPANY: HNTB
FAX NO.: (972) 661 5614
TELEPHONE NO.: (972) 628 3164

FROM: NAME: Erick Steitle
TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599

COMMENTS:
FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION
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

ERIK STETTLER
FAX 214 748 4377

60 Ft
6 Ft
Deep
60 Ft
From R.R.
TRK

128 Ft
West of
Midway
8 Ft
Deep
61 Ft
South of
R.R. TRK.

Midway Rd

22 Ft
East of
Midway
60 Ft
R.R.
10 1/2 Ft
Deep
60 Ft
From
R.R. TRK



Beltline Rd

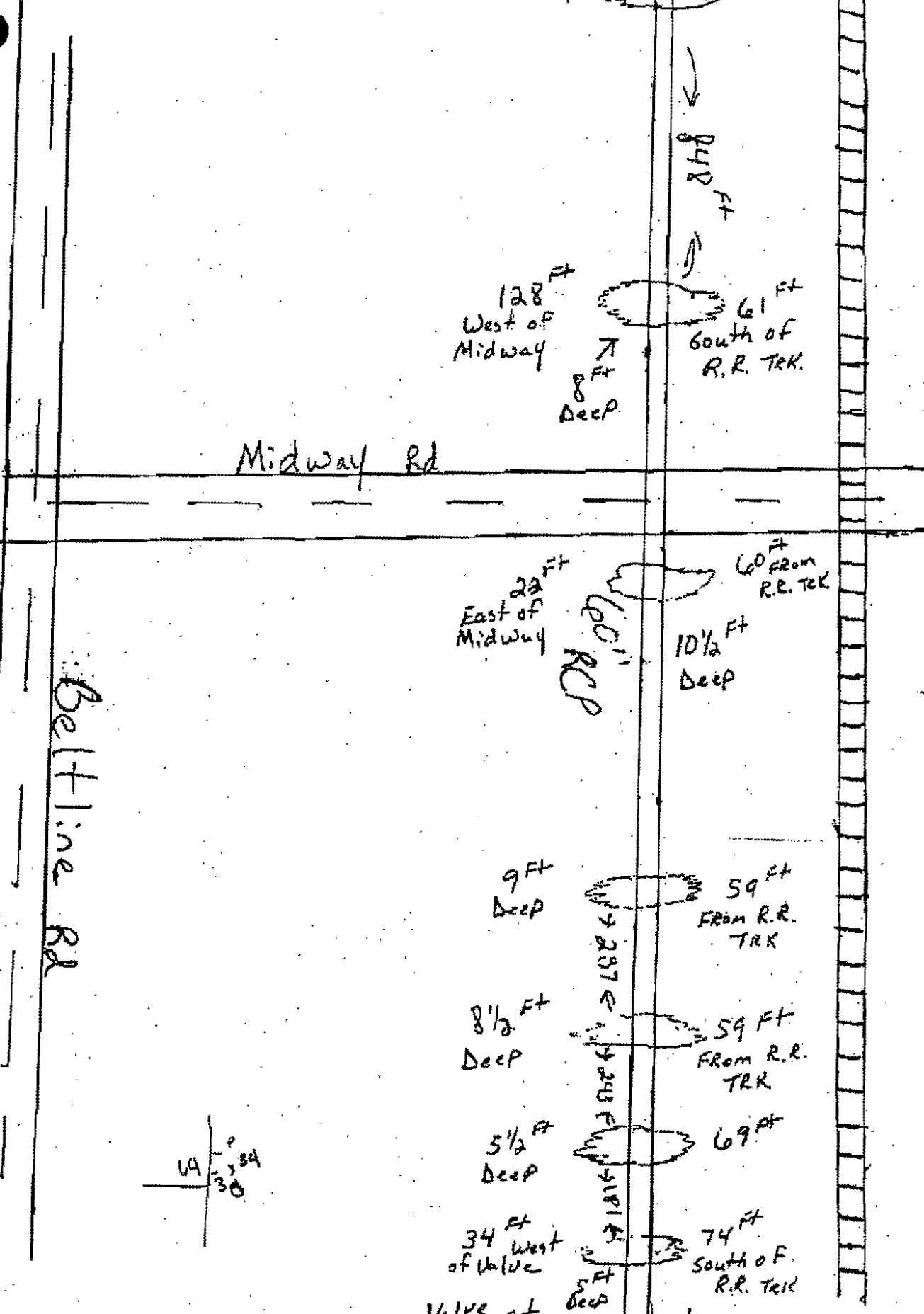
9 Ft
Deep
237 Ft
59 Ft
From R.R.
TRK

8 1/2 Ft
Deep
248 Ft
59 Ft
From R.R.
TRK

5 1/2 Ft
Deep
218 Ft
69 Ft

34 Ft
West
of Valve
5 Ft
Deep
74 Ft
South of
R.R. TRK
Valve at

64 - 30
34





The HNTB Companies

RECORD OF TELEPHONE CALL

Job No.

Date:

CALL TO: _____

OF _____

CALL FROM: _____

OF _____

BY: _____

SUBJECT DISCUSSED

ACTION TO BE TAKEN

MS 5

10/28 7:49 Pot hole dist
E of Midway 579'

Tues 9:39 Luke - call back

Tues @ 1:41 E. Star again
meeting for Thursday

Thurs @ 11:39 - Cuta bloodline

Sat @ 11:52 - Veronica @ 10/29
972 818 ext 60

579' between pot holes
So not in Motel 6
So we'll need to move 40' east

Valve on E
30' w of T
34' w of V last pot hole.
4x30

Call w/ E. Steidle

COPY TO:

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

~~Sept~~ Tuesday September 24, 2002

LUNCH

- RETURNS

- HAIR

- VOICE

- ME

- LOAN

- Cal of mus.

closing

Get Supplemental info ready - Anupaho

call Tony Krauss about ~~the~~ fee

work on fee

Expense Checks - 2 TX

emailed @ 8:30

called @ 10:00

↳ secretary said he was in but on the phone left message

need to ask him about 1.9 mil fee

Wed. Sept 25, 2002

Rox along S.W.?
Const East

Hair
mail

called Harold regarding water line

↳ he will look into it and call this afternoon.

need to verify location

expense report

oak lawn to clean up align w/ typ.

CALL TO JERRY HOLDER OF HNTB
CALL FROM ERIC STEITL OF DWU - RELOCATIONS DEPT.
BY 2) 948-4643

SUBJECT DISCUSSED

- ERIC SAID THAT HE NEEDS TO BE THE CONTACT FROM NOW ON. HE IS THE PM ASSIGNED TO THIS PROJECT
- ERIC WAS ALARMED TO SEE A SKETCH WE SENT HIM SHOWING THE BRIDGE THRUST BLOCK OVER THE 60" H₂O. I REASSURED HIM NOTHING HAS BEEN DESIGNED & IT WAS THE PURPOSE OF THIS MEETING TO DISCUSS DWU REQUIREMENTS. (WE NEED TO BE CAREFUL ABOUT WHAT WE SEND OUT TO PEOPLE).
- DWU CAN'T MAKE THE MEETING TOMORROW & WOULD LIKE TO RESCHEDULE FOR OCT. 30th AT 2:00 pm.

ACTION TO BE TAKEN

RESCHEDULE W/

- CALL BRUCE -
- CALL URS -
- CALL TQA - ✓

LET DWU KNOW IF 30th IS GOOD

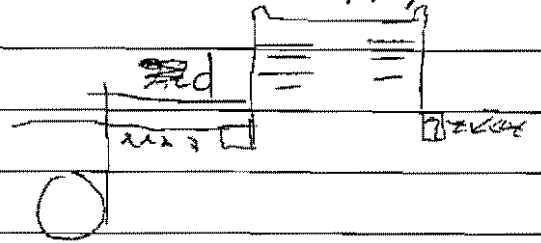
COPY TO: EDM, JSM, 25768-DS-301

Keopaho Waterline meeting 2:00

w/ Dan, JH, LM, JSW, DB, SC, Shore Craft - DWU, Randy Nelson
Jim Pierce - E. Skidell - DWU

Jerry w/ intro

Goal: not to disturb 60" waterline so that DWU is happy
(~~and~~ comfortable w/ design)
→ description and drawing of MSE wall



Pothole 2 9.2'

DWU shows no Tee but a 90° bend

Valve structure to built in road near 90° bend
might be brick (old) manhole → might need to replace entire MH.

DWU → ok w/ 5' cover (if no air valve)

fill slope instead of RW on E Side

Soda piles vs MSE would prevent blowout
1:1 slope from 2'-3' below 60" trench

Rock 2-10' from ground

Dat line → could be electric line w/ → Potential problem
↳ comm. line, deisel

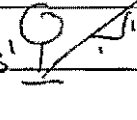
Pipe not (joint) not bonded might need to replace eventually
Pushed - 40 yrs old

Input Main, Casalter, FB (1/2 their Water Supply) + Some
of Addison

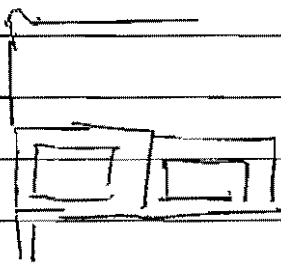
Would be hard to test line (eddy current) would w/ 3 cities + line down
- acoustic testing

w/ drilled shafts \rightarrow need 3' from (solid pile)
 \hookrightarrow deep enough to ~~be~~ handle any construction
w/ 60" dia

- Dwell wants 1:1 of 3'



- Modify box to accommodate wall use as a footing
and not use MSE strap



on E side what's min dist from ^{WL} Sol. wall (3')

- need

can stop RW and let fill come from Road.

- need to look @ how to replace existing Mt

Bridge issues

160" w/ 72" OD

need to send URS new water line file
might need a narrower S.W on top of bridge

Concerns w/ above ground structures - will need enough room
now SW inside Arch for beam to

RW over pipe

water valve \rightarrow will need to coord w/ Add. they shut
off line 2-3 times a year for maint.

Pet gas line in Duct DART (north of RR)

wd Drilled Shafts - 3' min even if expose pipe to build

- Send plans to Erick as plans that develop to have
Routed through Durr

Row a Event issues

Costn. Sched hope next Summer

for parcel 12/13 Change TCE TO get out
bldg.

THURSDAY

- PRINT JPI'S
- PRINT YEAR CAL.
- PRINT D.Q.'S

get prescription e.
Erick

Monthly Project review mtg

→ PRINT OUT YEARLY CALENDAR

PRO'S
SCHEDULES
ON YEAR

	ARAPAHO PH 3	OAKLAND	FRISCO	ALBERT
QW	SCHED BASED ON BRIDGE? 2-Mo for 65% SCOPE CHANGE → LT/DECEL DO-ABLE? INCL DRAINAGE CHANGES TO BOXCUL/RW	- Task to structures about V.A on Ramp - Next submittal → SEP - geo tech being done? ↳ NO	INTERNAL REVIEW THANKS GIVE WEEK GREEN GRASS STREET 11/4 PART TIME? - WHO TO REVIEW - WATER SEWER ?'S	- SCHED REP. ON CONTRACT. I get sched from files Put tentative on Cal.
OT	GET D.Q. LOOK @ HOURS TOO CONCERNS VS. MTH VSTAY	- Schedule - Speed → quantity list	COULD BE IN TROUBLE 65% submittal 12/16	
WB	STATUS OF S.A. JPI REVIEW	??	- get D.Q. sep about H hours	
CS	PROB. ? → keep them upto date on R/D lane	EA COPIES (???) Pete Durr's bind in		

diff
work
auth.

CALL TO _____ OF _____
CALL FROM _____ OF _____
BY _____

SUBJECT DISCUSSED

ACTION TO BE TAKEN

Erick from DW4
access to W.L.
Dant has stride limitations on
access, will allow heavy equip
w/in 25' of outside rail.
→ Have 25' + easement + WL/Bridge
→ concern if DAnt increases
Service Capacity → concern
no plans for now.

COPY TO:

OFFICIAL ACTION OF THE DALLAS CITY COUNCIL

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 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

Approved as part of the consent agenda.

COUNCIL CHAMBER

028505

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 BY
CITY COUNCIL**

DEC 11 2002

Shirley Gray
City Secretary

APPROVED AS TO FORM:

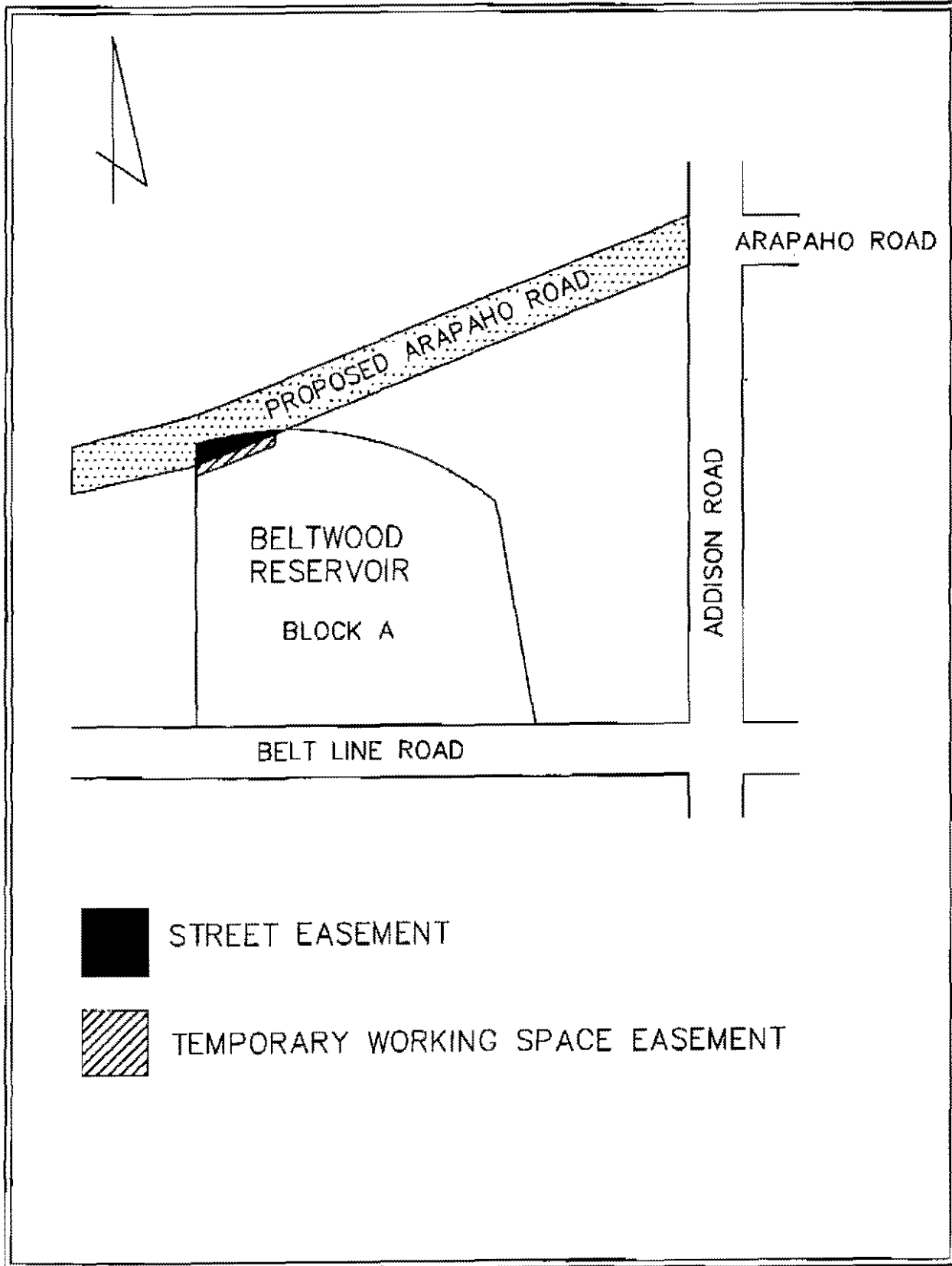
MADELEINE B. JOHNSON, City Attorney

BY *Lawrence G. Scott*
Assistant City Attorney

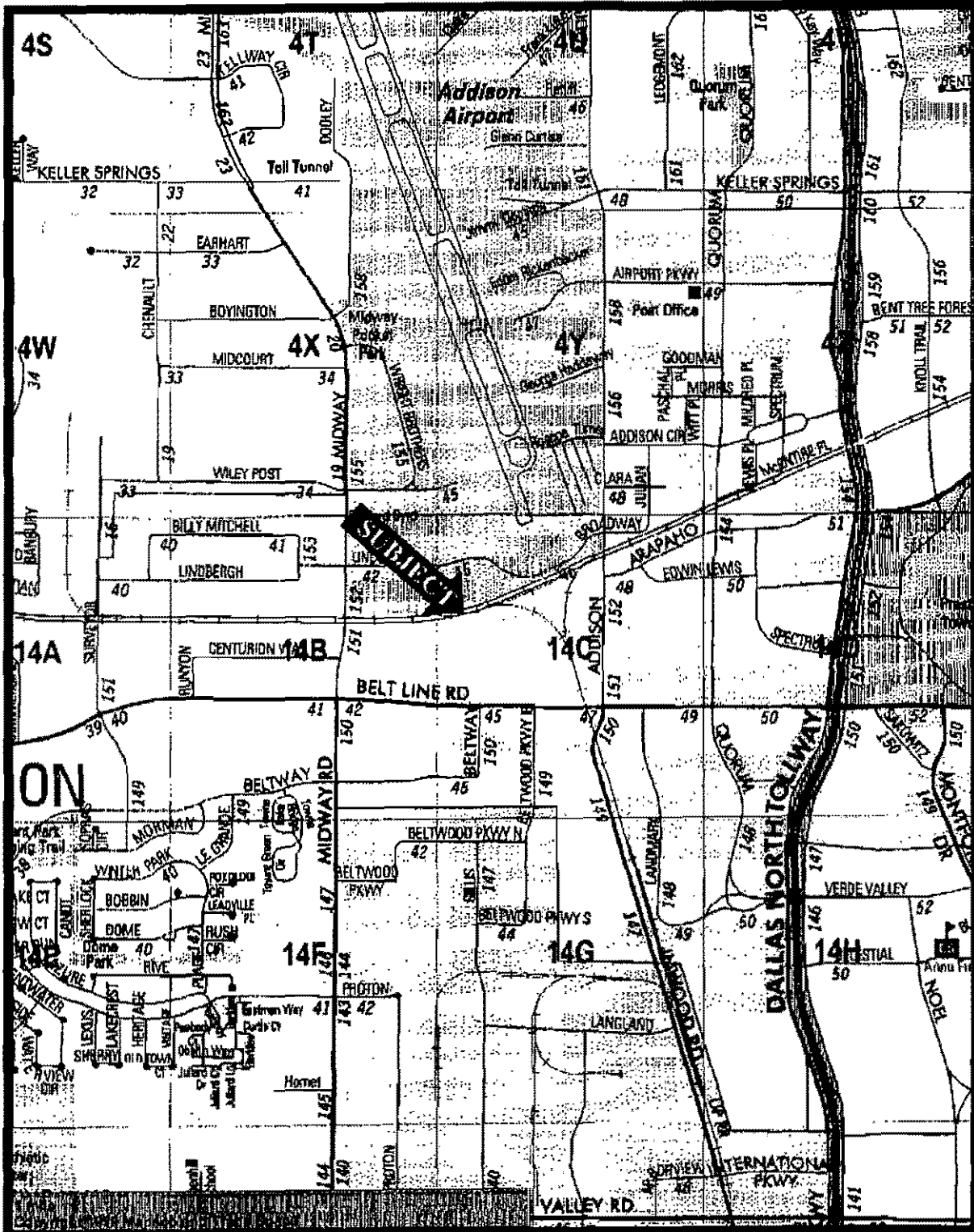
APPROVED *for* *Madelyn Bowen* HEAD OF DEPARTMENT
APPROVED *Ray H. Davis* CITY CONTROLLER
Ad

APPROVED *Thy...* CITY MANAGER

023505



023505



MAPSCO 14C

34

023505

CATEGORY: LAND MISCELLANEOUS

AGENDA DATE: December 11, 2002

COUNCIL DISTRICT(S): Outside City Limits

DEPARTMENT: Department of Development Services

CMO: *RE* 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

CITY SECRETARY SERVICE REQUEST

DATE OF REQUEST: 1/10/03 DATE NEEDED BY: _____

CITIZEN: Michael Murphy PHONE: 972-450-2871
Addison's Dir of
Public Wrks.

CITY STAFF: _____ DEPT: _____ PHONE: _____

TYPE OF SERVICE REQUEST: ALL COPIES ARE .10 PER PAGE AFTER THE 1ST 10 PAGES.
CERTIFICATIONS ARE \$5.00 EACH.

CERTIFIED COPIES YES NO

FILE #

RESOLUTION # 02-3505

ORDINANCE #

COMPLETE FILE

FAX NUMBER: 972-450-2837 NO. PAGES PLUS COVER 6

CODE REQUEST:

CODE _____ CHAPTER _____ SECTIONS _____

CHARTER _____ CHAPTER _____ SECTIONS _____

TAPE REQUEST ONLY: ALL TAPES ARE \$1.00 EACH CASSETTE.

MEETING DATE: _____

FILE NUMBER: _____ SUBJECT: _____

TAPE NUMBER:

OF CASSETTES USED: _____ TIME REQUIRED _____ hrs./min.

CSO ONLY

DATE COMPLETED: 1/10/03 gja

COMMENTS:

THURSDAY DECEMBER 12, 2002

□ Call Jack Hatchell 972-424-1369

□ Call Mike Russell about Frisco Row

NORTH

ABILENA

Jan Holder → tell you digging

DW M
mtg

✓ □ Called 12/12/02 10:25

left msg

RR CROSS. IN CONTROLS?

1.5 Sec vs 1.0 Sec Timing

FRIDAY December 13, 2002

7:30

□ D Frisco mtg for proposal

□-

Luke → exhibits (4)

dog food

walk meg

Macy's

golf club

TITLES-1

Vokoy WEEDS

Dwell mtg

present to Dwell dist we were going to

be from Pipe 10-11-ft

w/ 8-9' sidewalk

presented removable sidewalk "great idea"

Bridge part farther away except thrust block

Cliff for present, Stadding pipe

a main thrust block w/ 3' clear w/ thrust pipe

Said preferred moving thrust

Dwell 2 options 1 leave pipe line

a relocate down center of roadway

replac^{ed} w/ B 84"

can have pipe relocated by fall → can be designed in 3 mo

PROJ : Arapaho Rd		PREP,D BY: Erick Steille		DATE: 01/08/2003 SHEET:						
60" Estimate				REVISED:				20% \$2,352,684.00		
FILE # :		CHECK,D BY:		REVIEWED:				EST.: \$1,960,570.00		
ITEM NO	ITEM DESCRIPTION	UNIT	Unit Price	GEN ITEMS	SHT	PLAN QUANTITY	ROUNDED QUANTITY	BID QUANTITY	UNIT PRICE	BID ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
201J	60" PCCP Water Pipe	LF	\$340.00	0	4500	4500	4500	4500	340.00	\$1,530,000.00
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
520K	60" Butterfly Valve	EA	\$85,000.00	0	2	2	2	2	85,000.00	\$170,000.00
550O	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
707B	Class B Concrete	LF	\$135.00	200	800	1000	1000	1000	135.00	\$135,000.00
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

PROJ : Arapaho Rd		PREP,D BY: Erick Steille		DATE: 01/08/2003 SHEET:						
84" Estimate				REVISED:				20% \$3,264,684.00		
FILE # :		CHECK,D BY:		REVIEWED:				EST.: \$2,720,570.00		
ITEM NO	ITEM DESCRIPTION	UNIT	Unit Price	GEN ITEMS	SHT	PLAN QUANTITY	ROUNDED QUANTITY	BID QUANTITY	UNIT PRICE	BID 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
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

*Pipe cut only in open field.
Street Rehab & easements not included.*

Betterment
\$760,000.00

Michael Murphy

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



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 Holland

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.

Jim asked if Randy had any other questions.

-2-

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.

Meeting with DWU

1-21-03

Asphalt Rd

Mike introduced subject.

Consulted with Mastec - Bishop & Holland

Mastec stated Repairs & Maintenance could be made without any great difficulty

Jerry H. Explained relationship of pipe to approach

Cliff H. " " " " " " the bridge supports
12' min height between pipe and non-removable sidewalk

Randy: Concerned with horiz and vertical clearances.

Political considerations arise also

(Undermining DART line and flooding buildings)

Wants Charlie Stringer and Randy Nelson to look at the situation & submitals

Main concern is maintenance & emergency conditions

Ramon Miguez will be final decision.

Mike: We need to work out details w/o involving city managers.

Randy: Will meet with decision makers at 8AM
Tomorrow

Approved as to Engineering
Arthur H. Knost
DALLAS CITY WATER WORKS

Western Railroad Right-of-Way, and being that certain property surveyed to Arthur H. Knost by Mary Hall as wife, Raymond Hall by a deed dated Nov. 29, 1945, recorded in Vol. 2790, Page 389, Deed Records of Dallas 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 Railroad Right-of-Way, extending from the west property line of said property, easterly 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.

TEMPORARY 50 ft. Working Easement

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

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

The owners of said property, their successors and assigns shall have the right to continue using the surface of said easement 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 easement, 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 water main. The right of the owners, their successors and assigns to construct and maintain a railroad spur or drive across said easement shall not be deemed to interfere with the City of Dallas' operation and maintenance of said water main. The City of Dallas shall not have the right to fence or enclose said easement.

TO HAVE AND TO HOLD the above described property unto the City of Dallas for the purposes hereinbefore provided, and the said City 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 borne 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 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 hands, this the 19th day of July, A.D., 1960.

Arthur H. Knost
ARTHUR H. KNOST
Ruth Knost
RUTH KNOST

5146
334

Notary Public

Given under my hand and seal of office this 23 day of June A. D. 1959

Notary Public in and for Dallas County, Texas

145653...\$21.00

STATE OF TEXAS
COUNTY OF DALLAS

KNOW ALL MEN BY THESE PRESENTS:

That Mr. E. N. SINDIK and wife, VIVIAN SINDIK of the County of Dallas, and State of Texas, in consideration of the sum of One (\$1.00) Dollar, to me in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by said 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 water main and appurtenances

under, said property described as follows, to-wit:

Being a strip of land 15 ft. in width by 163 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 three acres out of the Edward Cook Survey, Abstr. 326, fronting approximately 163 ft. along the north side of Belt Line Road, beginning approximately 826 ft. easterly along the north right-of-way line of Belt Line Road from the centerline of Doolley Road, said tract extending from Belt Line Road northerly to the St. Louis Southwestern Railroad Right-of-Way and being that certain property conveyed to grantors herein by Victor E. Kessler, et ux, by a deed dated Sept. 10, 1934, recorded in Vol. 4109, Page 481, Deed Records of Dallas 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 Railroad Right-of-Way, extending from the west property line of said property easterly 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 Dallas, its successors or assigns, the temporary working space necessary for the construction and maintenance of said water main and appurtenances.

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

Grantors 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 City of Dallas, to construct roadways and railroad spur tracks over and across the easement herein granted and to make any other use of said easement 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 provided, and said City of Dallas shall have the right to go upon the same for the purpose of repairing said water main and appurtenances. That all expenses in the construction and maintenance of said water main and appurtenances shall be at the expense of the said City of Dallas and in the construction of said water main and appurtenances 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 wholly at the cost of said City of Dallas. Nothing in this easement 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.

In Testimony Whereof, witness our hand, this the 20th day of March A. D. 1959

Approved: [Signature]
SUPERINTENDENT
DALLAS CITY WATER WORKS

Approved as to Engineering: [Signature]
DALLAS CITY WATER WORKS

Approved as to form: [Signature]
E. P. KUCERA, City Attorney
Notary Public

86226...02.00

STATE OF TEXAS }
COUNTY OF DALLAS } KNOW ALL MEN BY THESE PRESENTS:

That, LEWIS EARL FISCHER and wife, MARGARET FISCHER

of the County of Dallas, and State of Texas, in consideration of the sum of One (\$1.00) Dollar, to be in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by the 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 water main and appurtenances

Being a strip of land 15 ft. in width by approximately 284 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 comprised of two adjoining tracts out of the Edward Cook Survey, Abet. 326, one containing three acres and the other two acres, having a combined frontage of approximately 284 ft. along the north side of Belt Line Road beginning 601.6 ft. easterly along the north right-of-way line of Belt Line Road from the centerline of Doolley Road, said tracts extending from Belt Line Road northerly to the St. Louis Southwestern Railroad Right-of-Way and being that certain property described as Tracts 1 & 2 conveyed to grantors herein by Mary E. Vine, Independent Executrix of the Estate of Warren R. Vine, deceased, by a deed dated July 25, 1913, recorded in Vol. 4312, Page 540, Deed Records of Dallas County, Texas, said 15 ft. easement lying south of, adjacent and parallel to the north property line of said property, same being the south line of the St. Louis Southwestern Railroad Right-of-Way, extending from the west property line of said property, same lying approximately 602 ft. east of and parallel to the centerline of Doolley Road, easterly a distance of approximately 284 ft. to the east property line of said property, being the east property line of said Tract No. 2.

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 appurtenances.

The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 695W-540 on file in the office of Dallas City Water Works

Grantors 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 City of Dallas, to construct roadways and railroad spur tracks over and across the easement herein granted and to make any other use of said easement 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 provided, and said City of Dallas shall have the right to go upon the same for the purpose of repairing said water main and appurtenances. That all expenses in the construction and maintenance of said water main and appurtenances shall be at the expense of the said City of Dallas and in the construction of said water main and appurtenances

main 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 wholly at the cost of said City of Dallas. Nothing in this easement 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.

In Testimony Whereof, witness our hand and seal, this the 23rd day of March

A. D. 1929.

Lewis Earl Fischer
Margaret Sanchez

Approved & to Engineering
[Signature]
DALLAS CITY WATER WORKS

Approved
[Signature]
SUPERINTENDENT
DALLAS CITY WATER WORKS

...which will not
...other than the erection of buildings or

permanent
other structures, it being understood that should the City of Dallas require any
additional support or reinforcement for its water main prior to the construction of
a new track over same, such support or reinforcement shall be at the expense of
the City of Dallas.

It is understood and agreed by and between the parties hereto that the City of
Dallas has notice of a water well and the well house located 34-ft. south from the
proposed water main upon the herein described property, and as a part of the con-
sideration herein, the City of Dallas agrees to pay any and all damages that may be
caused to said water well as a result of the installation of said water main.

To have and to hold the above 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 inspecting or repairing said water main and
appurtenances. That all expense in the construction and maintenance of said water
main and appurtenances shall be borne by the said City of Dallas, but that the con-
sideration herein expressed represents full and adequate consideration for the right-
of-way granted, together with any and all damages not specifically mentioned above
that may be incident to the construction and installation of said water main and
appurtenances. Nothing in this easement 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.

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

Earl B. Kratz
Earl B. Kratz
Dena Gertrude Kratz
Dena Gertrude Kratz

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this
day personally appeared EARL B. KRATZ and DENA GERTRUDE KRATZ, his wife, both known to
me to be the persons whose names are subscribed to the foregoing instrument, and ack-
nowledged to me that they each executed the same for the purposes and consideration
therein expressed and the said DENA GERTRUDE KRATZ, wife of the said EARL B. KRATZ
having been examined by me privily and apart from her husband, and having the same fully
explained to her, she, the said DENA GERTRUDE KRATZ acknowledged such instrument to be
her act and deed, and she declared that she had willingly signed the same for the purposes
and consideration therein expressed, and that she did not wish to retract it.

Given under my hand and seal of office, this the 7th day of August, A.D. 1959.



Emma E. Walden
Notary Public in and for Dallas County, Texas
EMMA E. WALDEN

Approved as to form:
H. P. BUCERA, City Attorney

Approved as to Engineering:
DALLAS CITY WATER WORKS

Approved:
DALLAS CITY WATER WORKS

109554... \$1.00

STATE OF TEXAS
COUNTY OF DALLAS

That we, G. V. GOODMAN and LESLIE GOODMAN

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

and in consideration of the special benefits to be derived by any 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 easement, in and along the hereinafter described property for the purpose of constructing and maintaining a city water main and appurtenances.

Being a strip of land, 15 ft. in width by 215 ft. in length off the entire north side of the Block 107, to wit: a parcel of land lying and being situated in the County of Dallas, State of Texas, same being p. 4, 58, acre tract out of the Edward Cook Survey, 1881, being located at the northeast corner of Belt-Line Road and Doolley Road, containing 600 ft. along the north side of Belt-Line Road and approximately 660 ft. along the east side of Doolley Road, bounded on the north by the St. Louis Southwestern Railroad Right-of-Way, same being that certain property conveyed to G. V. Goodman by G. R. Berry by a deed dated March 1, 1932, recorded in Vol. 1744, Page 98, Deed Records of Dallas County, Texas, said 15 ft. easement strip lying south of, adjacent and parallel to the most northerly north property line of said property, same being the south line of St. Louis Southwestern Railroad Right-of-Way, extending from the west property line of said property, same being the east right-of-way line of Doolley Road, easterly a distance of 215 ft. to the most westerly east property line of said property, same being the west property line of a 60 ft. by 70 ft. tract owned by G. R. Berry.

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 appurtenances.

The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 507-540 on file in the office of Dallas City Water Works.

Grantors 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 City of Dallas, to construct roadways and railroad spur tracks over and across the easement herein granted, and to make any other use of said easement 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 provided, and said City of Dallas shall have the right to go upon the same for the purpose of repairing said

water main and appurtenances. That all expenses in the construction and maintenance of said water main and appurtenances shall be at the expense of the said City of Dallas and in the construction of said water main and appurtenances

Should said City of Dallas find it needed to remove any improvements now on above described property that such removal and the replacing of same shall be wholly at the cost of said City of Dallas. Nothing in this easement 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.

In testimony whereof, witness our hand & this the 20th day of March

G. V. Goodman
Leslie Goodman

DALLAS CITY WATER WORKS
Approved as to form
H. P. KIRKMAN, City Attorney
Charles C. [Signature]

THE STATE OF TEXAS
COUNTY OF DALLAS

232931... \$3,50

KNOW ALL MEN BY THESE PRESENTS:

we, CLARICE NICHOLS, a widow, individually and as Independent Executrix and Trustee under the will of Lawrence L. Nichols, deceased, and E. H. NICHOLS, Independent Trustee and Trustee under the will of Lawrence L. Nichols, deceased of the County of Dallas, and State of Texas, in consideration of the sum of

ONE THOUSAND FIVE HUNDRED (\$1,500.00) ----- DOLLARS to me/us in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by public 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 purposes of constructing and maintaining a city

water main and appurtenances

said property described as follows, to-wit:
Being a strip of land 30 ft. in width over, under and across that certain lot, tract or parcel of land lying and being situated in the County of Dallas and State of Texas, being a tract of land containing 44.7 Acres out of the David Myers Survey, Abstr. 365, lying on both sides of the St. Louis Southwestern Railroad Right-of-Way, being bounded on the south by Belt Line Road and having its east line lying approximately 413 ft. west of and parallel to the east line of said David Myers Survey, and being that certain property conveyed to L. L. Nichols by Beckwith Inc., by a deed dated March 30, 1956, recorded in Vol. 4471, page 384, Deed Records of Dallas County, Texas; said 30 ft. easement having a center line lying 65.6 ft. south of and parallel to the center line of St. Louis Southwestern Railroad Right-of-Way, and being more particularly 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 Mly Straus, and lying approximately 1565 ft. west of and parallel to the east line of said David Myers Survey, said beginning point being located a distance of 738.8 ft. northerly along said common property line from its intersection with the south line of said David Myers Survey, same being the center line of Belt Line Road;

Thence from the point of beginning South 89° 34' East, a distance of 1163.4 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 Belt Line Road.

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 appurtenances. The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 662W-540, Sheets 21 & 22, on file in the office of Dallas City Water Works.

Grantors 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 City of Dallas, to construct roadways over and railroad spur tracks across and longitudinally along the easement herein granted, provided such longitudinal tracks shall not be over the water main, and to make any other use of said easement 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 provided, and the said City of Dallas shall also have the right to go upon the same for the purpose of inspecting or repairing said water main and appurtenances

And that all expenses in the construction and maintenance of said water main and appurtenances shall be borne 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 easement shall be construed as a waiver by the City of Dallas of any connection charge or charges imposed by ordinances or the Charter of the City of Dallas.

In Testimony Whereof, witness my hand, A. this the 24th day of October A. D. 1959

E. H. Nichols
E. H. Nichols, Independent Executrix and Trustee under the will of Lawrence L. Nichols, deceased

Clarice Nichols
Clarice Nichols, Individually and as Independent Executrix and Trustee under the will of Lawrence L. Nichols, deceased

Approved as to Engineering
Arthur D. Br...
DALLAS CITY WATER WORKS

Approved
[Signature]
SUPERINTENDENT
DALLAS CITY WATER WORKS

Approved as to form
H. P. KUCERA, City Attorney
[Signature]
Assistant City Attorney

LUKE
972 450
2037

This deed is delivered and accepted subject to any and all valid restrictions and/or encumbrances affecting said property as the same appear of record
TO HAVE AND TO HOLD the above described premises, together with all and singular the rights and appurtenances thereto in anywise belonging unto the said
W. H. Caldwell and Nevada T. Caldwell, their heirs and assigns forever and I do hereby bind myself, my heirs, executors and administrators, to Warrant and Forever Defend, all and singular the said premises unto the said W. H. Caldwell and Nevada T. Caldwell, their heirs and assigns, against every person whomsoever lawfully claiming, or to claim the same, or any part thereof.

WITNESS MY hand at Garland, Texas
this 20th day of July 1960.
Russell Smith

SINGLE ACKNOWLEDGMENT

THE STATE OF TEXAS,
COUNTY OF DALLAS

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this day personally appeared *Russell Smith* known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF MY OFFICE this 20th day of July A. D. 1960.
Russell W. Stegler
Notary Public in and for Dallas County, Texas

Filed for Record on this day of July 1960 at Dallas, Texas
Duly Recorded this day of July 1960
Instrument No. 145224

ED. H. STEGGER, County Clerk
Dallas County, Texas
Deputy

145224... \$2.00

THE STATE OF TEXAS)
COUNTY OF DALLAS)

KNOW ALL MEN BY THESE PRESENTS:

That WE, ARTHUR H. KNOST and wife, RUTH KNOST, of the County of Dallas, and State of Texas, in consideration of the sum of SIX HUNDRED 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 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 water main, said property described as follows, to-wit:

EASEMENT STRIP NO. 1 - 15 ft. Permanent Easement

BEING a strip of land 15 ft. in width by 257.3 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 4.758 acres out of the Edward Cook Survey, Abst. 326, and the E. Fike Survey, Abst. 478, fronting approximately 250 ft. along the north side of Belt Line Road beginning approximately 1050 ft. easterly along the north right-of-way line of Belt Line Rd. from the center line of Dooley Rd., said tract extending from Belt Line Rd., northerly, to the St. Louis South-

Approved as to Engineering
CANTAMORE & BUSH
DALLAS CITY WATER WORKS

Western Railroad Right-of-Way, and being that certain property conveyed to Arthur H. Krost, by Mary Hall et vir, Richard Hall by a deed dated Nov. 22, 1946, recorded in Vol. 2750, Page 389, Deed Records of Dallas 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 Railroad Right-of-Way, extending from the west property line of said property, easterly 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.

TEMPORARY 50 ft. Working Easement

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

This deed is being executed for the purpose of confirming the Judgment entered by County Court of Dallas County at Law No. 1, Dallas County, Texas, in Cause No. 13125-A, styled CITY OF DALLAS v. ARTHUR H. KROST, ET UX, in which Judgment an easement, under over and in the above described property was vested in the City of Dallas.

The owners of said property, their successors and assigns shall have the right to continue using the surface of said easement 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 easement, 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 water main. The right of the owners, their successors and assigns to construct and maintain a railroad spur or drive across said easement shall not be deemed to interfere with the City of Dallas' operation and maintenance of said water main. The City of Dallas shall not have the right to fence or enclose said easement.

TO HAVE AND TO HOLD the above described property unto the City of Dallas for the purposes hereinbefore provided, and the said City 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 borne 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 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 hands, this the 19th day of July, A.D., 1960.

Arthur H. Krost
ARTHUR H. KROST
Paul Krost
PAUL KROST

5146
334

Notary Public
 Given under my hand and seal of office this 30th day of June A. D. 1959
 Notary Public in and for Dallas County, Texas

1A5653...\$2.00

STATE OF TEXAS
 COUNTY OF DALLAS

KNOW ALL MEN BY THESE PRESENTS:

That W. M. J. RUDIK and wife, VIVIAN RUDIK
 of the County of Dallas, and State of Texas, in consideration of the sum of One (\$1.00) Dollar,
 to me in hand paid, the receipt of which is hereby acknowledged,
 and in consideration of the special benefits to be derived by me 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 water main and appurtenances
 across said property described as follows, to-wit:

Being a strip of land 15 ft. in width by 163 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 three acres out of the
 Edward Cook Survey, Abat. 326, fronting approximately 163 ft. along the north side of
 Belt Line Road, beginning approximately 806 ft. easterly along the north right-of-way
 line of Belt Line Road from the centerline of Dooley Road, said tract extending from
 Belt Line Road northerly to the St. Louis Southwestern Railroad Right-of-Way and being
 that certain property conveyed to grantors herein by Victor E. Resaler, et ux, by a deed
 dated Sept. 10, 1954, recorded in Vol. 4109, Page 481, Deed Records of Dallas 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
 Railroad Right-of-Way, extending from the west property line of said property easterly
 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 Dallas, its successors or assigns, the temporary working
 space necessary for the construction and maintenance of said water main and appurtenances.

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

Grantors 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 City
 of Dallas, to construct roadways and railroad spur tracks over and across the easement
 herein granted and to make any other use of said easement 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 go upon the same for the purpose of repairing said
water main and appurtenances That all expenses in the construction
 and maintenance of said water main and appurtenances shall be at
 the expense of the said City of Dallas and in the construction of said water main and appurtenances
 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 wholly
 at the cost of said City of Dallas. Nothing in this easement 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.

In Testimony Whereof, witness our hand & seal, this the 20th day of March,
 A. D. 1959

Approved [Signature]
 SUPERINTENDENT
 DALLAS CITY WATER WORKS

Approved as to form
[Signature]
 H. P. KUCERA, City Attorney

Approved as to Engineering
[Signature]
 DALLAS CITY WATER WORKS

66326...02.00

STATE OF TEXAS }
COUNTY OF DALLAS } KNOW ALL MEN BY THESE PRESENTS

That, LEWIS EARL FISCHER and wife, MARGARET FISCHER
of the County of Dallas, and State of Texas, in consideration of the sum of One (\$1.00) Dollar

to him in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by his 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 water main and appurtenances
on said property described as follows, to-wit:

Being a strip of land 15 ft. in width by approximately 284 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 comprised of two adjoining tracts out of the Edward Cook Survey, Abst. 326, one containing three acres and the other two acres, having a combined frontage of approximately 284 ft. along the north side of Belt Line Road beginning 601.6 ft. easterly along the north right-of-way line of Belt Line Road from the centerline of Doolley Road, said tracts extending from Belt Line Road northerly to the St. Louis Southwestern Railroad Right-of-Way and being that certain property described as Tracts 1 & 2 conveyed to grantors herein by Mary S. Vins, Independent Executrix of the Estate of Warren R. Vins, deceased, by a deed dated July 25, 1919, recorded in Vol. 4312, Page 540, Deed Records of Dallas County, Texas, said 15 ft. easement lying south of, adjacent and parallel to the north property line of said property, same being the south line of the St. Louis Southwestern Railroad Right-of-Way, extending from the west property line of said property, same lying approximately 502 ft. east of and parallel to the centerline of Doolley Road, easterly a distance of approximately 284 ft. to the east property line of said property, being the east property line of said Tract No. 2.

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 appurtenances.

The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 66326-540 on file in the office of Dallas City Water Works

Grantors 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 City of Dallas, to construct roadways and railroad spur tracks over and across the easement herein granted and to make any other use of said easement 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 provided, and said City of Dallas shall have the right to go upon the same for the purpose of repairing said water main and appurtenances main. That all expenses in the construction and maintenance of said water main and appurtenances main shall be at the expense of the said City of Dallas and in the construction of said water main and appurtenances

main 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 wholly at the cost of said City of Dallas. Nothing in this easement 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.

In Testimony Whereof, witness our hand s., this the 23rd day of March

A. D. 1922

Lewis Earl Fischer
Margaret Fischer

Approved to Engineering
Arthur J. Brown
DALLAS CITY WATER WORKS

Approved
Arthur J. Brown
SUPERINTENDENT
DALLAS CITY WATER WORKS

STATE OF TEXAS)
COUNTY OF DALLAS)

Notary Public
in and for Dallas County, Texas, on this day personally
known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

Witness my hand and seal of office this 18 day of August, A. D. 1921.

EVERETT COOK
Notary Public in and for Dallas County, Texas

Filed for Record on the 18 day of August, A. D. 1921 at 10 o'clock A. M.
Duly Recorded this the 18 day of August, A. D. 1921 at 10 o'clock A. M.
ED. J. STEGER, County Clerk

Instrument No. 183201
Dallas County, Texas
Deputy

STATE OF TEXAS)
COUNTY OF DALLAS)
183201...\$2.00
KNOW ALL MEN BY THESE PRESENTS:

That we, EARL E. KRATE and wife, BEA GERTRUDE KRATE, of the County of Dallas, and State of Texas, in consideration of the sum of Three Hundred(\$300.00) 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 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 city water main and appurtenances, said property described as follows, to-wit:

Being a strip of land 15 ft. in width 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 acres out of the Edward Cook Survey, Abst. 326, fronting approximately 297 ft. along the north 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 Donley 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. Padgett by a deed dated July 5, 1920, recorded in Volume 1150, Page 511, Deed Records of Dallas 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 Railroad Right-of-Way, extending from the west property line of said property, same lying 305 ft. east 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 a three acre tract owned by Lewis Earl Fischer et ux.

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 appurtenances, and the City agrees to remove and replace existing fencing and structures for such construction and maintenance and to return the surface, insofar as possible to the original condition. The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 5579-540 on file in the office of Dallas City Water Works.

Grantors herein reserve for themselves, their heirs or assigns, the right, subject to the approval of plans by the Superintendent of the Water Department of the City of Dallas, to construct, maintain and repair said water main and appurtenances.

...to make any other use of said easement which will not interfere with the water main constructed therein, other than the erection of buildings or

permanent other structures, it being understood that should the City of Dallas require any additional support or reinforcement for its water main prior to the construction of a FRM track over same, such support or reinforcement shall be at the expense of the City of Dallas.

It is understood and agreed by and between the parties hereto that the City of Dallas has notice of a water well and the well house located 24-ft. south from the proposed water main upon the herein described property, and as a part of the consideration herein, the City of Dallas agrees to pay any and all damages that may be caused to said water well as a result of the installation of said water main.

To have and to hold the above 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 inspecting or repairing said water main and appurtenances. That all expenses in the construction and maintenance of said water main and appurtenances shall be borne 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 savings not specifically mentioned above that may be incident to the construction and installation of said water main and appurtenances. Nothing in this easement 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.

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

Earl B. Kratz
Earl B. Kratz

Dena Gertrude Kratz
Dena Gertrude Kratz

STATE OF TEXAS }
COUNTY OF DALLAS }

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this day personally appeared EARL B. KRATZ and DENA GERTRUDE KRATZ, his wife, both known to me to be the persons whose names are subscribed to the foregoing instrument, and acknowledged to me that they each executed the same for the purposes and consideration therein expressed and the said DENA GERTRUDE KRATZ, wife of the said EARL B. KRATZ having been examined by me privily and apart from her husband, and having the same fully explained to her, she, the said DENA GERTRUDE KRATZ acknowledged such instrument to be her act and deed, and she declared that she had willingly signed the same for the purposes and consideration therein expressed, and that she did not wish to retract it.

Given under my hand and seal of office, this the 7th day of August A.D. 1959.



E. E. Walden
Notary Public in and for Dallas County, Texas
ENNIS E. WALDEN

Approved as to form:
H. P. KUCERA City Attorney

Approved as to Engineering:
[Signature]
DALLAS CITY WATER WORKS
SUPERINTENDENT

Approved as to Law:
[Signature]
DALLAS CITY WATER WORKS
SUPERINTENDENT

109534...\$2.00

SHAYS OF TEXAS
COUNTY OF DALLAS

KNOW ALL MEN BY THESE PRESENTS
That we, U. V. GOODMAN and LUCILLE GOODMAN

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

to us hereunto lawfully made, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by said 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 easement, in and along the hereinafter described property for the purpose of constructing and maintaining a city water main and appurtenances.

and property described as follows, to-wit:
Being a strip of land 19 ft. in width by 215 ft. in length and the entire north side of the 19 ft. wide strip of land lying and being situated in the County of Dallas, Texas, being a 4.58 acre tract out of the Edward Cook Survey, containing 660 ft. along the north side of Belt-Line Road and approximately 660 ft. along the west side of Doolley Road, bounded on the north by the St. Louis Southwestern Railroad Right-of-Way, said being that certain property conveyed to G. V. Goodman by G. H. Berry by a deed dated March 1, 1932, recorded in Vol. 1734, Page 98, Deed Records of Dallas County, Texas, said 19 ft. easement strip lying south of, adjacent and parallel to the most northerly north property line of said property, same being the south line of St. Louis Southwestern Railroad Right-of-Way, extending from the west property line of said property, same being the east right-of-way line of Doolley Road, easterly a distance of 215 ft. to the most westerly east property line of said property, same being the west property line of a 60 ft. by 70 ft. tract owned by G. H. Berry.

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 appurtenances.

The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 6879-240 on file in the office of Dallas City Water Works.

Grantors 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 City of Dallas, to construct roadways and railroad spur tracks over and across the easement herein granted and to make any other use of said easement 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 provided, and said City of Dallas shall have the right to go upon the same for the purpose of repaving said

water main and appurtenances. That all expenses in the construction and maintenance of said water main and appurtenances shall be at the expense of the said City of Dallas and in the construction of said water main and appurtenances

whenever 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 wholly at the cost of said City of Dallas. Nothing in this easement shall be construed as a waiver by the City of Dallas of any connection charges or other charges imposed by ordinance, or the Charter of the City of Dallas.

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

A. D. 1932
U. V. Goodman
Lucille Goodman

DALLAS CITY WATER WORKS
Approved as to form
H. P. WILSON, City Attorney
Charles Wilson
Dallas City Attorney

There is also granted the City of Dallas, the successors or assigns, the temporary working space necessary for the construction and maintenance of said water main and appurtenances. The water main and appurtenances to be constructed on the above easement shall be as shown on plan 6897-340, sheets 22 & 23 on file in the office of Dallas City Water Works.

Beginning at a point in the west property line of said property, same being approximately 119.17, west of and parallel to the east line of said David Jones Survey, said point being located a distance of 690.5 ft, north of the north-south line of the section with the north right-of-way line of Belt Line Road.

and property described as follows, to-wit: Water main and appurtenances under, in and along the hereinafter described property for the purpose of constructing and maintaining a city water main and appurtenances.

THE STATE OF TEXAS }
COUNTY OF DALLAS }
KNOW ALL MEN BY THESE PRESENTS:
232929...\$2.50

Filed for Record on the 10 day of October, 1917.
Daily Recorded this the 10 day of October, 1917.
Instrument No. 232929

Elizabeth A. Noize, wife of N. S. Noize, appeared before me, the undersigned authority, a Notary Public in and for Dallas County, Texas, on this day personally.

Elizabeth A. Noize, wife of N. S. Noize, acknowledged such instrument to be her own and free, and she declared that she willingly signed the same for the purpose and consideration therein expressed, and that she did not wish to retract it.

Notary Public in and for Dallas County, Texas.
Notary Public in and for Dallas County, Texas.
Notary Public in and for Dallas County, Texas.

232929

232929

232929

232929

THE STATE OF TEXAS }
COUNTY OF DALLAS }

232931...44.50

KNOW ALL MEN BY THESE PRESENTS:

we, CHARLES NICHOLS, a widow, individually and as Independent Executrix and Trustee
under the will of Lawrence L. Nichols, deceased, and R. E. NICHOLS, Independent
Trustee and Trustee under the will of Lawrence L. Nichols, deceased
of the County of Dallas, and State of Texas, in consideration of the sum of

ONE THOUSAND FIVE HUNDRED AND NO/100 (\$1500.00) - - - - - DOLLARS to
me/us in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits
to be derived by water 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

Water main and appurtenances

said property described as follows, to-wit:
Being a strip or land 30 ft. in width over, under and across that certain lot, tract or parcel
of land lying and being situated in the County of Dallas and State of Texas, being a tract of
land containing 24.7 acres out of the David Myers Survey, A.M. 903, lying on both sides of
the St. Louis Southwestern Railroad Right-of-Way, being bounded on the north by Belt Line Road
and having an east line lying approximately 325 ft. east of and parallel to the east line of
said David Myers Survey, and being that certain property conveyed to L. L. Nichols by Barkshire
Inc., by a deed dated March 30, 1956, recorded in Vol. 4471, page 384, Deed Records of Dallas
County, Texas; said 30 ft. easement having a center line lying 61.5 ft. south of and parallel
to the center line of St. Louis Southwestern Railroad Right-of-Way, and being more particularly
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 Ely Straus, and lying
approximately 1565 ft. west of and parallel to the east line of said David Myers Survey,
said beginning point being located a distance of 738.8 ft. northerly along said easement
property line from 1" intersection with the south line of said David Myers Survey,
same being the center line of Belt Line Road;
Thence from the point of beginning South 69° 54' East, a distance of 1163.4 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 Belt
Line Road.

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 appurtenances.
The water main and appurtenances to be constructed on the above easement shall be as shown
on Plan 689W-540, Sheets 21 & 22, on file in the office of Dallas City Water Works.

Grantors 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 City of Dallas, to
construct roadways over and railroad spur tracks across and longitudinally along the easement
herein granted, provided such longitudinal tracks shall not be over the water main, and to
make any other use of said easement 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 purpose herein-
before provided, and the said City of Dallas shall also have the right to go upon the same for the purpose of
inspecting or repairing said water main and appurtenances

And that all expenses in the construction and maintenance of said water main and appurtenances
same shall be borne 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 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 & this the 24th day of October A. D. 1956

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

Clarice Nichols
Clarice Nichols, Individually and as
Independent Executrix and Trustee under the
will of Lawrence L. Nichols, deceased

Approved as to Engineering
Arthur J. Briggs
DALLAS CITY WATER WORKS

Approved
[Signature]
SUPERINTENDENT
DALLAS CITY WATER WORKS

Approved as to form:
H. P. KUCERA, City Attorney
[Signature]
Assistant City Attorney

<u>Name</u>	<u>Org</u>	<u>Phone</u>
Julius H. Haley	DWU	214.671.9524
ERICK STAJZE	DWU	214 671 9527
CHARLES STRINGER	DWU	214-670-1201
JERRY HOLDER	HNTB	972-661-5626
LUKE JALBERT	ADDISON	972-450-2860
CLIFF HALL	URS	972.406.6950
Steve HUTCHIAN	ADDISON	972-450-2886
Jim Pierce	Addison	972-450-2879
Mike Murphy	"	2878
Angela Washington	Dowd & Thomsen	214-672-2144
Lawrence J. Leff	CAO	214-670-3472
Genneth R. Bennett	CAO	214-670-3490
DAN BECKER	HNTB	972-628-3110
KATURA CURRY	GRANTHAM ASSOC	972 864-2333
TOMAS R. LICHTENBERG	DWU	2146705886

1. STAFF MEET BY THEIR DECISION MAKERS
OR STAFF WHO CONCERNS

2. NEED FOR THEM TO UNDERSTAND THAT
THE PROJECT IS MOVING FORWARD

3. GET W/ADDITION AND MAKE THIS TRING
WORK.

4. MASTER ASSURANCES

5. NO BIG SURPRISE

6. FIVE YEAR JOINT WORKING COMMITMENT

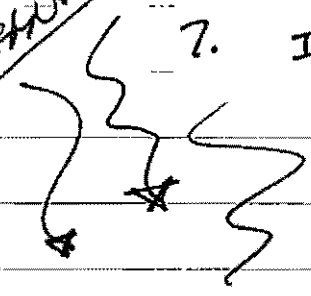
~~7. LACK OF RESPONSE FROM THEIR STAFF~~

7. INDEMNIFICATION

OFFER ACCESSIBILITY

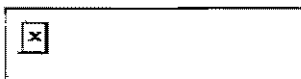
OFFER ~~LESS~~ PAYING A COST DIFFERENTIAL
(PRE DETERMINED) IN A PERCENTAGE.

ASSURANCE



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



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 Holland

1/29/2003

Senior Vice President

1/29/2003

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.
- 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 and 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
 - o 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
 - o 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.
 - o 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.
 - o 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

Handwritten notes:
MB
E.P.S.
~~2/12/99~~
Jul 25 1998

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,

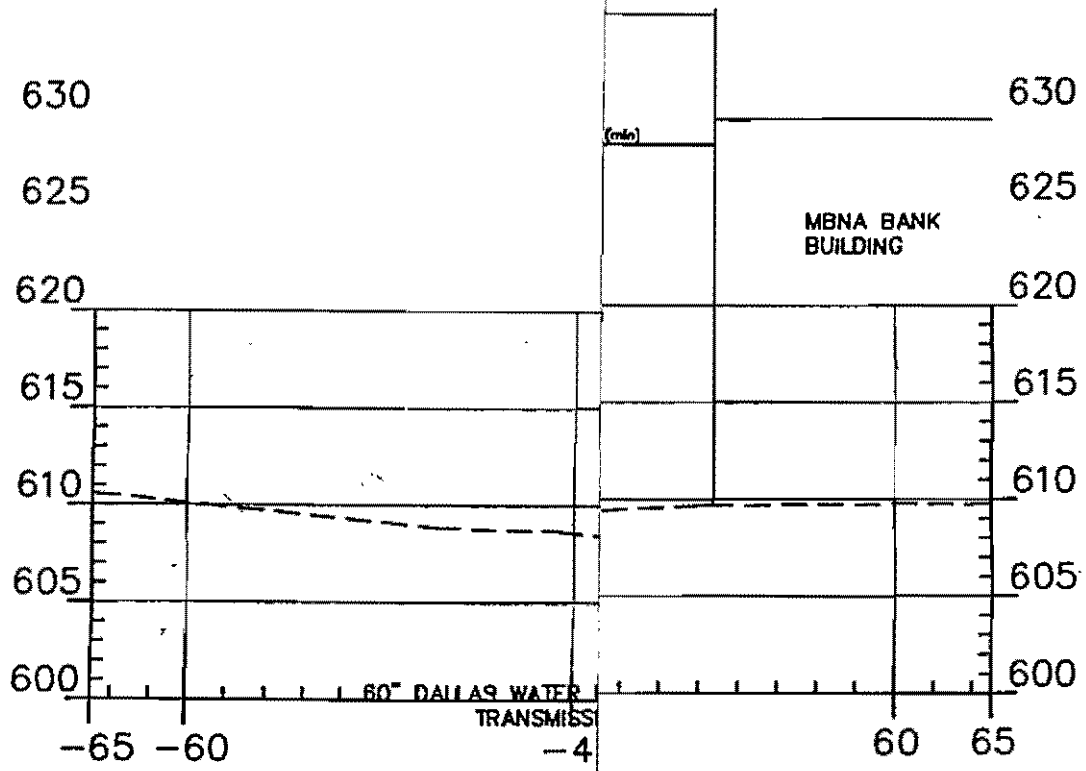


Bruce R. Grantham, P.E.
Assistant Project Manager

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

BG/gg

C:\WPDOCS\PROJECTS\ADDISON\98-094\milstead.ltr



Anapaho Rd.

3/15/99

Ron Whitehead, John Baumgartner, Bill Gupp, Jim Pierce, Bruce G. C. Syke

1501 Midway p. owner Marilyn

prop. owners.

Joe

Bill

Gary 439 Centurion Way

RW 4-lane street
not to serve retail

JB Brief history of project

RW Can take care of design concerns

public process - design

JB Still working w/DWU on land.

Prop. owners own to tree line

Darry Not concern w/bridge

Clear hgt to go 2 stories

↑ size 18k-20k from ex. 30k.

100% aircond.

MBNA - all office

double fiber optics

Paired parking in rear - want to keep parking

94. health club - office new

Interwest - office new

ATC - office

N. of RR industrial

\$8-10k/sf

Jamison Realty

Arapaho Rd.

Ron Whitehead, John Baumgartner, Bill Gupp, Jim Pierce, Bruce G
C. Syke

3/15/99

1501 Midway p. owner Marilyn

prop. owners.

Joe

Paul

Gary

439 Centurion Way

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 w/DWU on land.
Prop. owners own to tree line

Darry Not concern w/bridge
Clear hgt to go 2 stories
↑ size 18k-20k from ex. 30k.
100% acond.

MBNA - all office
double fiber optics

paud parking in rear - want to keep parking

Gr. health club - office now

Interwest - office now

ATC - office

N. of RR industrial

\$8-10k/sf
Jamison healthy

Date 4.22.99Page 1 of Notes by C. SyloSubject Arapaho Rd

Attendees:

CS
EL
Bruce Grantham

DWU - John B. & Jim P. met w/
 Bruce Grantham after he talked
 to DWU. DWU maybe willing
 to move closer however Addison
 staff wants to keep horizontal
 alignment as originally
 recommended. Property owners
 are not anticipated to be
 cooperative in design irrespective
 of location of tags.

Bruce does not have BATH Technman
 Andberg report.

Drainage/utility primary responsibility

- Drainage area map req'd
- any pipes
- Ch. conflict
- better cost.

Need additional field @ intersections
 from MTH if as-builts not avail.

locate lines on plan view - reloc + new.

Action Items:

April 22, 1999

~~EKJ~~
~~DEB~~
~~BBB~~
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-of-way 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

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 -

Arapaho Road Extension
April 22, 1999

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/lhb

Enclosures

April 8, 1999

DFB
~~JKS~~
MSM
25768 FILE

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:

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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 two-lane 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 Railroad 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 at-grade 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

-3-

Arapaho Road Extension
April 8, 1999

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/lmb

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
- ❑ Restricts DWU easement width

CALL TO Cissy Sylo OF HNTB
CALL FROM Jim Pierce, Assistant City Engineer OF Town of Addison
BY _____

SUBJECT DISCUSSED

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 datum is 609.5.
2. The top of wall of the Charter Furniture building is unknown by the Town.
3. The alignment as modified by HNTB for the property owner #5 is acceptable to the Town.
4. Need metes and bounds of the railroad wye spur based on the new alignment with property #5.
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.

ACTION TO BE TAKEN

HNTB will prepare an exhibit to depict the actual height of the building in relationship to the bridge.

HNTB should have the top of the building established by the surveyor performing the topographical work.

HNTB should proceed in the next phase of design.

HNTB will proceed with preparation of the metes and bounds description and exhibit for the railroad wye.

None needed.

COPY TO: Molly Marshall & Dan Becker & Bruce Grantham

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

To HAMID BAHAI PH- 214-948-4333 Date 9/11/02 3:00
Firm CITY OF DALLAS Total Pages 5 (Including this cover)
DALLAS WATER UTILITIES
Fax # 214-948-4599 Job Number 25768
From JENNY NIEWANDER
DIRECT 972-628-3164 *
LINE

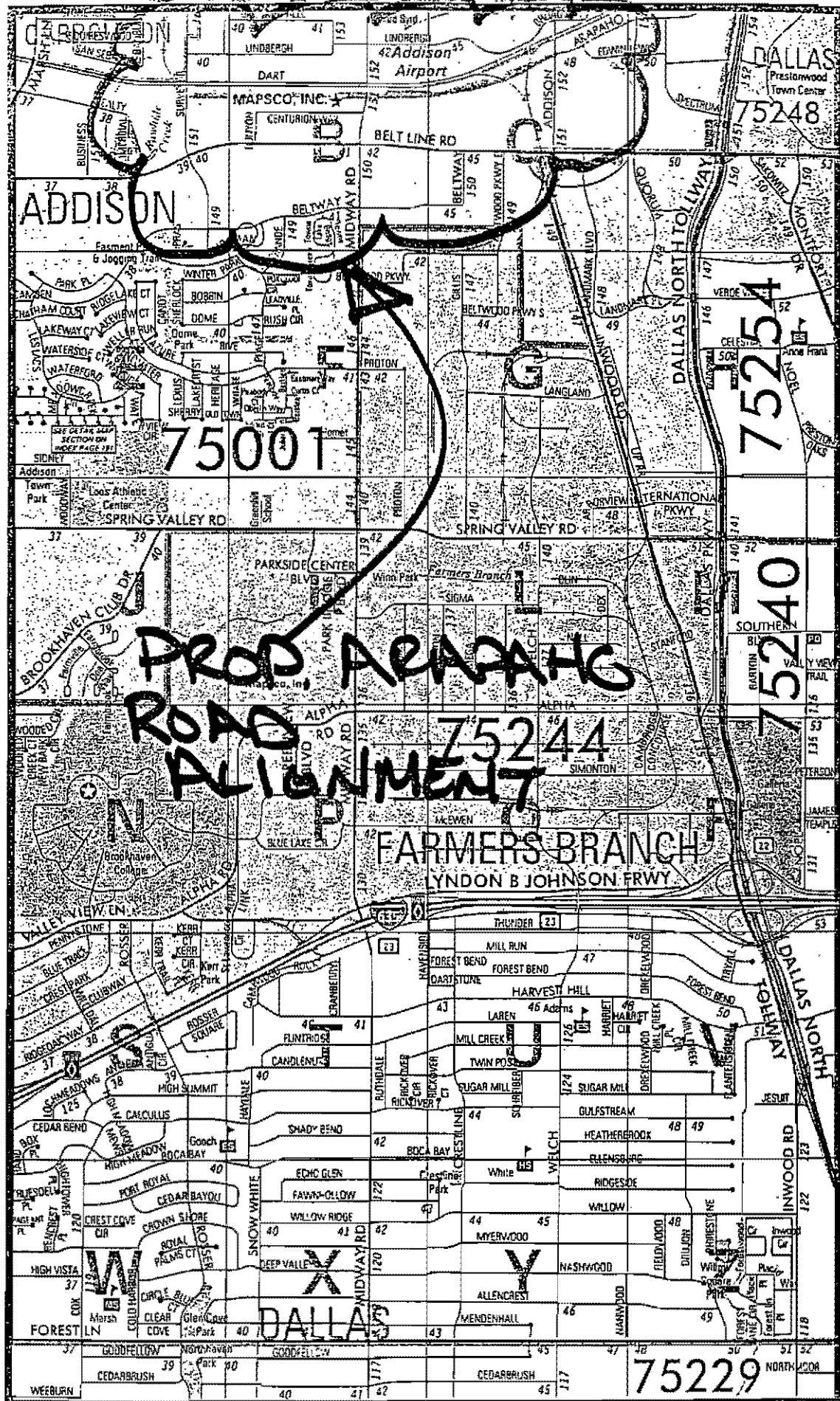
High Resolution
 Urgent

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

Message

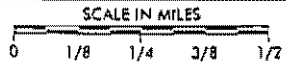
HAMID,
PER OUR PHONE CONVERSATION.
HERE IS THE ALIGNMENT OF THE
ACAPATO ROAD EXTENSION.
PLEASE REVIEW REGARDING THE DWU
60" WATERLINE.

→ called 9/25/02 → he will look into it again and call
11:00 back this afternoon

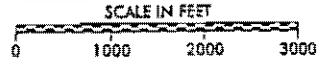


CONTINUED ON MAP 13

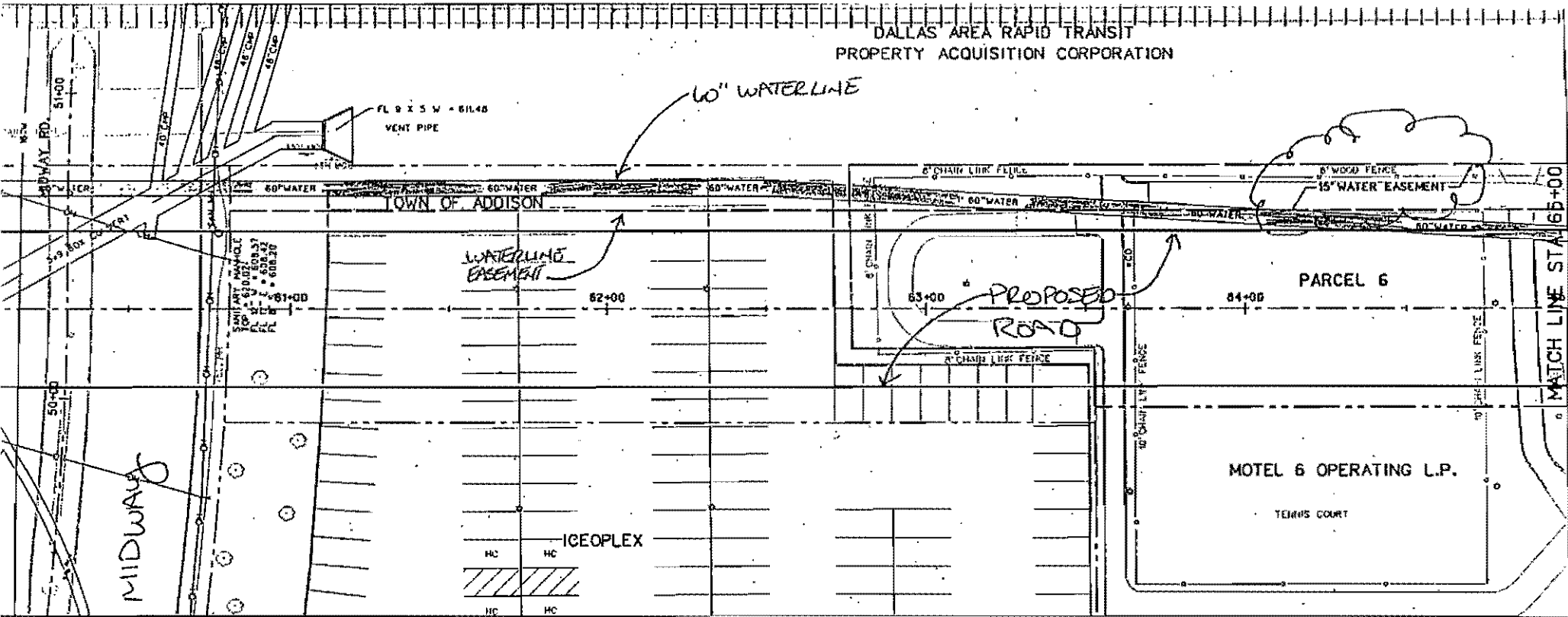
CONTINUED ON MAP 15



CONTINUED ON MAP 24



DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION



PROPOSED ROAD ON BRIDGE STRUCTURE
BETWEEN STA 51+00 AND 67+00

Call to DWU
Pot hole - line

FACT# SAME

no encroachment on water easement
prefer to be under road
want to be able to get to pipe

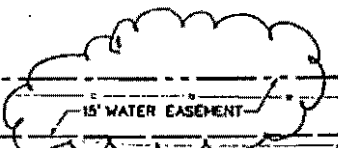
1

DALLAS WREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

SCALE

MATCH LINE STA 65+00

MATCH LINE STA 70+00



15' WATER EASEMENT

PARCEL 6

56+00

HOTEL WATER LINE

MOTEL 6 OPERATING L.P.

END BLOCKS
BEHIND PROP.
WALL

57+00

FL 30'-416.02

PROPOSED ROAD

58+00

PARCEL 5

FL 32'-616.85

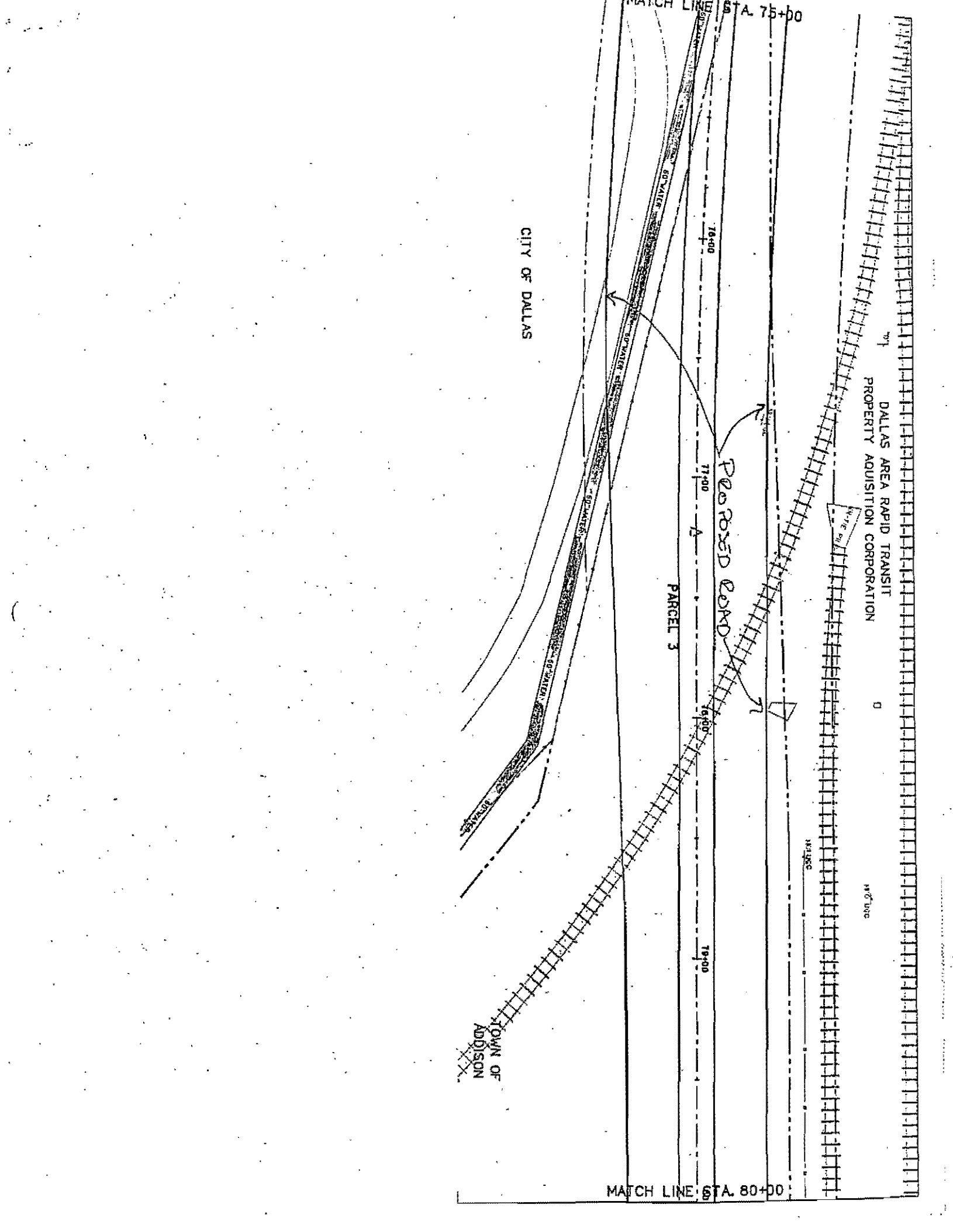
59+00

HERITAGE INN NUMBER XIII

FL 30'-616.66



30' CURB



CITY OF DALLAS

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

PARCEL 3

PROPOSED ROAD

TOWN OF
ADDISON

MATCH LINE STA. 80+00

MATCH LINE STA. 75+00

76+00

77+00

78+00

79+00

NATASC

11/07/06

To Michael Fay

Date September 26, 2002

Firm DWU

Total Pages 8 (Including this cover)

Fax # 214-948-4599

Job Number 25768

 High Resolution Urgent

From Jenny Nicewander

direct line 972-628-3164

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

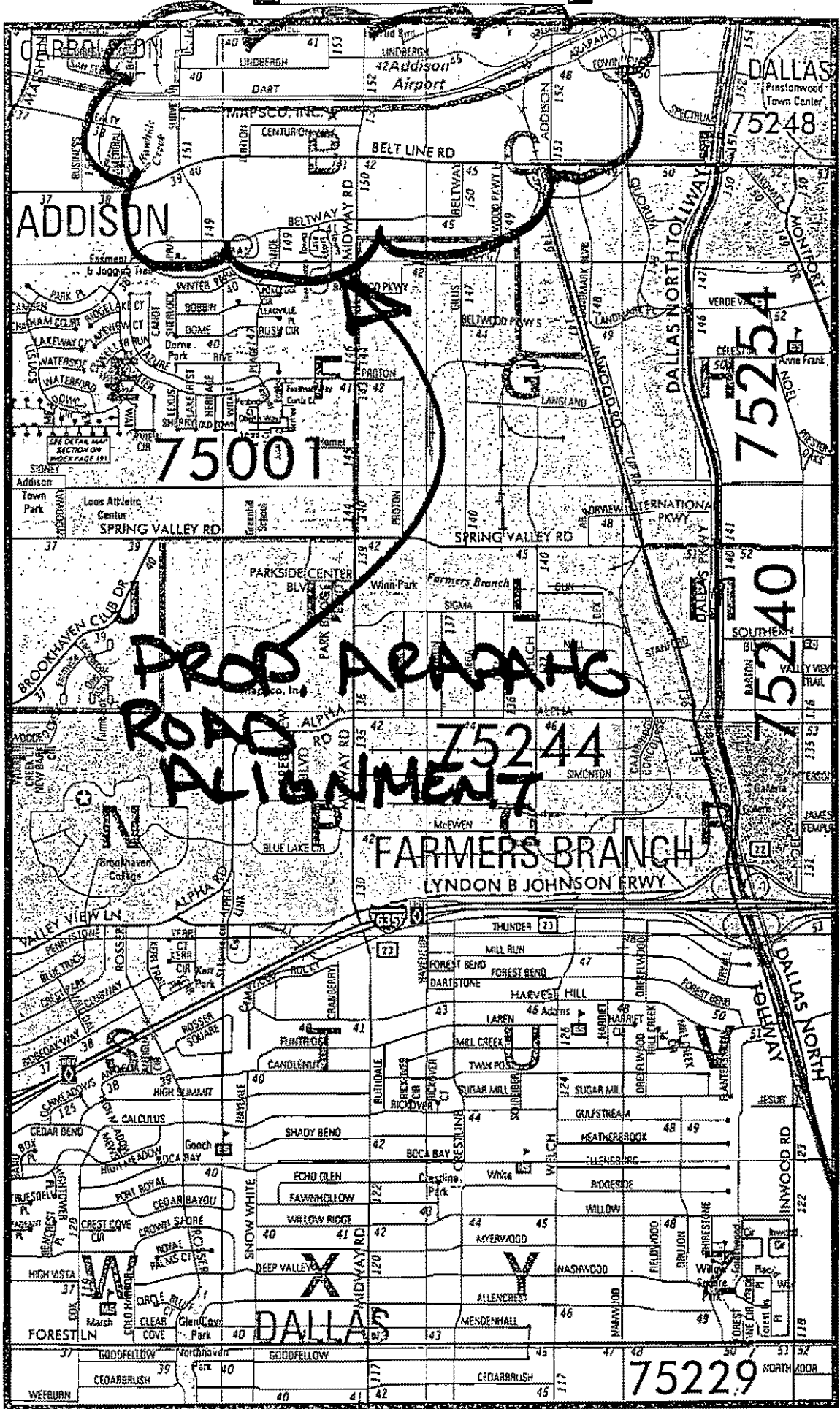
Message

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.

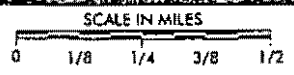
Please let me know if you have any questions or need any additional information regarding this matter.

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.

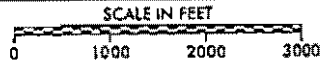


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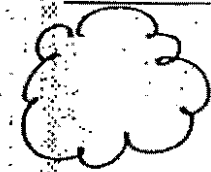
CONTINUED ON MAP 15



CONTINUED ON MAP 24



LEGEND



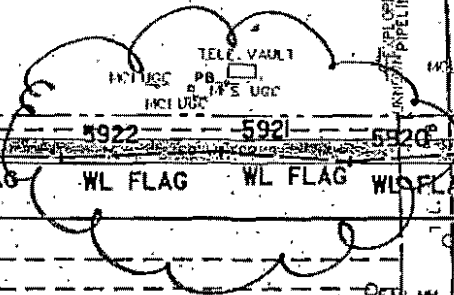
AREAS TO BE POTHOLED

FL 48'
FL 48'
FL 48'

SPRINT UCC
EYE PIT
RR SIGNAL
RR SIGNAL
BUSINESS SPRINT
PERMIT

AS AREA RAPID TRANSIT
ACQUISITION CORPORATION

RR BOX



TELE. VAULT
INCLUDE PB
INCLUDE UCC

UNEXPOSED PIPELINE

5926 5925 5924 5923 5922 5921 5920 5919 5917 5916
ELECTRIC WL FLAG WL FLAG SANITARY WELWEFLAG WL FLAG WL FLAG WL FLAG WL FLAG WL FLAG WL FLAG WL FLAG WL FLAG
EASEMENT EASEMENT

PARCEL 7

58+00 59+00 60+00 61+00

Y ROAD PARTNERS, LTD.

CHARTER
FURNITURE

MIDWAY

FR

LEGEND

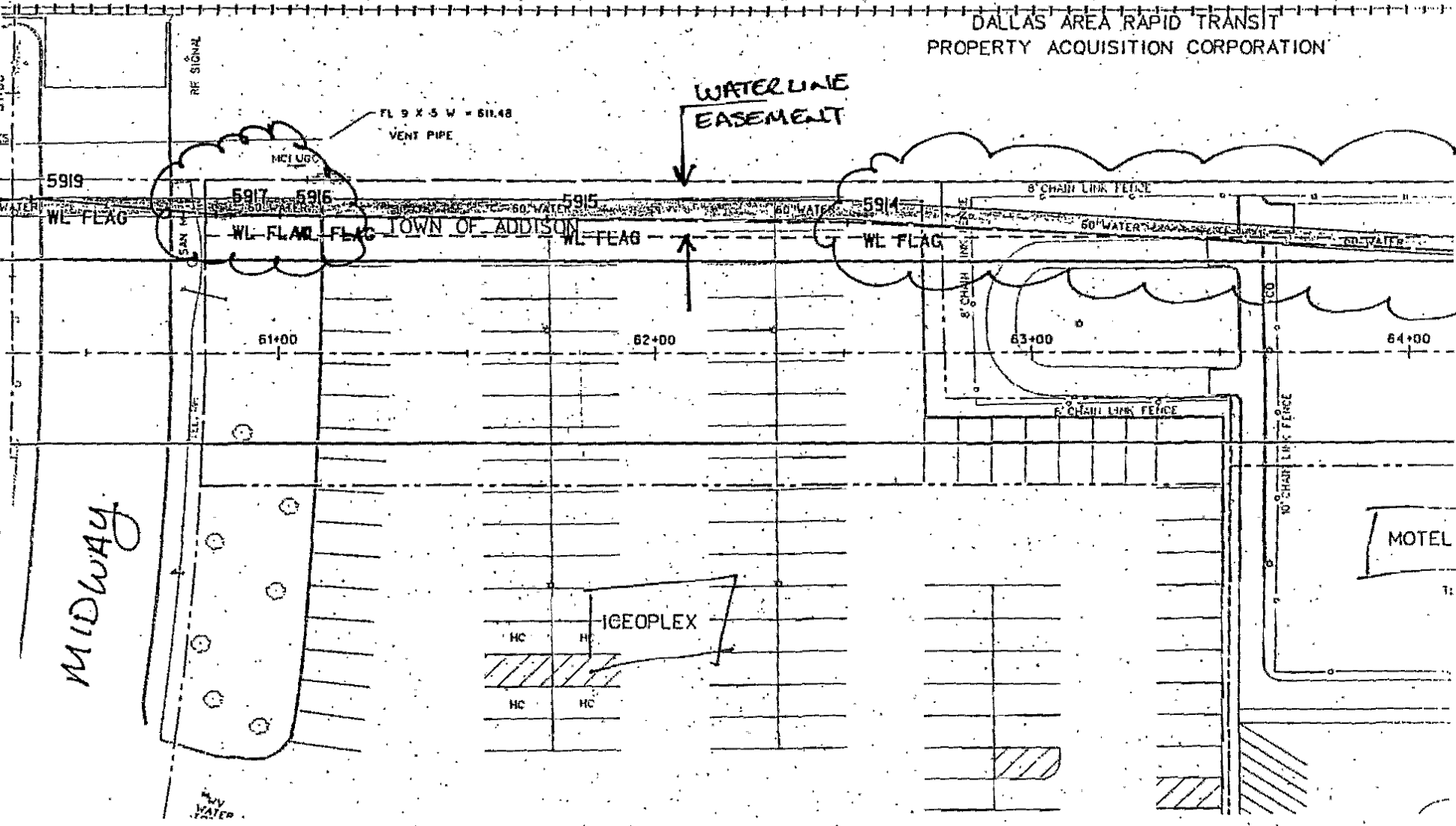


AREA TO BE POTTED

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

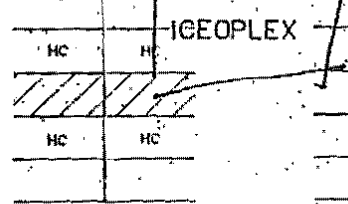
WATER LINE
EASEMENT

FL 9 X 5 W = 611.48
VENT PIPE



MIDWAY

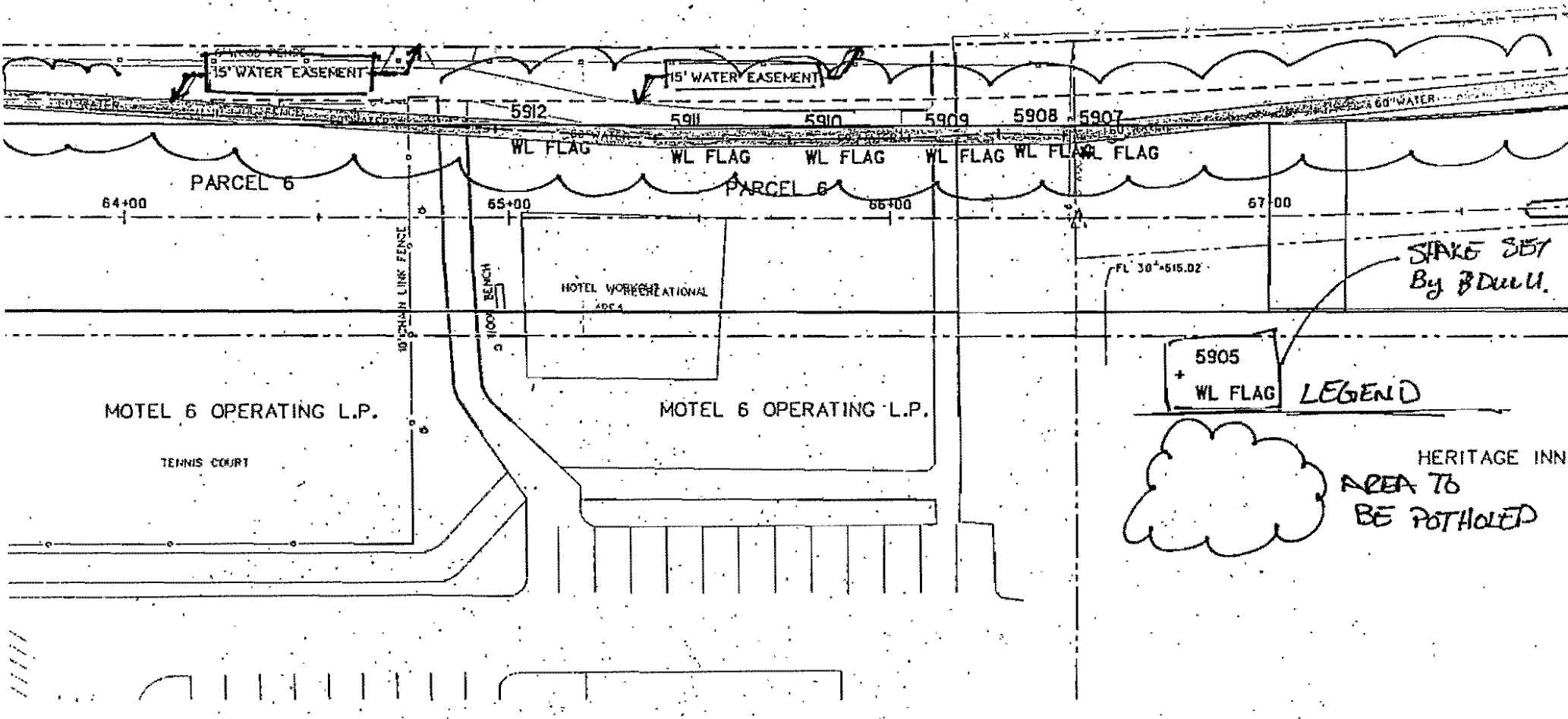
MOTEL 6



ION

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

MFO UCC



5905
+
WL FLAG

LEGEND

HERITAGE INN
AREA TO
BE POTHOLED

ON

ACT DOC

WATER LINE
EASEMENT

NO. DOC

FL 18-619.07

TOWN OF ADDISON

TOWN OF ADDISON

WELL

68+00

69+00

70+00

71+00

PARCEL 5

FL 12-618.85

PARCEL 5

INN NUMBER XIII

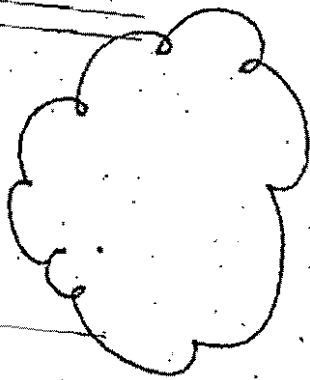
FL 10-518.66

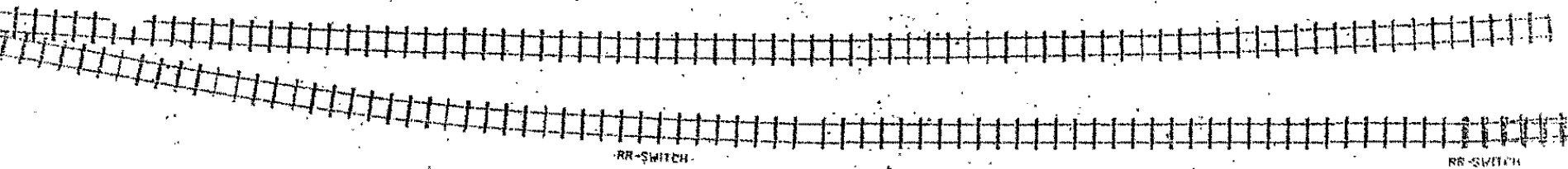
HERITAGE INN PARKING LOT

FL 32-619.09

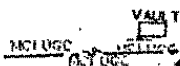
LEGEND

AREA TO
BE POTHOLED





DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION



FL 18" x 619.07

TOWN OF ADDISON

NO RECORD OF
EASEMENT

PARCEL 3

TOWN OF ADDISON

15' WATER EASEMENT

71+00

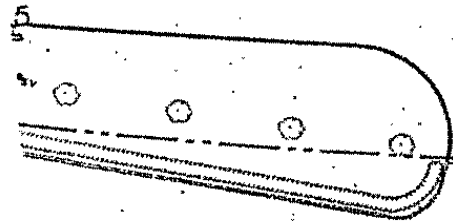
72+00

WL FLAG WL FLAG WL FLAG

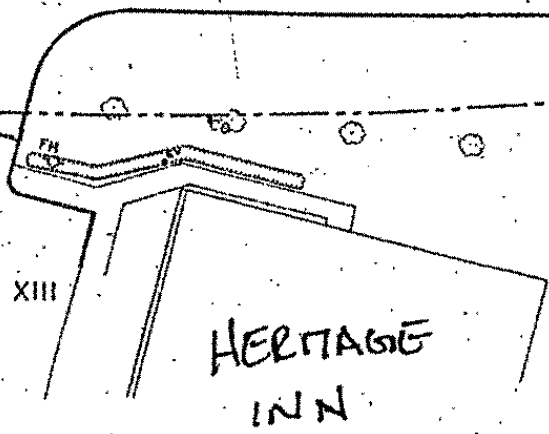
WL FLAG WL FLAG

73+00

6" CHAIN LINK FENCE



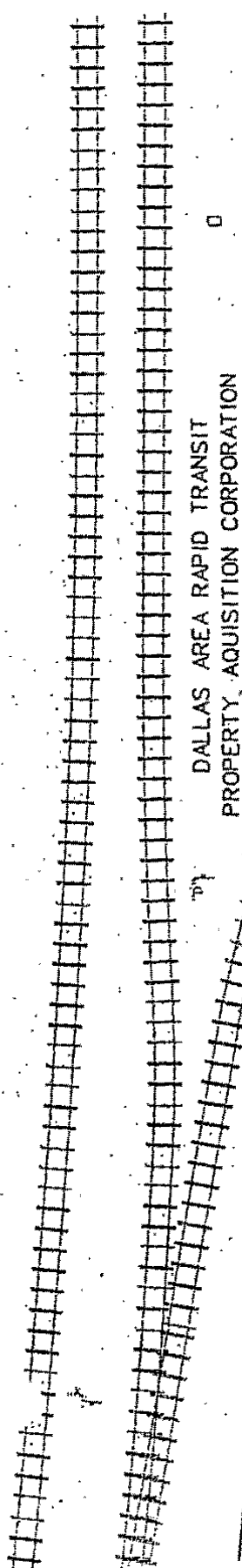
HERITAGE INN NUMBER XIII



HERITAGE
INN

PARCEL 2

CITY OF DALLAS

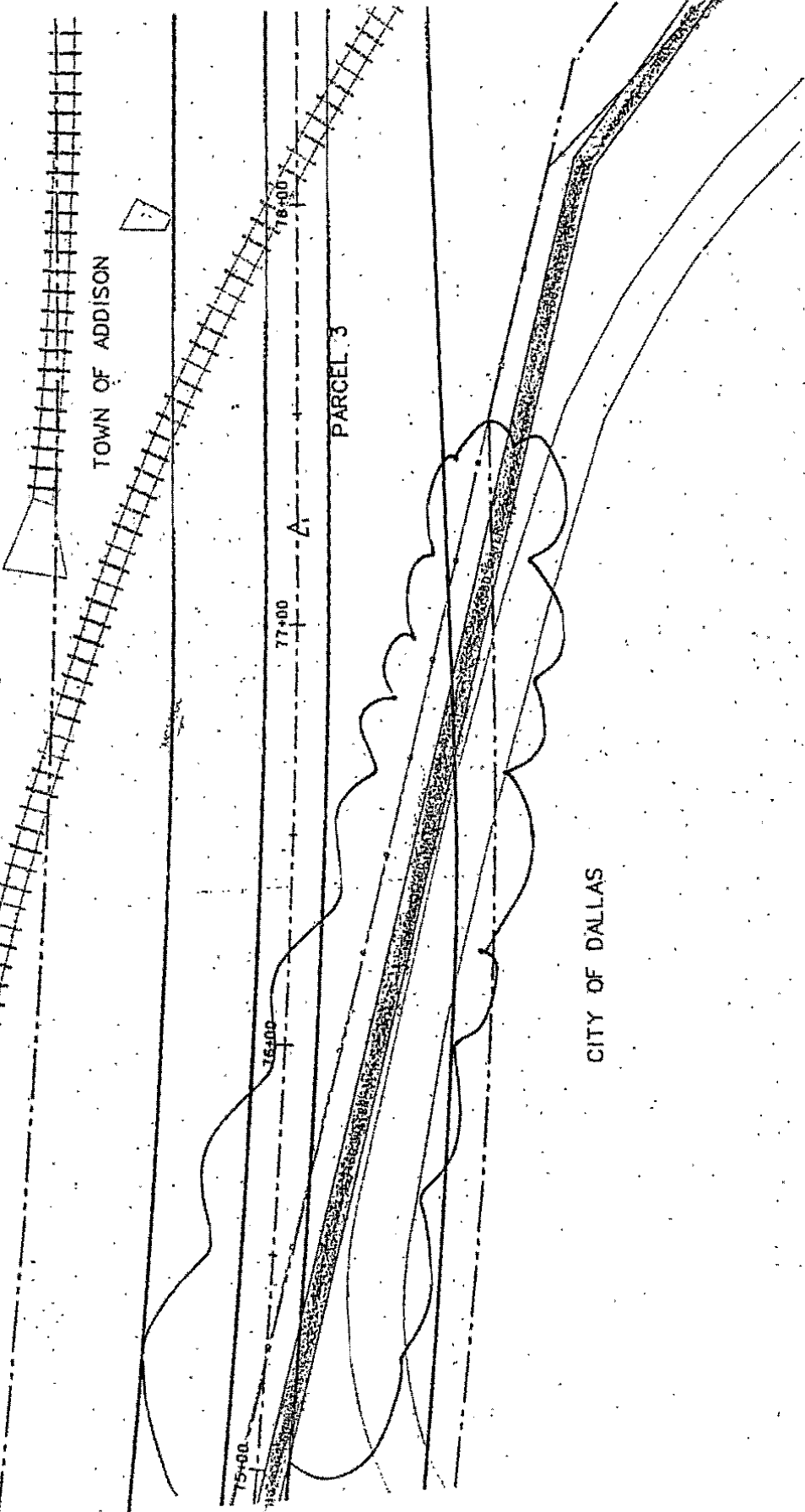


DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

TOWN OF ADDISON

PARCEL 3

CITY OF DALLAS



JSN FILE



Dallas Water Utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

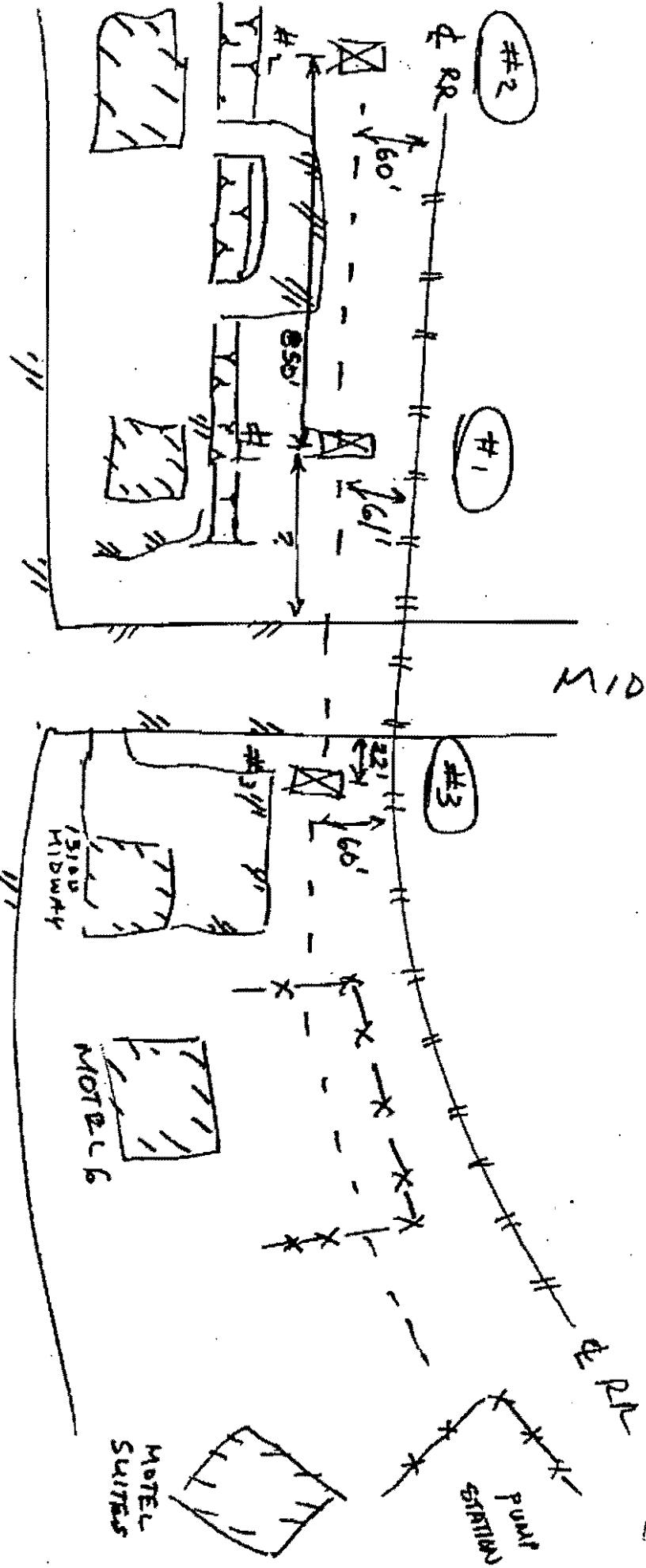
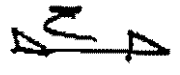
DATE: October 15, 2002 NO. OF PAGES SENT (INCLUDING COVER SHEET): 2
TIME: 3:13 PM

TO: NAME: Jenny Nicewander
COMPANY: HNTB
FAX NO.: (972) 661 5614
TELEPHONE NO.: (972) 628 3164

FROM: NAME: Erick Steitle
TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599

COMMENTS:
FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION
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

HOLE	DIST FROM TRACK	DIST FROM FACE CURB
1	61'	~ 100
2	60'	850' W OF #1
3	60'	22' E OF CURB



MIDWAY

PER PHONE CALL

SENTRY - I WILL GET THE EXACT DISTANCE TO HOLE #1 TOMORROW - PLEASE REPLY WITH ANY DETAILS YOU WOULD LIKE ME TO INCLUDE I MAY HAVE LEFT OUT - ERICK

BELT LINE



The HNTB Companies

RECORD OF TELEPHONE CALL

Job No.

257183

Date:

10/15/02 4:00

CALL TO FRICK STEITL

OF DWU 214-9218-413

CALL FROM JSN

OF HNTB

BY _____

SUBJECT DISCUSSED

ACTION TO BE TAKEN

FAX SENT BY DWU @ 3:15

1) DIST TO WATER LINE IS TO CENTER OF WATER LINE - YES

2) DIST TAKEN FROM C OF RAILROAD - YES

C RE -> C PIPE

DWU WILL STAKE PIPE @ EDGE LOCATIONS W/ C AND EDGE OF PIPE.

- STAKES WILL BE APPROX BASED ON BOBILLS E

COPY TO:

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

FILE 20
COCOSP
257681051



dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

DATE: October 18, 2002 NO. OF PAGES SENT (INCLUDING COVER SHEET): 2
TIME: 4:13 PM

TO: NAME: Jenny Nicewander
COMPANY: HNTB
FAX NO.: (972) 661 5614
TELEPHONE NO.: (972) 628 3164

FROM: NAME: Erick Steitle
TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599

COMMENTS:
FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION
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

ERICK STETTLER
FAX 214 748 4599

6 Ft
Deep 60 Ft
FROM R.R.
TRK

128 Ft
West of
Midway 61 Ft
South of
R.R. TRK.
8 Ft
Deep

Midway Rd

22 Ft
East of
Midway 60 Ft
FROM
R.R. TRK
10 1/2 Ft
Deep

N

Beltline Rd

9 Ft
Deep 59 Ft
FROM R.R.
TRK

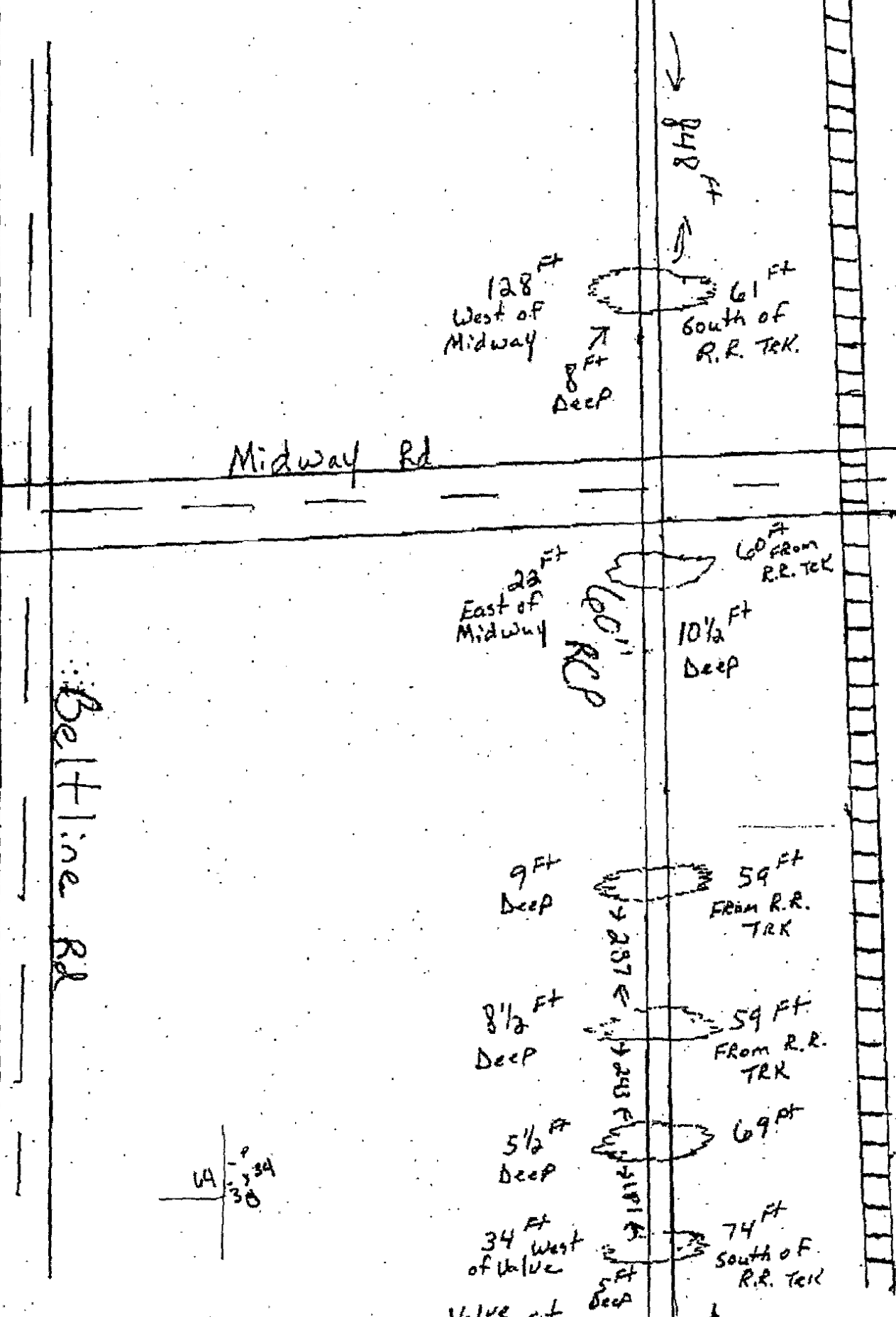
8 1/2 Ft
Deep 59 Ft
FROM R.R.
TRK

5 1/2 Ft
Deep 69 Ft

34 Ft
West
of Valve 74 Ft
South of
R.R. TRK

Valve at

64 - P
- 34
30



HNTB

RECORD OF TELEPHONE CALL

Job No.

Date:

CALL TO _____

OF _____

CALL FROM _____

OF _____

BY _____

SUBJECT DISCUSSED

ACTION TO BE TAKEN

MS-5

10/28/74 7:49 Pot hole dist
E. of Midway 579'

Tues 9:39 Luke - call back

Tues @ 1:41 E. Star again
meeting for Thursday

Thurs @ 11:39 - Cante blood call

Sat @ 11:52 - Veronica 10/29
972 818 called

579' between pot holes
So not in Motel 6
So we'll need to move 40' east

Valve on E
30' w of T
34' w of V last pot hole.
4x30

Call w/ E. Steidle

COPY TO:

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

~~Sept~~ Tuesday September 24, 2002

LUNCH

- RETURNS

- HAIR

- VOICE

- ME

- LOAN

- Cal of mus.
closing

Get Supplemental info ready - Anupaho

call Tony Krauss about fee

work on fee

Expense Checks - 2 TX

emailed @ 8:30

called @ 10:00

↳ secretary said he was
in but on the phone
left message

need to ask him about 1.9 mil fee

Wed. Sept 25, 2002

Road along S.W.?
Const East

Hair
mail

called Hamid regarding water line

↳ he will look into it and call this afternoon.

need to verify location

expense report

oak lawn to clean up align w/ typ.

HNTB

The HNTB Companies

RECORD OF
TELEPHONE CALL

Job No.

27568

Date:

10-23-02

CALL TO JERRY HOLDER OF HNTB
 CALL FROM ERIC STEITLE OF DWII - RELOCATIONS DEPT.
 BY 2) 948-4643

SUBJECT DISCUSSED

- ERIC SAID THAT HE NEEDS TO BE THE CONTACT FROM NOW ON. HE IS THE PM ASSIGNED TO THIS PROJECT
- ERIC WAS ALARMED TO SEE A SKETCH WE SENT HIM SHOWING THE BRIDGE THRUST BLOCK OVER THE 60" H₂O. I ASSURED HIM NOTHING HAS BEEN DESIGNED & IT WAS THE PURPOSE OF THIS MEETING TO DISCUSS DWII REQUIREMENTS. (WE NEED TO BE CAREFUL ABOUT WHAT WE SEND OUT TO PEOPLE).
- DWII CAN'T MAKE THE MEETING TOMORROW & WOULD LIKE TO RESCHEDULE FOR OCT. 30th AT 2:00 pm.

ACTION TO BE TAKEN

RESCHEDULE W/

CALL BEUSE -
 CALL URS -
 CALL TQA - ✓

LET DWII KNOW
 IF 30th IS GOOD

COPY TO: EDM, JSM, 25768-DS-301

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

Maui Waterline meeting

2:00

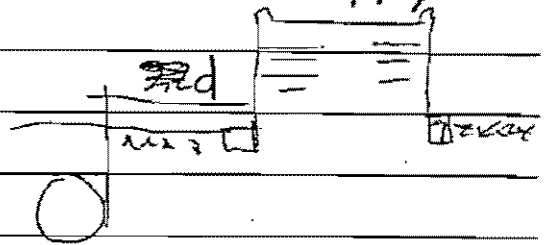
w/ Dan, JH, LM, JSN, DB, SC, Shore Craft - DWU, Randy Nelson ^{DWU}
Jim Pierce - E. Skell - DWU

Jerry w/ intro

Goal: not to disturb 60" waterline so that DWU is happy

~~at~~ comfortable w/ design

→ description and drawing of MSE wall



Pothole 2 9.2'

DWU shows no Tee but a 90° bend

Value structure to built in road near 90° bend

might be brick (old) manhole → might need to replace entire M.H.

DWU → ok w/ 5' cover (if no air valve)

fill slope instead of RW on E Side

Soldier piles vs MSE would prevent blowout

1:1 slope from 2'-3' below 60" ft trench

Rock 2-10' from ground

Dat line → could be electric line w/ →

Potential problem

↳ communication line, diesel

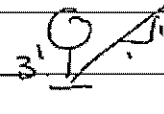
Pipe not (joint) not bonded might need to replace eventually
Rust stressed - 40 years old

Important Main, Casselton, FB (1/2 their water supply) + some of Aelclison

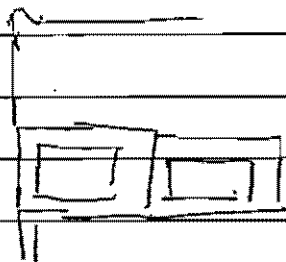
Would be hard to test line (led by cement) would 3 sections + line down
- acoustic testing

w/ drilled shafts \rightarrow need 3' from (Solid pile)
 \hookrightarrow deep enough to handle any construction
w/ 60" dia

- DUC wants 1:1 of 3'



- Modify box to accommodate wall use as a footing
and not use MSE strap



on E side what's min dist from ^{w/} Sol. wall (3')

- need

can stop RW and let fill come from Road.

- need to look @ how to replace existing MH

Bridge issues

60" w/ 72" OD

need to send URS new water line file
might need a narrow S.W. on top of bridge

Concerns w/ above ground structures - will need enough room
now SW inside Arch] for boom to

RW over pipe

water valve \rightarrow will need to coord w/ Add. they shut
off line 2-3 times a yr for maint.

Get gas line in Duct (North of RR.)

wd drilled shafts -3' min even if expose pipe to build

- Send plans to Erik as plans dev develop to have
Routed through Dick

Row a Eminent issues

Costs - Sched hope next summer

for parcel 12/13 Change TCE TO get out
bdg.

THURSDAY

- PRINT JPI'S
- PRINT YEAR CAL.
- PRINT D.Q'S

get prescription e.
Eckels

Monthly Project review mtg

→ PRINT OUT YEARLY CALENDAR

PRO'S
SCHEDULES
ON YEAR

	ARAPAHO PA3	GAYLAWN	FRISCO	AIRPORT
QW	SCHED BASED ON BRIDGE? 2-MO FOR 65% SCOPE CHANGE → LTI/DECEL DO-ABLE? INCL DRAINAGE CHANGES TO BOX CUL/RW	Talk to structures about VA on Ramp - Next submittal → STOP - geo tech being done? ↳ NO	INTERNAL REVIEW THANKSGIVING WEEK GREEN, GABE, START 11/4 PART TIME? - WHO TO REVIEW - WATER SEWER ?'S	- SCHED. DEP. ON CONTRACT. <input type="checkbox"/> get solid firm files Put tentative on Cal.
OT	GET D.Q. LOOK @ HOURS TOO. CONCERNS VS. MTH VSTOG	- Schedule! - Spec → quantity list	COULD BE IN TROUBLE 65% submittal # 1216	
WB	STATUS OF S.A. JPI REVIEW	??	- get D.Q. see about H hours	
CS	PROB. ? → keep them upto date on R/D form	EA COPIES (???) Peri-Dick bind in		

diff
work
anly.

11/15/02

CALL TO _____

OF _____

CALL FROM _____

OF _____

BY _____

SUBJECT DISCUSSED

ACTION TO BE TAKEN

Ellick from DW4

access to W.L.

Dant has stride limitations on access, will allow heavy equip w/in 25' of outside rail.

→ Have 25' + element + WL/Bridge

→ concern if DAnt increases Service Capacity → concern

no plans for now.

COPY TO:

OFFICIAL ACTION OF THE DALLAS CITY COUNCIL

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 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

Approved as part of the consent agenda.

COUNCIL CHAMBER

028505

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 BY
CITY COUNCIL**


DEC 11 2002

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

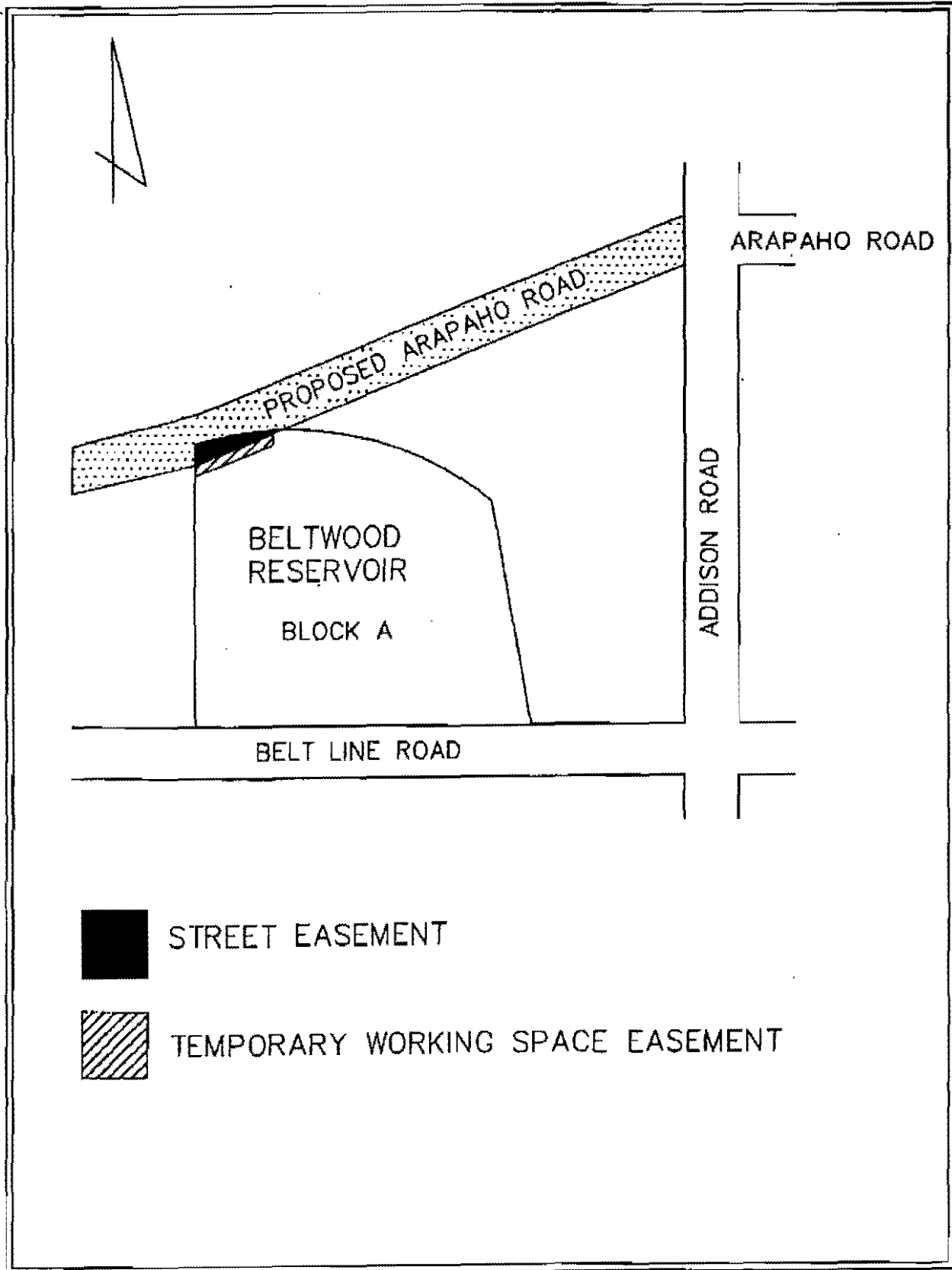
BY 
Assistant City Attorney


City Secretary

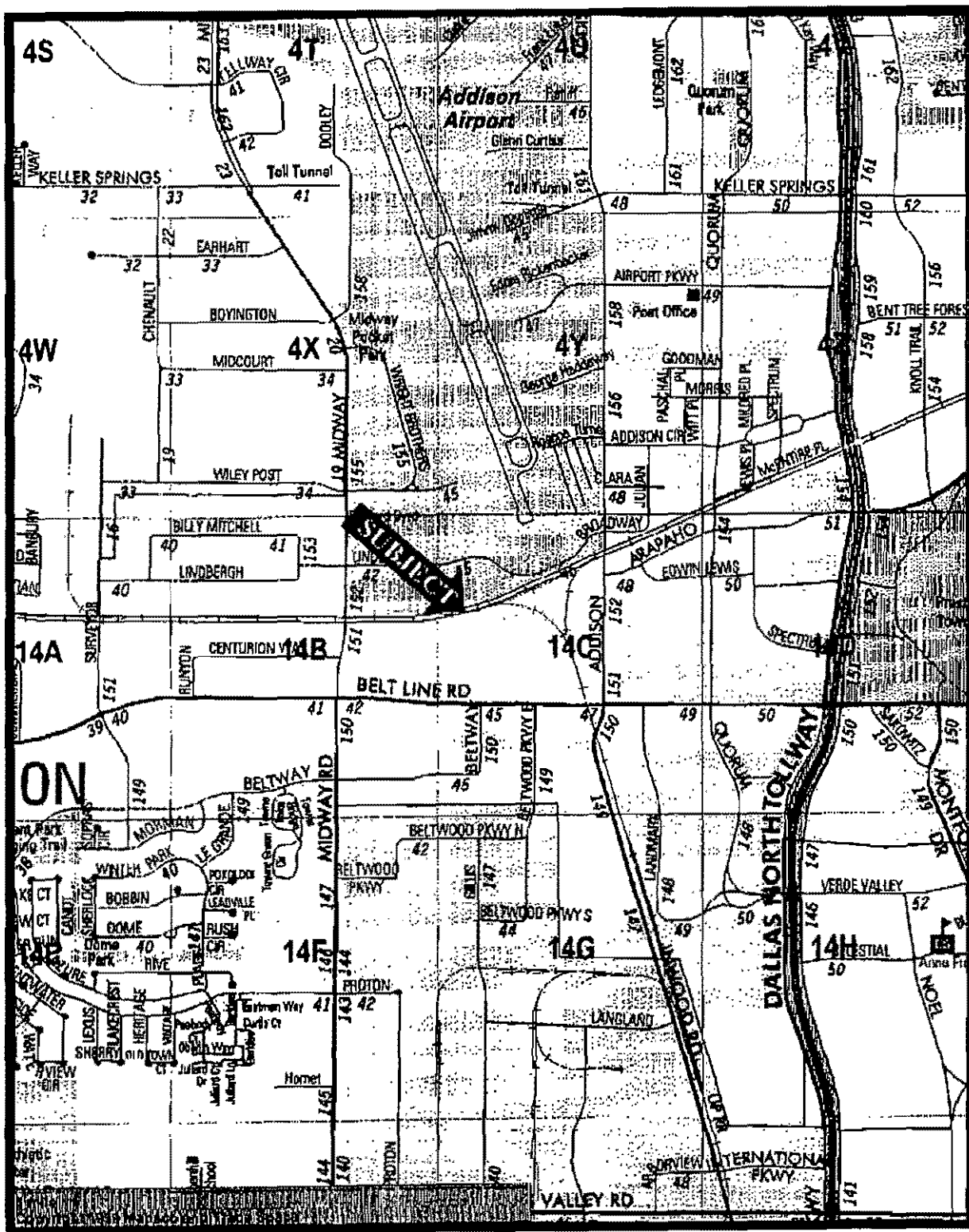
APPROVED  HEAD OF DEPARTMENT
APPROVED  CITY CONTROLLER

APPROVED  CITY MANAGER

023505



023505



MAPSCO 14C

34

023505

CATEGORY: LAND MISCELLANEOUS

AGENDA DATE: December 11, 2002

COUNCIL DISTRICT(S): Outside City Limits

DEPARTMENT: Department of Development Services

CMO: *RS* 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

CITY SECRETARY SERVICE REQUEST

DATE OF REQUEST: 1/10/03 DATE NEEDED BY: _____

CITIZEN: Michael Murphy PHONE: 972-450-2871
Addison's Dir of Public Wrks.

CITY STAFF: _____ DEPT: _____ PHONE: _____

TYPE OF SERVICE REQUEST: ALL COPIES ARE .10 PER PAGE AFTER THE 1ST 10 PAGES. CERTIFICATIONS ARE \$5.00 EACH.

CERTIFIED COPIES YES NO

FILE #

RESOLUTION # 02-3505

ORDINANCE #

COMPLETE FILE

FAX NUMBER: 972-450-2837 NO. PAGES PLUS COVER 6

CODE REQUEST:

CODE _____ CHAPTER _____ SECTIONS _____

CHARTER _____ CHAPTER _____ SECTIONS _____

TAPE REQUEST ONLY: ALL TAPES ARE \$1.00 EACH CASSETTE.

MEETING DATE: _____

FILE NUMBER: _____ SUBJECT: _____

TAPE NUMBER:

OF CASSETTES USED: _____ TIME REQUIRED _____ hrs./min.

CSO ONLY

DATE COMPLETED: 1/10/03 YJA

COMMENTS:

THURSDAY DECEMBER 12, 2002

Call Jack Hatchell 972-424-1369

Call Mike Russell about Frisco Row

NORTH

AZALEA

Jim Holden → tell you digging

DW^W
mtg

✓ [] called 12/12/02 10:25
left msg

RR CROSS. IN CONTROLS?

1.5 Sec vs 1.0 Sec Timing

FRIDAY December 13, 2002

7:30

DFrisco mtg for proposal

[]-

LUKE → exhibits (4)

dog food

walk meg

Macys

golf club
T. TRIST

Vokay WE045

Dwell mtg

present to Dwell about we were going to

be from Pipe 10-11-ft

w/ 8-9' sidewalk

presented removable sidewalk "great idea"

Bridge part falls away except thrust block

Cliff present, straddling pipe

a main thrust block w/ 3' clear. w/ thrust pipe

Said preferred moving trust

Dwell 2 options 1 leave pipe line

or relocate down center of roadway

replac^{ed} w/ 18" 84"

can have pipe relocated by fall → can be designed in 3 mo

PROJ : Arapaho Rd		PREP,D BY: Erick Steittle		DATE: 01/08/2003 SHEET:				20% \$2,352,684.00		
60" Estimate				REVISED:				EST.: \$1,960,570.00		
FILE # :		CHECK,D BY:		REVIEWED:						
ITEM NO	ITEM DESCRIPTION	UNIT	Unit Price	GEN ITEMS	SHT	PLAN QUANTITY	ROUNDED QUANTITY	BID QUANTITY	UNIT PRICE	BID ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0	1	0	0	0	44.00	\$0.00
201J	60" PCCP Water Pipe	LF	\$340.00	0	4500	4500	4500	4500	340.00	\$1,530,000.00
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
520K	60" Butterfly Valve	EA	\$85,000.00	0	2	2	2	2	85,000.00	\$170,000.00
550O	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
707B	Class B Concrete	LF	\$135.00	200	800	1000	1000	1000	135.00	\$135,000.00
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

PROJ : Arapaho Rd		PREP,D BY: Erick Steittle		DATE: 01/08/2003 SHEET:				20% \$3,264,684.00		
84" Estimate				REVISED:				EST.: \$2,720,570.00		
FILE # :		CHECK,D BY:		REVIEWED:						
ITEM NO	ITEM DESCRIPTION	UNIT	Unit Price	GEN ITEMS	SHT	PLAN QUANTITY	ROUNDED QUANTITY	BID QUANTITY	UNIT PRICE	BID ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0	1	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
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

*Pipeline cut only in open field.
Street Rehab & easements not included.*

Betterment
\$760,000.00

Michael Murphy

From: DeEt Hobbs [DeEt.Hobbs@mastec.com]
Sent: Wednesday, January 29, 2003 8:42 AM
To: 'mmurphy@ci.addison.tx.us'; 'jpierce@ci.addison.tx.us'
Subject: Mastec1r.doc



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 Holland

1/29/2003

Senior Vice President

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.

Jim asked if Randy had any other questions.

-2-

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

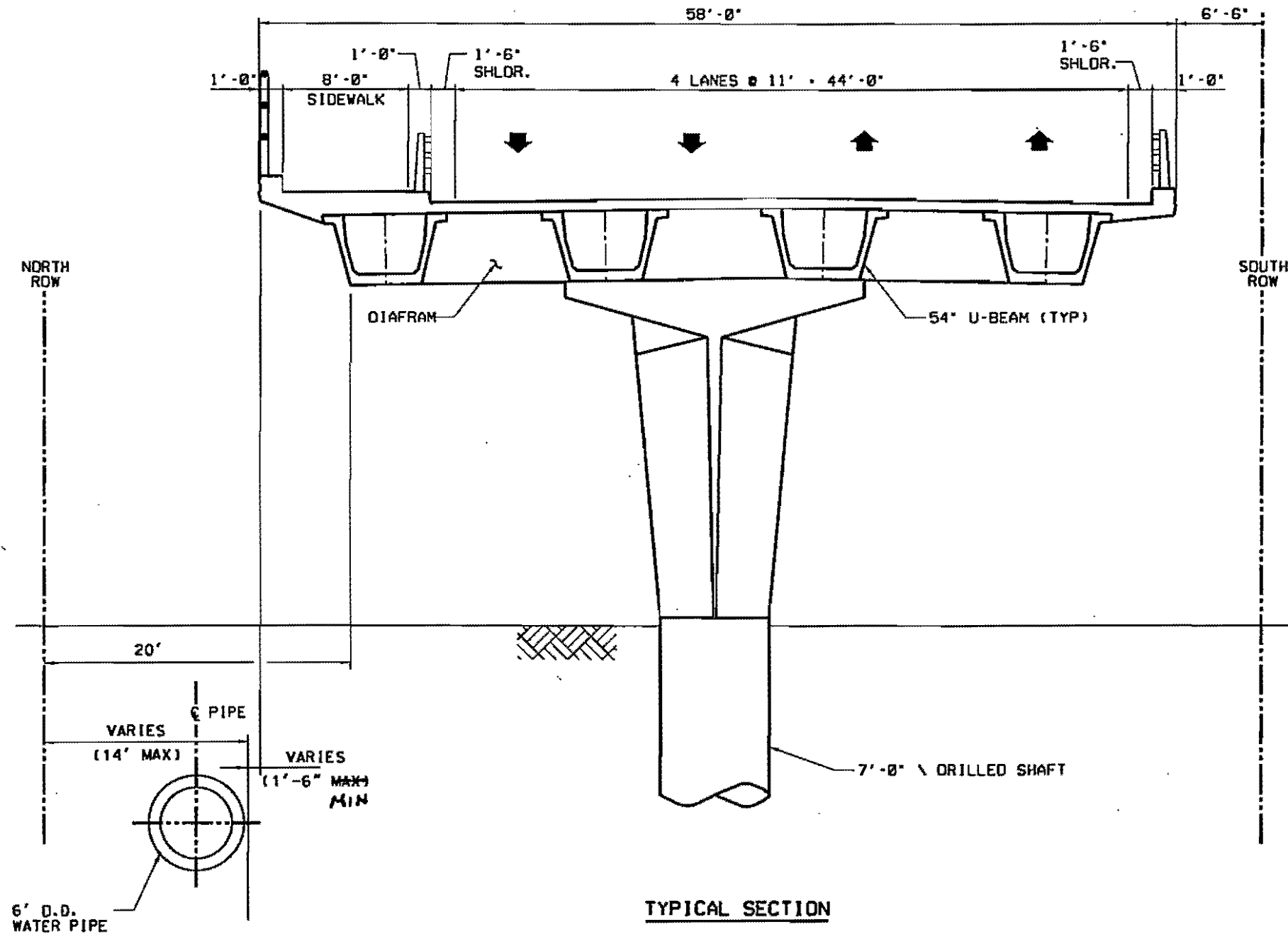
Mike expressed dismay that DWU decision makers were not present at this meeting.

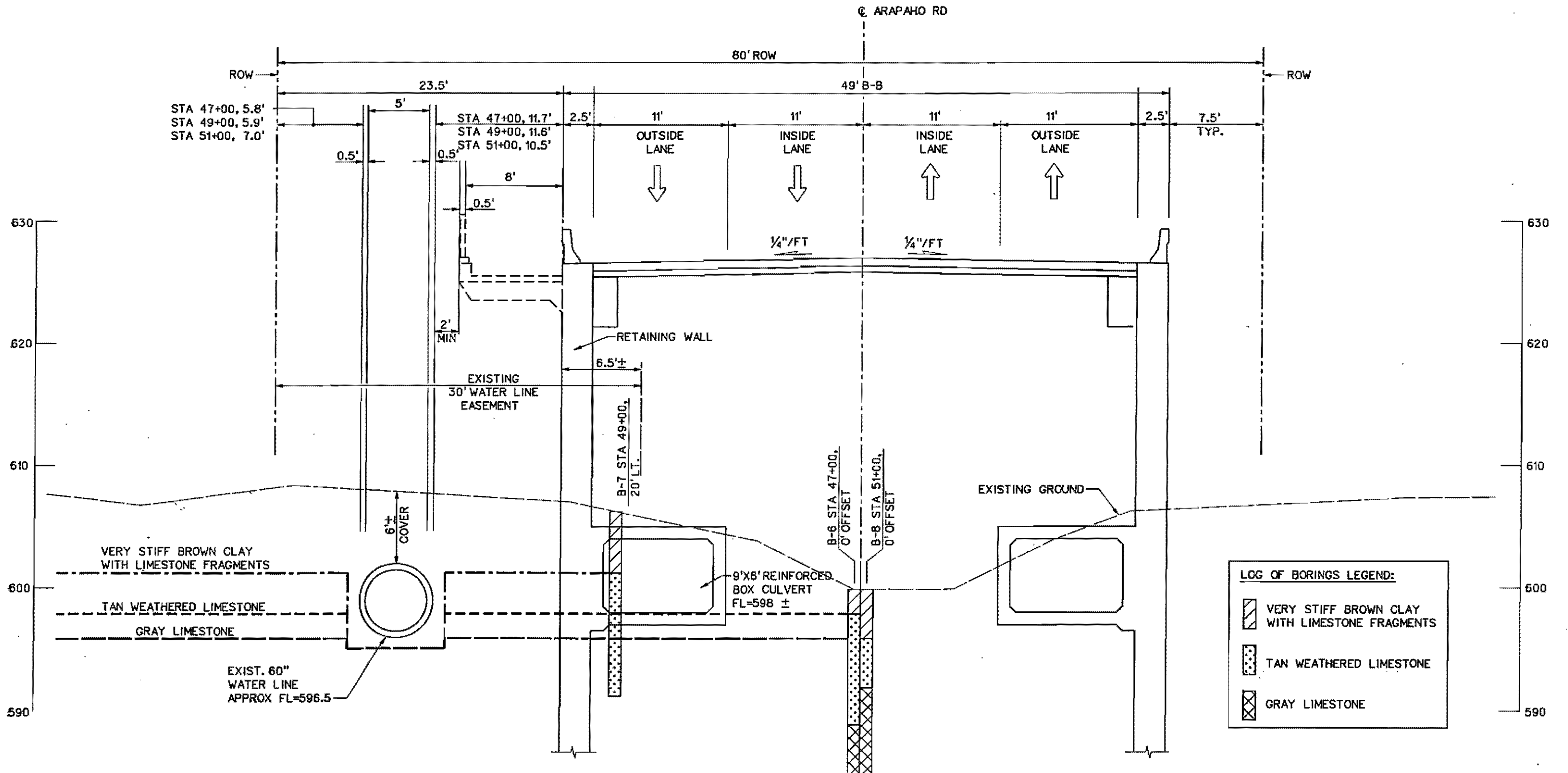
Randy stated that DWU would look at the issue and get back.

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.



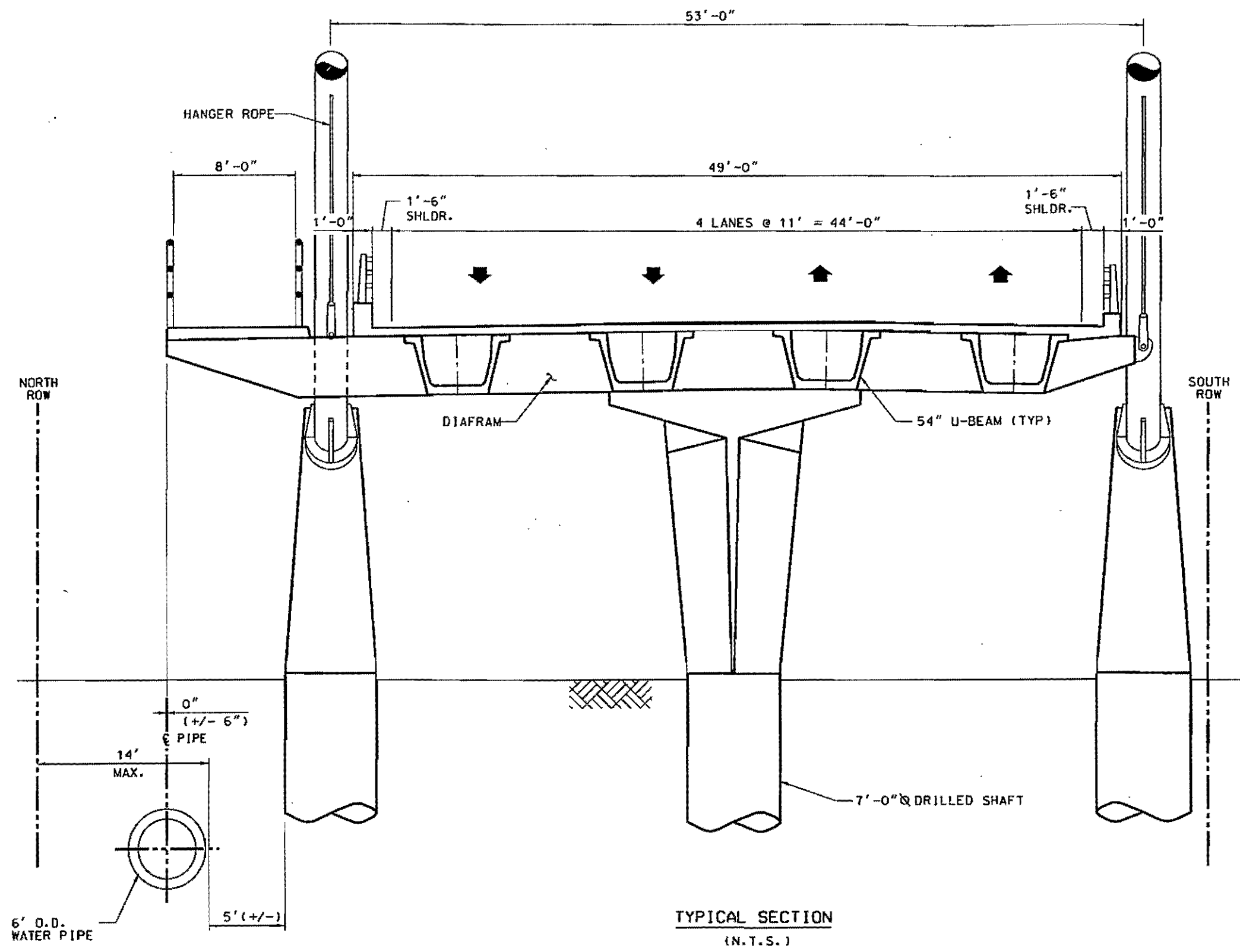


LOG OF BORINGS LEGEND:

	VERY STIFF BROWN CLAY WITH LIMESTONE FRAGMENTS
	TAN WEATHERED LIMESTONE
	GRAY LIMESTONE

DWU EASEMENT NEGOTIATIONS
EXHIBIT

JANUARY 2003



Meeting with DWU

1-21-03

Repair Rd

Mike introduced subject.

Consulted with Mastec - Bishop & Holland

Mastec stated Repairs & Maintenance could be made without any great difficulty

Jerry H. Explained relationship of pipe to approach

Cliff H. " " " " " the bridge supports
12' min height between pipe and non-removable sidewalk

Randy: Concerned with horiz and vertical clearances.

Political considerations arise also

(Undermining DART line and flooding buildings)

Wants Charlie Stringer and Randy Nelson to look at the situation & submitals

Main concern in maintenance & emergency conditions

Ramon Miguez will be final decision.

Mike: We want to work out details w/o involving city managers.

Randy: Will meet with decision makers at 8AM
Tomorrow

Approved as to Engineering
City of Dallas
DALLAS CITY WATER WORKS

Western Railroad Right-of-Way, now being the certain property conveyed to Arthur H. Knost by Mary Hall et al, Raymond Bell by a deed dated Nov. 22, 1946, recorded in Vol. 4730, Page 189, Deed Records of Dallas 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 Railroad Right-of-Way, extending from the west property line of said property, easterly 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.

TEMPORARY 50 ft. Working Easement

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

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

The owners of said property, their successors and assigns shall have the right to continue using the surface of said easement 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 easement, 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 water main. The right of the owners, their successors and assigns to construct and maintain a railroad spur or drives across said easement shall not be deemed to interfere with the City of Dallas' operation and maintenance of said water main. The City of Dallas shall not have the right to fence or enclose said easement.

TO HAVE AND TO HOLD the above described property unto the City of Dallas for the purposes hereinbefore provided, and the said City 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 borne 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 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 hands, this the 19th day of July, A.D., 1960.

Arthur H. Knost
ARTHUR H. KNOST
Arthur H. Knost
ARTHUR H. KNOST

5146
334

Notary Public
 Given under my hand and seal of office this 30th day of June A. D. 1959
 Notary Public in and for Dallas County, Texas

Filed for Record in the County of Dallas, Texas, on this 30th day of June A. D. 1959 at 10:00 o'clock A.M.
 Dallas County, Texas

STATE OF TEXAS)
 COUNTY OF DALLAS) KNOW ALL MEN BY THESE PRESENTS:

That Ms. M. S. SINDIK and wife, VIVIAN SINDIK
 of the County of Dallas, and State of Texas, in consideration of the sum of One (\$1.00) Dollar,
 to us in hand paid, the receipt of which is hereby acknowledged,
 and in consideration of the special benefits to be derived by us 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 purposes
 of constructing and maintaining a city water main and appurtenances
water main and appurtenances said property described as follows, to-wit:

Being a strip of land 15 ft. in width by 163 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 three acres out of the
 Edward Cook Survey, Abstr. 326, fronting approximately 163 ft. along the north side of
 Belt Line Road beginning approximately 866 ft. easterly along the north right-of-way
 line of Belt Line Road from the centerline of Dooley Road, said tract extending from
 Belt Line Road northerly to the St. Louis Southwestern Railroad Right-of-Way and being
 that certain property conveyed to grantors herein by Victor E. Rasalar, et ux, by a deed
 dated Sept. 10, 1954, recorded in Vol. 4109, Page 481, Deed Records of Dallas County,
 Texas, said 15 ft. easement strip lying south of and adjacent and parallel to the north
 property line of said property, same being the south line of the St. Louis Southwestern
 Railroad Right-of-Way, extending from the west property line of said property easterly
 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 Dallas, its successors or assigns, the temporary working
 space necessary for the construction and maintenance of said water main and appurtenances.

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

Grantors 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 City
 of Dallas, to construct roadways and railroad spur tracks over and across the easement
 herein granted and to make any other use of said easement 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 go upon the same for the purpose of repairing said
water main and appurtenances ~~water~~ That all expenses in the construction
 and maintenance of said water main and appurtenances ~~water~~ shall be at
 the expense of the said City of Dallas and in the construction of said water main and appurtenances
~~water~~ 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 wholly
 at the cost of said City of Dallas. Nothing in this easement 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.

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

A. D. 19 59

Approved: [Signature]
 SUPERINTENDENT
 DALLAS CITY WATER WORKS

[Signature]
[Signature]

Approved as to Engineering
[Signature]
 DALLAS CITY WATER WORKS

Approved as to Form
 H. P. KUCERA, City Attorney
[Signature]
 Assistant City Attorney

66226...32.00

STATE OF TEXAS }
COUNTY OF DALLAS } KNOW ALL MEN BY THESE PRESENTS:

That, LEWIS EARL FISCHER and wife, MARGARET FISCHER
of the County of Dallas and State of Texas, in consideration of the sum of One (\$1.00) Dollar
to ^{us} in hand paid, the receipt of which is hereby acknowledged,
and in consideration of the special benefits to be derived by ^{us} 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 water main and appurtenances
under said property described as follows, to-wit:

Being a strip of land 15 ft. in width by approximately 284 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 comprised of two adjoining tracts out of
the Edward Cook Survey, Abst. 326, one containing three acres and the other two acres,
having a combined frontage of approximately 284 ft. along the north side of Belt Line
Road beginning 601.6 ft. easterly along the north right-of-way line of Belt Line Road
from the centerline of Doolley Road, said tracts extending from Belt Line Road northerly
to the St. Louis Southwestern Railroad Right-of-Way and being that certain property
described as Tracts 1 & 2 conveyed to grantors herein by Mary S. Vins, Independent Exe-
cutrix of the Estate of Warren H. Vins, deceased, by a deed dated July 25, 1955, recorded
in Vol. 4312, Page 540, Deed Records of Dallas County, Texas, said 15 ft. easement lying
south of, adjacent and parallel to the north property line of said property, same being
the south line of the St. Louis Southwestern Railroad Right-of-Way, extending from the
west property line of said property, same lying approximately 602 ft. east of and parallel
to the centerline of Doolley Road, easterly a distance of approximately 284 ft. to the east
property line of said property, being the east property line of said Tract No. 2.

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 appurtenances.

The water main and appurtenances to be constructed on the above easement shall be as shown
on Plan 683M-549 on file in the office of Dallas City Water Works

Grantors 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 City
of Dallas, to construct roadways and railroad spur tracks over and across the easement
herein granted and to make any other use of said easement 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 go upon the same for the purpose of repairing said

water main and appurtenances. That all expenses in the construction
and maintenance of said water main and appurtenances shall be at
the expense of the said City of Dallas and in the construction of said water main and appurtenances.

main 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 wholly
at the cost of said City of Dallas. Nothing in this easement 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.

In Testimony Whereof, witness our hand, this the 23rd day of March

A. D. 1959.

Lewis Earl Fischer
Margaret Fischer

Approved: *[Signature]*
DALLAS CITY WATER WORKS

Approved: *[Signature]*
SUPERINTENDENT
DALLAS CITY WATER WORKS

STATE OF TEXAS)
COUNTY OF DALLAS)

Notary Public
in and for Dallas County, Texas, on this day personally
known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this 15 day of August, A. D. 1927
BY W. H. STEGER
Notary Public in and for Dallas County, Texas

Filed for Record on the 15 day of August, A. D. 1927 at 11 o'clock A.M.
Duly Recorded this the 15 day of August, A. D. 1927 at 11 o'clock A.M.
Instrument No. _____
EDWARD STEGER, County Clerk
Dallas County, Texas
By _____ Deputy

STATE OF TEXAS)
COUNTY OF DALLAS)

183201...\$2.00
KNOW ALL MEN BY THESE PRESENTS:

That we, EARL V. KRATT and wife, BEKA GERTRUDE KRATT, of the County of Dallas, and State of Texas, in consideration of the sum of Three Hundred (\$300.00) 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 Dallas, a municipal corporation, and by whose 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 and appurtenances, said property described as follows, to-wit:

Being a strip of land 15 ft. in width 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 acres out of the Edward Cook Survey, Abst. 326, fronting approximately 297 ft. along the north 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 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. Faigett by a deed dated July 5, 1920, recorded in Volume 1330, Page 511, Deed Records of Dallas 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 Railroad Right-of-Way, extending from the west property line of said property, same lying 305 ft. east 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 a three acre tract owned by Lewis Karl Fischer et ux.

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 appurtenances. And the City agrees to remove and replace existing fencing and structures for such construction and maintenance and to return the surface, insofar as possible to the original condition. The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 6624-140 on file in the office of Dallas City Water Works.

Grantors herein reserve for themselves, their heirs or assigns, the right, subject to the approval of plans by the Superintendent of the Water Department of the City of Dallas, to construct, maintain, use, alter, extend, and operate any

...burden created and to make any other use of said easement which will not
endanger the water main constructed therein, other than the erection of buildings or

1.

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

It is understood and agreed by and between the parties hereto that the City of
Dallas has notice of a water well and the well house located 34-ft. south from the
proposed water main upon the herein described property, and as a part of the con-
sideration herein, the City of Dallas agrees to pay any and all damages that may be
caused to said water well as a result of the installation of said water main.

To have and to hold the above 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 inspecting or repairing said water main and
appurtenances. That all expense in the construction and maintenance of said water
main and appurtenances shall be borne by the said City of Dallas, but that the con-
sideration herein expressed represents full and adequate consideration for the right-
of-way granted, together with any and all damages not specifically mentioned above
that may be incident to the construction and installation of said water main and
appurtenances. Nothing in this easement 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.

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

Earl B. Kraze
Earl B. Kraze

Dona Gertrude Kraze
Dona Gertrude Kraze

STATE OF TEXAS }
COUNTY OF DALLAS }

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this
day personally appeared EARL B. KRAZE and DONA GERTRUDE KRAZE, his wife, both known to
me to be the persons whose names are subscribed to the foregoing instrument, and ack-
nowledged to me that they each executed the same for the purposes and consideration
therein expressed and the said DONA GERTRUDE KRAZE, wife of the said EARL B. KRAZE
having been examined by me privily and apart from her husband, and having the same fully
explained to her, she, the said DONA GERTRUDE KRAZE acknowledged such instrument to be
her act and deed, and she declared that she had willingly signed the same for the purposes
and consideration therein expressed, and that she did not wish to retract it.

Given under my hand and seal of office, this the 14th day of August, A.D. 1959.



Dennis E. Walden
Notary Public in and for Dallas County, Texas
DENNIS E. WALDEN

Approved as to form:
H. P. KUCERA City Attorney

Approved as to Engineering:
[Signature]

Approved:
[Signature]
SUPERINTENDENT
DALLAS CITY WATER WORKS

109984...\$2.00

STATE OF TEXAS
COUNTY OF DALLAS

That the said GUY GOODSON and wife, LUCILE GOODSON

of the County of Dallas, and State of Texas, in consideration of the sum of One (\$1.00) Dollar...
and in consideration of the special benefits to be derived by said 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 water main and appurtenances

being a strip of land 215 ft. in width by 70 ft. in length off the entire north side of...
tract owned by G. R. Berry.

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 appurtenances.

The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 6087-540 on file in the office of Dallas City Water Works.

Grantors 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 City of Dallas, to construct roadways and railroad spur tracks over and across the easement herein granted and to make any other use of said easement 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 heretofore provided, and said City of Dallas shall have the right to go upon the same for the purpose of repairing said water main and appurtenances.

That all expenses in the construction and maintenance of said water main and appurtenances shall be at the expense of the said City of Dallas and in the construction of said water main and appurtenances

should said City of Dallas find it needful to remove any improvements upon the above described property that such removal and the replacing of same shall be wholly at the cost of said City of Dallas. Nothing in this easement shall be construed as a waiver by the City of Dallas of any franchise charges or other charges imposed by ordinance, or the Charter of the City of Dallas.

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

G. V. Goodson and Lucile Goodson

Approved as to form: H. P. KIRKMAN, City Attorney

STATE OF TEXAS } Before me, the undersigned authority, a Notary Public
COUNTY OF DALLAS } In and for Dallas County, Texas, on this day personally

appeared ELIZABETH G. MOIZE wife of N. S. MOIZE
known to me to be the person whose name is subscribed to the foregoing instrument, and having been
assisted by me, jointly and apart from her husband, and having the same fully explained to her, she, the
said ELIZABETH G. MOIZE acknowledged such instrument to be her
act and deed, and she declared that she willingly signed the same for the purposes and considerations therein
expressed, and that she did not wish to retract it.
Given under my hand and seal of office this 20th day of October, A. D. 1911
Edwin D. Stegely
Notary Public in and for Dallas County, Texas.

STATE OF TEXAS } Before me, the undersigned authority, a Notary Public
COUNTY OF DALLAS } In and for Dallas County, Texas, on this day personally

appeared ELIZABETH G. MOIZE wife of N. S. MOIZE
known to me to be the person whose name is subscribed to the foregoing instrument, and having been
assisted by me, jointly and apart from her husband, and having the same fully explained to her, she, the
said ELIZABETH G. MOIZE acknowledged such instrument to be her
act and deed, and she declared that she willingly signed the same for the purposes and considerations therein
expressed, and that she did not wish to retract it.
Given under my hand and seal of office this 21st day of October, A. D. 1911
Edwin D. Stegely
Notary Public in and for Dallas County, Texas.

Filed for Record on this 10 day of October, A. D. 1911 at 11:45 o'clock A. M.
Duly Recorded this 9 day of October, A. D. 1911 at 12:30 o'clock P. M.
Instrument No. 232743
ED. H. STEGELY, County Clerk
Dallas County, Texas
By Edwin D. Stegely Deputy

232929...\$2.50
THE STATE OF TEXAS }
COUNTY OF DALLAS } KNOW ALL MEN BY THESE PRESENTS:

That J. W. E. YHAK, not joined by my wife since the herein property constitutes no part of
of the County of Tarrant, and State of Texas, in consideration of the sum of

ONE THOUSAND FOUR HUNDRED FIFTY AND NO/100 DOLLARS to
me in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits
to be derived by my said 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

water main and appurtenances
said property described as follows, to-wit:

Being a strip of land 30 ft. in width over, under and across 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 approximately 47-acres out of the David Myers Survey, Abst. 983 and
W. K. Witt Survey, Abst. 1609, lying on both sides of the St. Louis Southwestern Railroad
Right-of-Way, being bounded on the south by Belt Line Road and on the east by Doolay Road,
and being that certain property conveyed to W. M. Yearby by a deed dated November 1, 1907,
recorded in Vol. 393, Page 214, Deed Records of Dallas County, Texas, said 30 ft. easement
strip having a center line lying 65.0 ft. south of the center line of St. Louis Southwestern
Railroad Right-of-Way and being more particularly described as follows:

Beginning at a point in the west property line of said property, same being approximately
115 ft. west of and parallel to the east line of said David Myers Survey, said point
being located a distance of 690.5 ft. northerly along said property line from the inter-
section with the north right-of-way line of Belt Line Road;

Thence from the point of beginning, South 89°51' 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 Road, said point being located a distance of 15.0 ft. southerly along
said east property line from the south line of St. Louis Southwestern 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 appurtenances.
The water main and appurtenances to be constructed on the above easement shall be as shown
on Plan 689W-340, Sheets 22 & 23 on file in the office of Dallas City Water Works.

Grantor herein reserves for himself, his heirs or assigns, the right, subject to review and
approval of plans by the Superintendent of the Water Department of the City of Dallas, to
construct roadways over and railroad spur tracks across and longitudinally along the easement
herein granted, provided such longitudinal tracks shall not be over the water main, and
to make any other use of said easement 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 herein
herein provided, and the said City of Dallas shall also have the right to go upon the same for the purpose of
installing or repairing said water main and appurtenances.

That all expenses in the construction and maintenance of said water main and appurtenances
shall be borne 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 easement shall be construed as a waiver by the City of Dallas of any taxation charge or
charges imposed by ordinances or the Charter of the City of Dallas.

In Testimony Whereof, witness my hand, this the 24th day of September, A. D. 1927.

Approved as to law:
H. F. KUOERA, City Attorney
Assistant City Attorney

W. L. Kearney
Notary Public
A. D. 1927

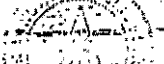
Approved as to Engineering
DALLAS CITY WATER WORKS

Approved
DALLAS CITY WATER WORKS

STATE OF TEXAS } Before me, the undersigned, a Notary Public
COUNTY OF DALLAS } in and for Dallas County, Texas, on this day personally

appeared W. L. Kearney
known to me to be the person whose name is subscribed to the foregoing instrument, and acknowl-
edged to me that he executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this 13th day of October, A. D. 1927.



W. L. Kearney
Notary Public in and for Dallas County, Texas.

Filed for Record on the 24th day of September, 1927.
Dally Records in the State of Texas
Instrument No. 232930
Dallas County, Texas

THE STATE OF TEXAS } 232930...\$2.50
COUNTY OF DALLAS } KNOW ALL MEN BY THESE PRESENTS:

we, MAX PHILMAN and ELY STAMIN, not joined by our respective wives since the herein
That property constitutes no part of our homesteads
of the County of Dallas, and State of Texas, in consideration of the sum of

ONE THOUSAND (\$1000.00) DOLLARS to

me/us in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits
to be derived by my/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 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 and appurtenances
said property described as follows, to-wit:

Being a strip of land 30 feet in width by 374.4 feet in length off the entire north side of
that certain lot, tract or parcel of land lying and being situated in the City of ADDISON
and County of Dallas, Texas, same being a tract of land out of the David Myers Survey, Abstr.
923 and the Thomas L. Chenoweth Survey, Abstr. 273 extending from the north line of Belt Line
Road to the south right-of-way line of the St. Louis Southwestern Railway Line (Cotton Belt
Railroad), and being the remaining unsevered portion of that certain 13.76 acre tract designated
as "MORRIS TRACT" in a deed to My Stream and Max Philman by J. G. Calloway et al, dated
July 29, 1922, recorded in Vol. 3723, Page 301, Deed Records of Dallas County, Texas, said
30 ft. easement lying adjacent and parallel to the north property line of said property, same
being the north line of the St. Louis Southwestern Railway Line (Cotton Belt Railroad), right-
of-way and extending from the west property line of said property, same being the east property
line of a 100 ft. wide street owned by Texas Power & Light Company, eastern a distance of
374.4 feet to the east property line of said property, same being the west property line of
a 14.3 acre tract owned by the estate of Lawrence M. Kishida, deceased.

That it is also granted to the City of Dallas, its successors, assigns, and agents, the right to go upon
the above described property for the purpose of installing, repairing, maintaining and operating
water mains and appurtenances.

232934... \$5.50

THE STATE OF TEXAS
COUNTY OF DALLAS

KNOW ALL MEN BY THESE PRESENTS:

We, CLARENCE NICHOLS, a widow, Individually and as Independent Executive and Trustee under the will of Lawrence L. Nichols, deceased, and E. H. NICHOLS, Independent Trustee and Executor under the will of Lawrence L. Nichols, deceased of the County of Dallas, and State of Texas, in consideration of the sum of

ONE THOUSAND FIVE HUNDRED AND NO/100 (\$1500.00) ----- DOLLARS to me/us in hand paid, the receipt of which is hereby acknowledged, and in consideration of the special benefits to be derived by ~~me/us~~ 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

water main and appurtenances

said property described as follows, to-wit:
Being a strip of land 30 ft. in width over, under and across that certain lot, tract or parcel of land lying and being situated in the County of Dallas and State of Texas, being a tract of land containing 44.9 acres out of the David Myers Survey, A&M, 2nd, lying on both sides of the St. Louis Northwestern Railroad Right-of-Way, being bounded on the north by Belt Line Road and having an east line lying approximately 415 ft. west of and parallel to the east line of said David Myers Survey, and being that certain property conveyed to L. L. Nichols by Berkshire Inc., by a deed dated March 30, 1956, recorded in Vol. 4471, page 384, Deed Records of Dallas County, Texas; said 30 ft. easement having a center line lying 65.5 ft. south of and parallel to the center line of St. Louis Northwestern Railroad Right-of-Way, and being more particularly 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 Ely Straus, and lying approximately 1565 ft. west of and parallel to the east line of said David Myers Survey, said beginning point being located a distance of 730.8 ft. northerly along said common property line from its intersection with the south line of said David Myers Survey, same being the center line of Belt Line Road;

Thence from the point of beginning South 09° 34' East, a distance of 1163.4 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 Belt Line Road.

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 appurtenances. The water main and appurtenances to be constructed on the above easement shall be as shown on Plan 66W-340, Sheets 21 & 22, on file in the office of Dallas City Water Works.

Grantors 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 City of Dallas, to construct roadways over and railroad spur tracks across and longitudinally along the easement herein granted, provided such longitudinal tracks shall not be over the water main, and to make any other use of said easement 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 provided, and the said City of Dallas shall also have the right to go upon the same for the purpose of inspecting or repairing said water main and appurtenances

That all expenses in the construction and maintenance of said water main and appurtenances shall be borne 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 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 ONE hand, A. this the 9th day of October A. D. 1956

E. H. Nichols
E. H. Nichols, Independent Executor and Trustee under the will of Lawrence L. Nichols, deceased

Clarice Nichols
Clarice Nichols, Individually and as Independent Executive and Trustee under the will of Lawrence L. Nichols, deceased

Approved as to Engineering
Arthur D. Briggs
SUPERINTENDENT
DALLAS CITY WATER WORKS

Approved as to form:
H. P. KUCERA, City Attorney
Charles C. Miller
Assistant City Attorney

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.
- 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 and 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
 - o Replace the 60" w/ an 84" prior to the construction of the road/bridge. HNTB 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
 - o 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.
 - o 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.
 - o 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

AB
GPS
Sub 25768

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

BG/gg

CAWP\DOCS\PROJECTS\ADDISON\98-094\milstead.ltr

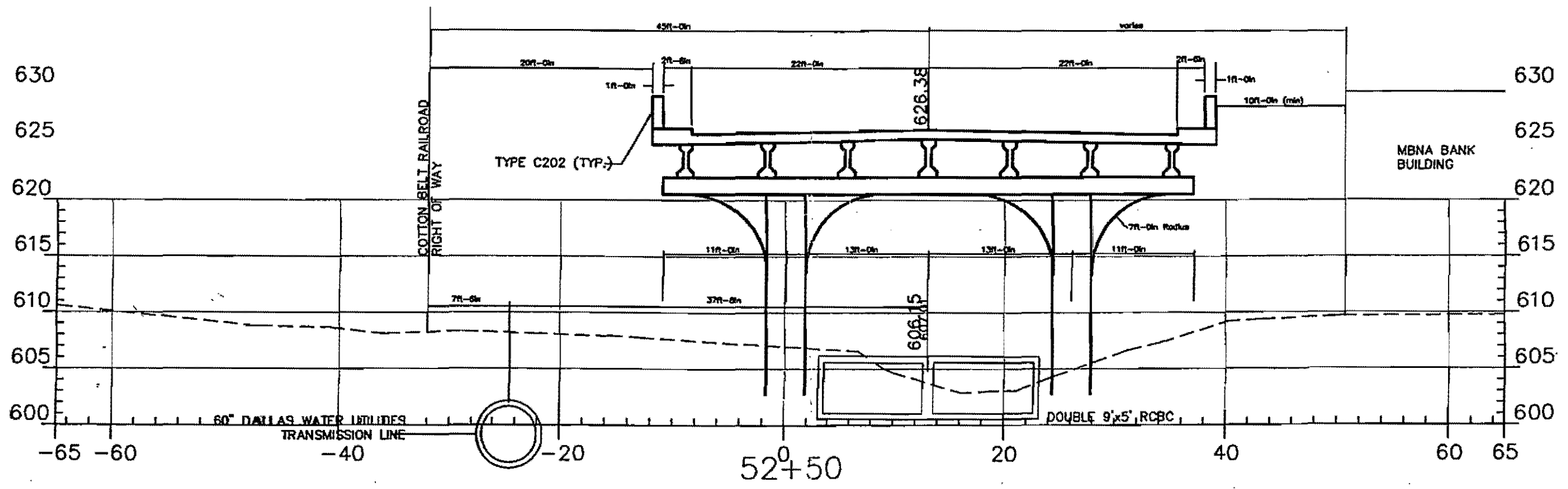


EXHIBIT 'A'

Anapaho Rd.

Ron Whitehead, John Baumgartner, Bill Dupp, Jim Pierce, Bruce C. Syke

3/15/99

1501 Midway p. owner Marilyn

Joe

Paul

Gary

4139 Centurion Way

prop. owners.

RW. 4-lane street
not to serve retail

JB Brief history of project
RW Can take care of design concerns
public process - design

JB Still working w/DWU on limit.
Prop. owners own to tree line

Dary Not concern w/bridge
Clear hgt to go 2 stories
↑ size 18k-20k from ex. 30k.
100% around.

MBNA - all office
double fiber optics

paud parking in rear - want to keep parking

94 health club - office now

Interwest - office now

ATC - office

N. of RR industrial

\$8-10k/SF
Jamison healthy

Date 4.22.99Page 1 of Notes by C. SyloSubject Arapaho Rd

Attendees:

CS
ES
Bruce Grantham

DWH - John B. & Jim P. met w/
 Bruce Grantham after he talked
 to DWH. DWH maybe willing
 to move closer however Addison
 staff wants to keep horizontal
 alignment as originally
 recommended. Property owners
 are not anticipated to be
 cooperative in design irrespective
 of location of tddg.

Bruce does not have Bottom-tekman
 Andberg report.

Drainage/utility primary responsibility

- Drainage area map req'd
- any pipes
- ck conflict
- better cost.

Need additional field @ intersections
 from MTH if as-built's not avail.

locate lines on plan view - reloc + new.

Action Items:

April 22, 1999

~~EKJ~~
~~DEB~~
BJB
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-of-way 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

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 -

Arapaho Road Extension
April 22, 1999

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/lhb

Enclosures

April 8, 1999

DFB
~~JK~~
MSM
25768 FILE

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 two-lane 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 Railroad 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 at-grade 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

-3-

Arapaho Road Extension
April 8, 1999

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/lmb

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
- ❑ Restricts DWU easement width



RECORD OF TELEPHONE CALL

Job No 25768
Date: March 24, 1999

CALL TO Cissy Sylo OF HNTB
CALL FROM Jim Pierce, Assistant City Engineer OF Town of Addison
BY _____

SUBJECT DISCUSSED

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 datum is 609.5.
2. The top of wall of the Charter Furniture building is unknown by the Town.
3. The alignment as modified by HNTB for the property owner #5 is acceptable to the Town.
4. Need metes and bounds of the railroad wye spur based on the new alignment with property #5.
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.

ACTION TO BE TAKEN

HNTB will prepare an exhibit to depict the actual height of the building in relationship to the bridge.

HNTB should have the top of the building established by the surveyor performing the topographical work.

HNTB should proceed in the next phase of design.

HNTB will proceed with preparation of the metes and bounds description and exhibit for the railroad wye.

None needed.

COPY TO: Molly Marshall & Dan Becker & Bruce Grantham

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

To HAMID BAHHA PH- 214-948-4599 Date 9/11/02 3:00
 Firm CITY OF DALLAS Total Pages 5 (Including this cover)
 DALLAS WATER UTILITIES
 Fax # 214-948-4599 Job Number 25768

From JENNY NIEWANDER
 DIRECT 972-628-3164 *
 LINE

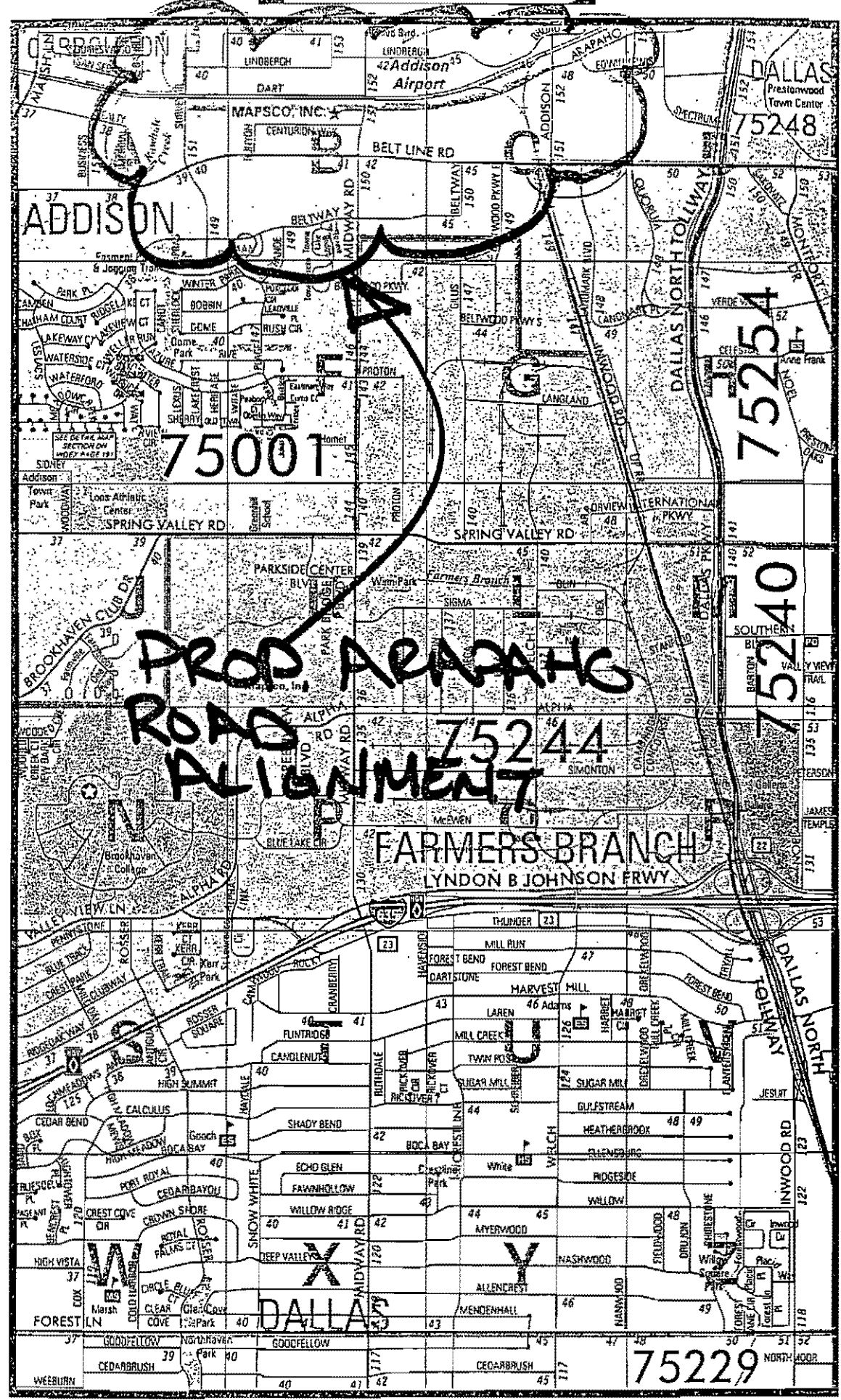
High Resolution
 Urgent

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

Message

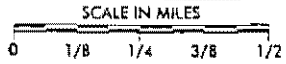
HAMID,
 PER OUR PHONE CONVERSATION.
 HERE IS THE ALIGNMENT OF THE
 ALPARK ROAD EXTENSION.
 PLEASE REVIEW REGARDING THE DWU
 60" WATERLINE.

→ called 9/25/02 → he will look into it again and call
 11:00 back this afternoon

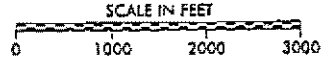


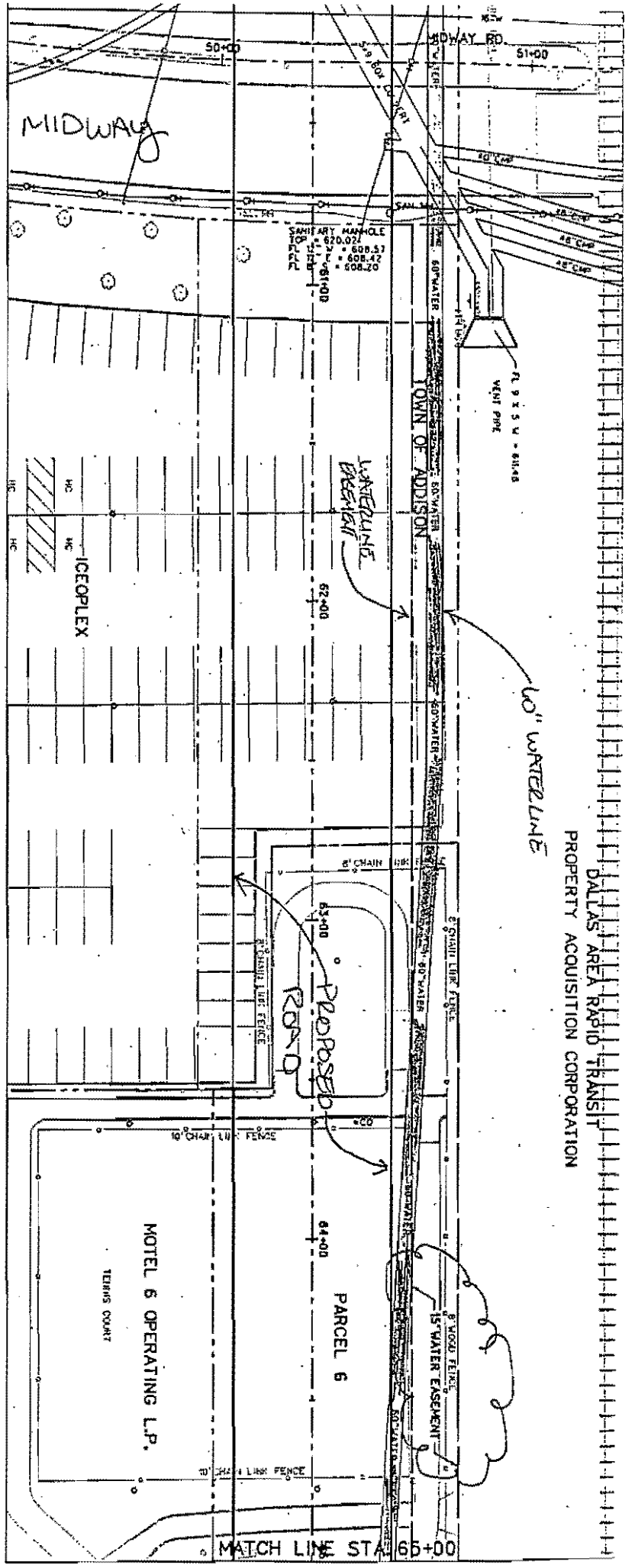
CONTINUED ON MAP 13

CONTINUED ON MAP 15



CONTINUED ON MAP 24





DALLAS AREA RAIL TRANSIT
PROPERTY ACQUISITION CORPORATION

PROPOSED ROAD AND BRIDGE STRUCTURE
BETWEEN STA 51+00 AND 65+00

Call to DWG
Put hole line

FA# SAME

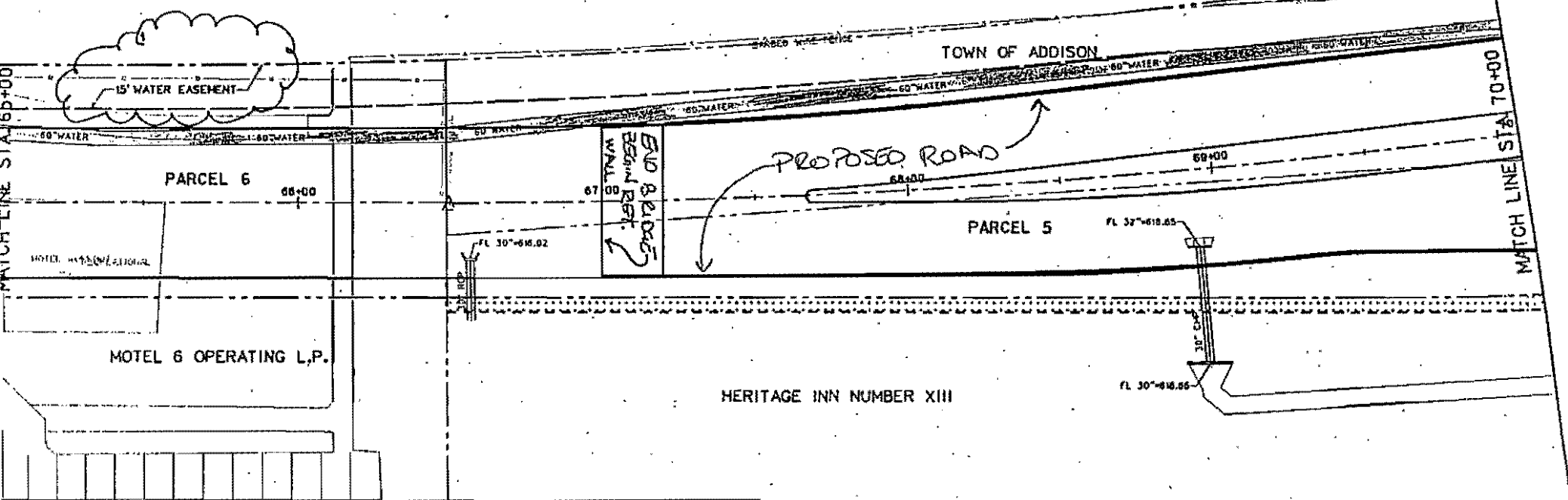
→ No encroachment on Water easement
↳ prefer to be under road,
want to be able to get to pipe

N

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

MCI 1980

11-3-00



TOWN OF ADDISON

PARCEL 6

PARCEL 5

PROPOSED ROAD

MOTEL 6 OPERATING L.P.

HERITAGE INN NUMBER XIII

15' WATER EASEMENT

END & BLOCK
BEHIND PROP.

MATCH LINE STA 65+00

MATCH LINE STA 70+00

60" WATER

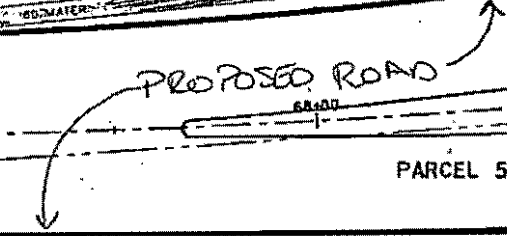
MOTEL 6 OPERATING L.P.

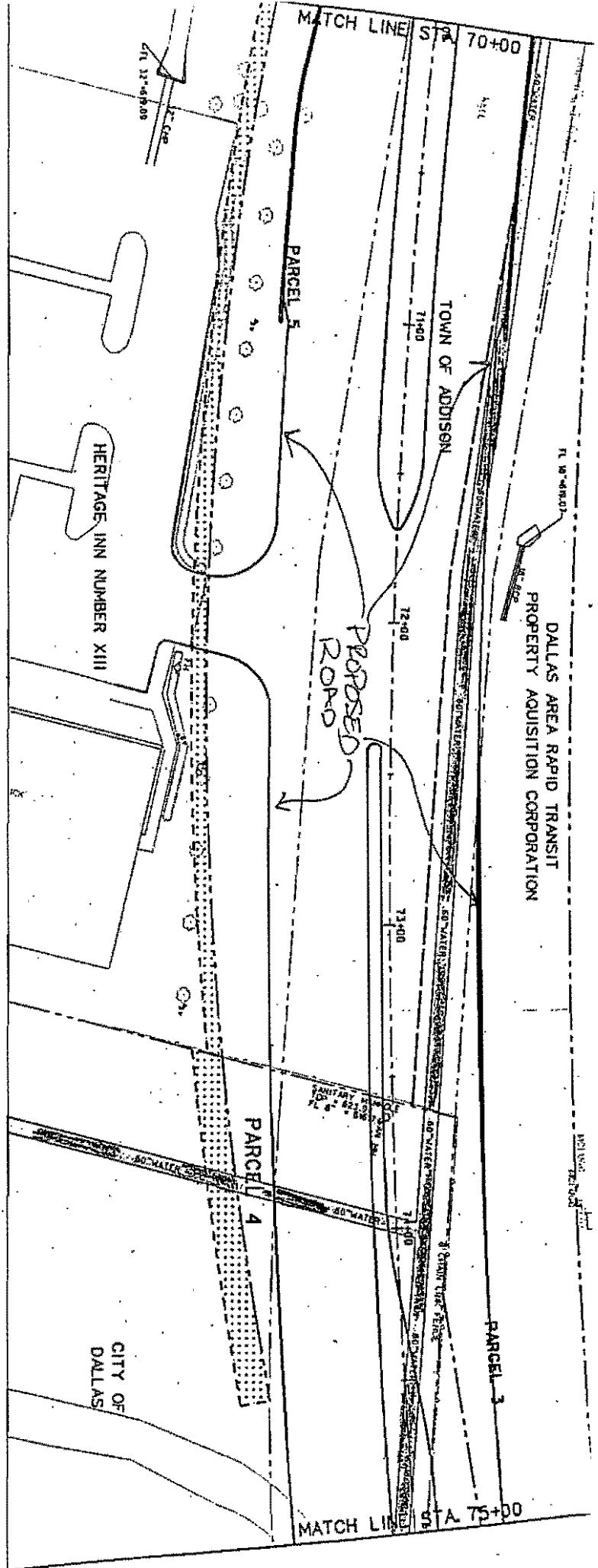
FL 30'-616.02

FL 30'-616.86

FL 30'-616.86

BARBED WIRE FENCE





DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

CITY OF
DALLAS

HERITAGE INN NUMBER XIII

TOWN OF ADDISSON

PARCEL 5

PARCEL 4

PARCEL 3

MATCH LINE STA. 75+00

MATCH LINE STA. 70+00

MATCH LINE STA. 75+00

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

11' 0" = 1"

RAIL LOC.

PROPOSED BOARD

PARCEL 3

CITY OF DALLAS

TOWN OF
ADDISON

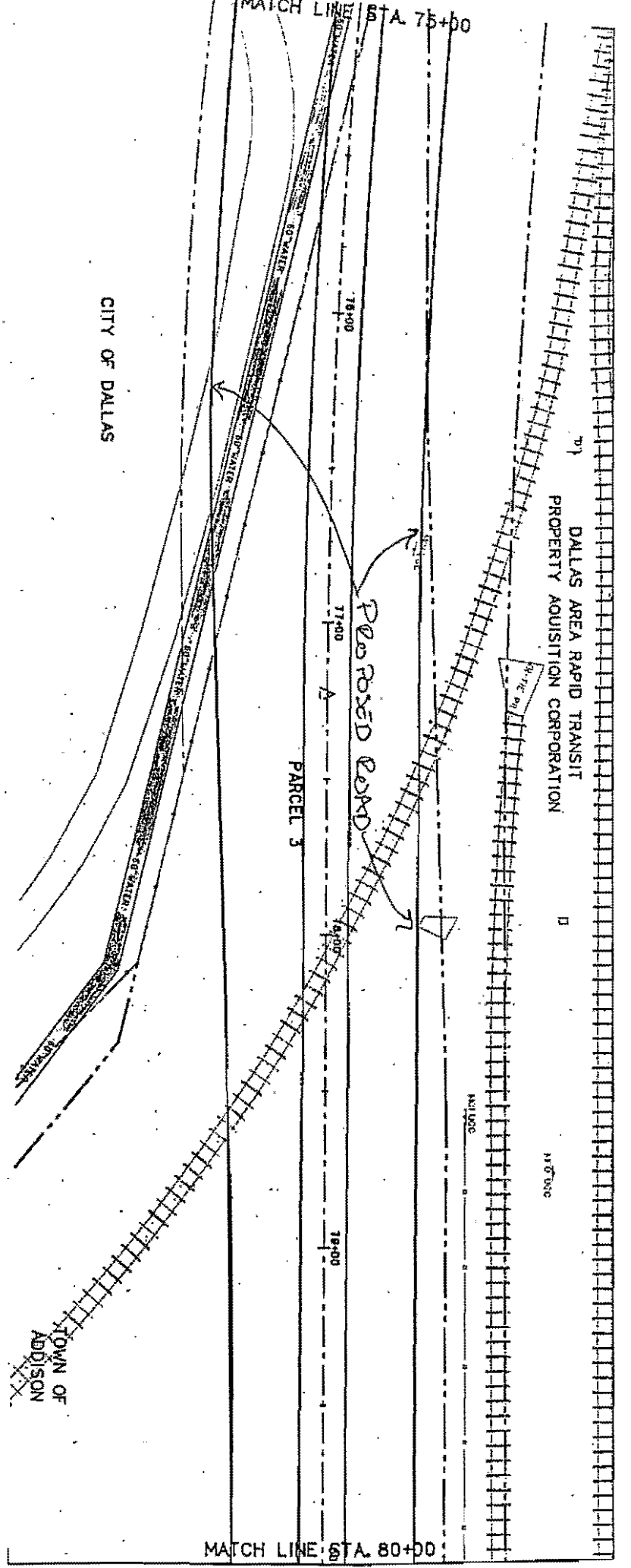
75+00

77+00

79+00

81+00

MATCH LINE STA. 80+00



To Michael Fay

Date September 26, 2002

Firm DWU

Total Pages 8 (Including this cover)

Fax # 214-948-4599

Job Number 25768

 High Resolution Urgent

From Jenny Nicewander

direct line 972-628-3164

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

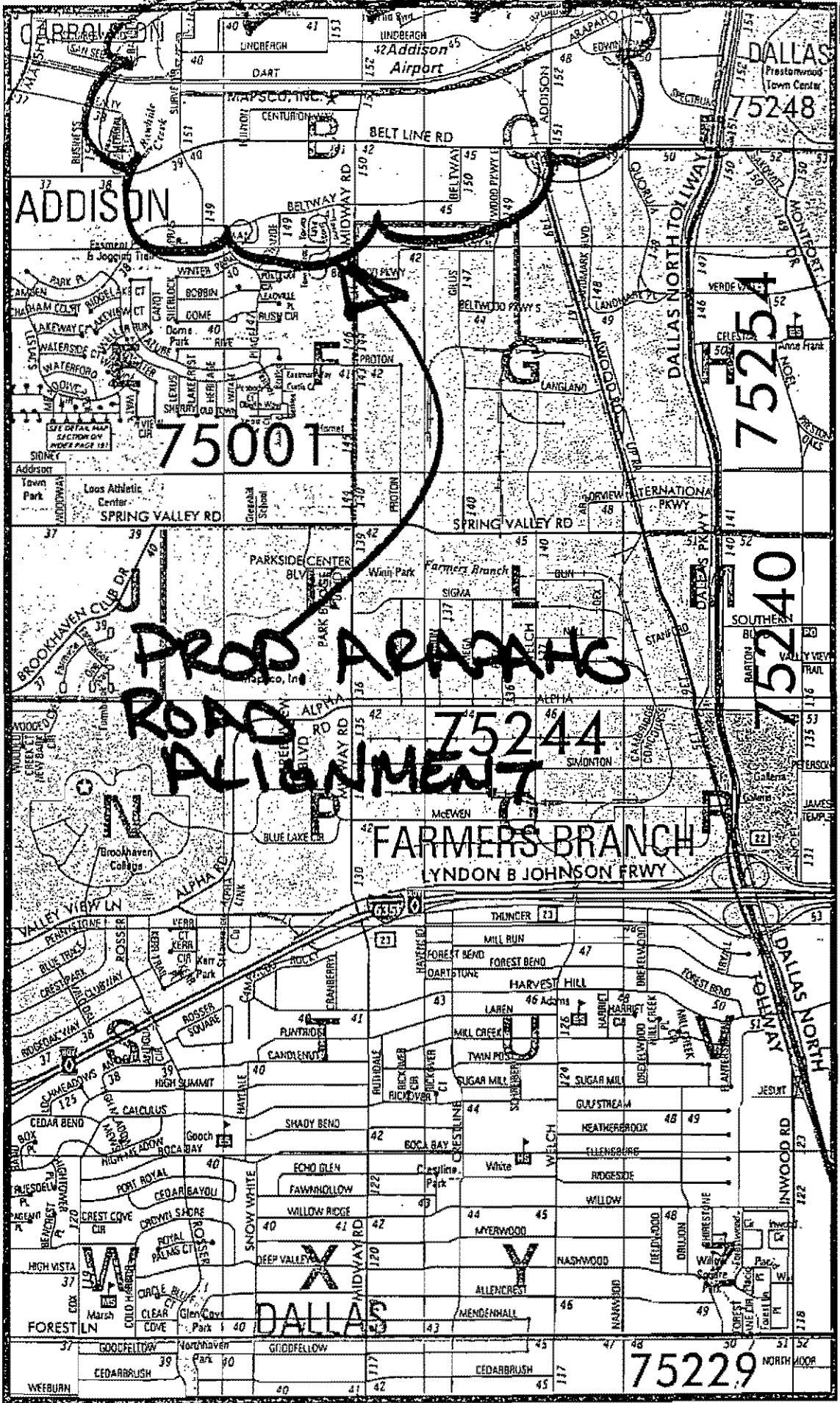
Message

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.

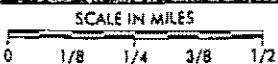
Please let me know if you have any questions or need any additional information regarding this matter.

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.



CONTINUED ON MAP 13

CONTINUED ON MAP 15



CONTINUED ON MAP 24



LEGEND

AREA TO BE POT HOLE

DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

WATERLINE
EASEMENT

FL 9" x 5" V - 611.48
VENT PIPE

INCL. LOC.

5919

5917

5916

5915

5914

5913

5912

WL-FLAG

WL-FLAG

WL-FLAG

WL-FLAG

WL-FLAG

WL-FLAG

WL-FLAG

TOWN OF ADDISON

60" WATER

8" CHAIN LINK FENCE

8" CHAIN LINK FENCE

61400

62400

63400

64100

Midway

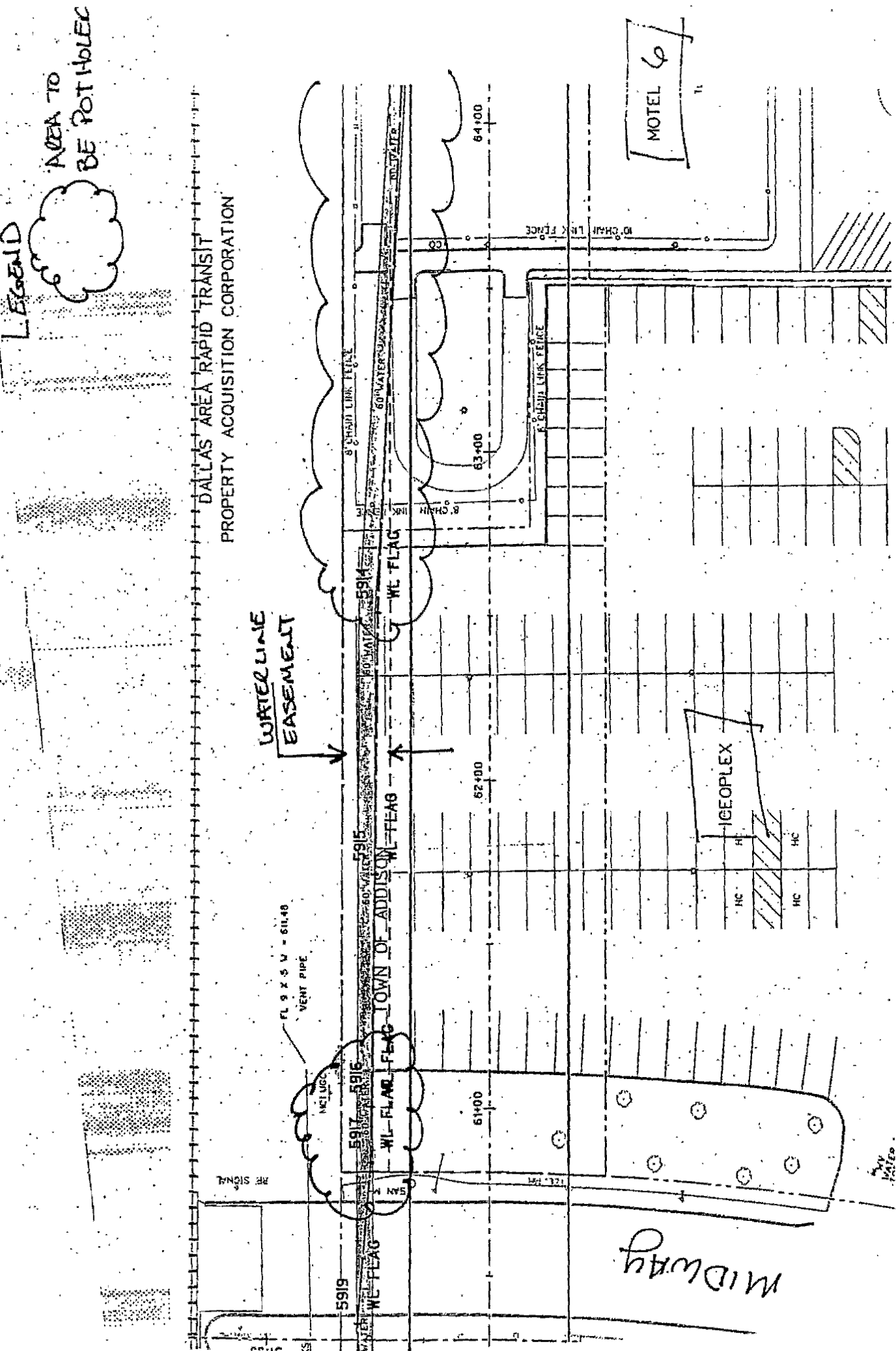
ICEOPLEX

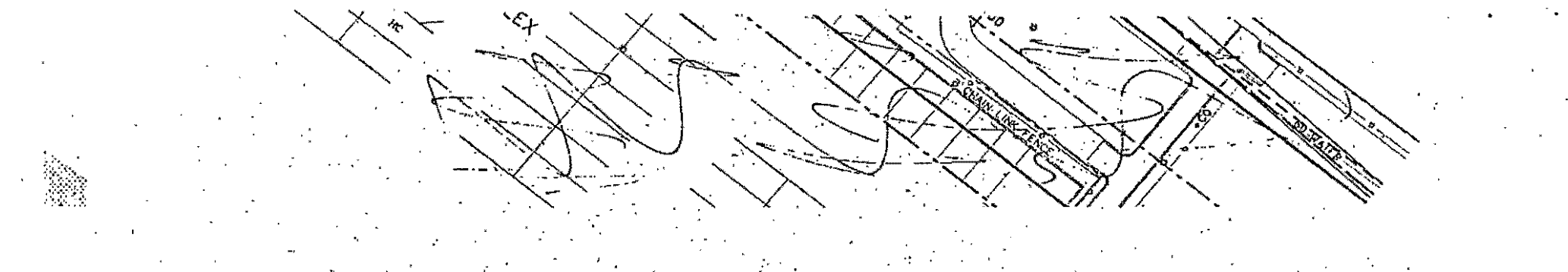
MOTEL 6

NO CHAIN LINK FENCE

8" CHAIN LINK FENCE

NO CHAIN LINK FENCE

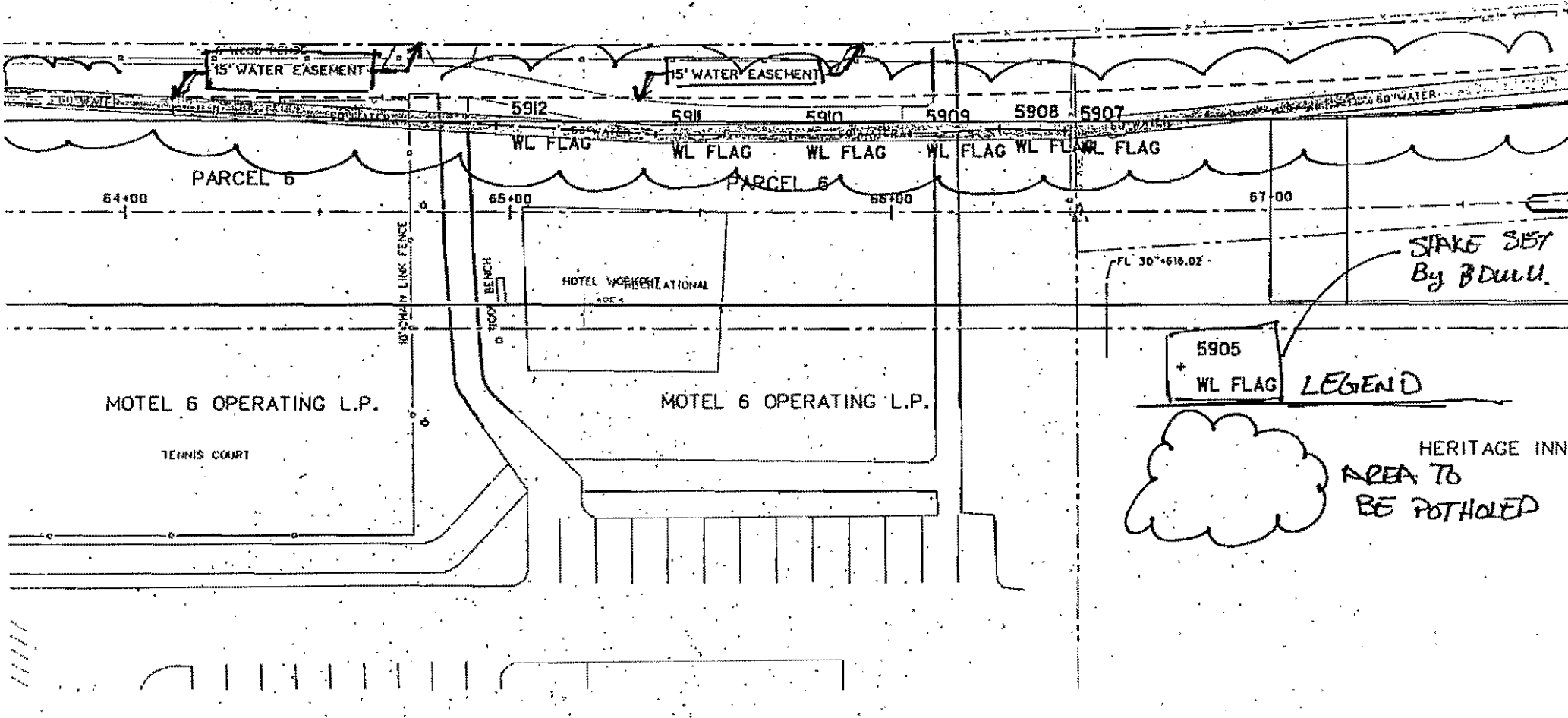




DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

ION

MFO 000



5905
+
WL FLAG

LEGEND

HERITAGE INN
AREA TO
BE POTHOLED



ON

INCL. LOGS

WATER LINE
BASEMENT

INCL. LOGS

FL 18"±619.07

TOWN OF ADDISON

TOWN OF ADDISON

WELL

69+00

70+00

71+00

PARCEL 5

FL 32"±618.85

PARCEL 5

HERITAGE
INN PARKING LOT

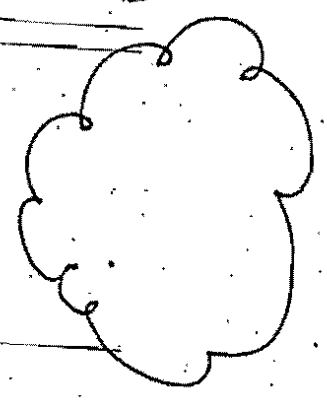
INN NUMBER XIII

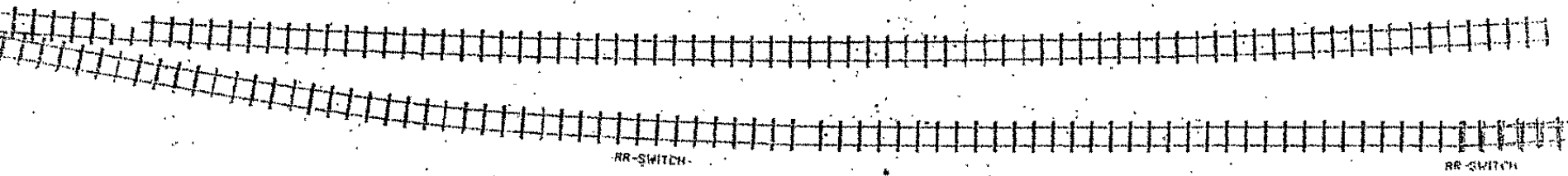
FL 30"±618.66

FL 32"±619.09

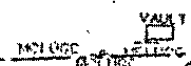
LEGEND

AREA TO
BE POTHOLED





DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION



FL 18"=619.07

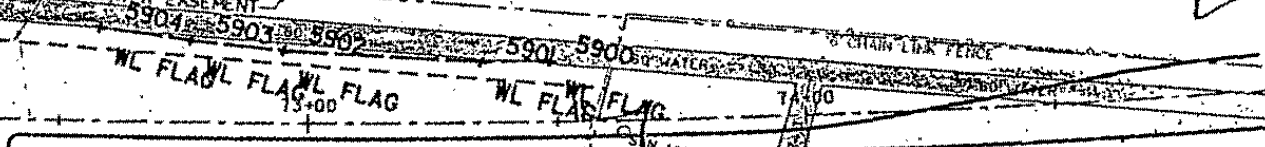
NO RECORD OF
EASEMENT

TOWN OF ADDISON

PARCEL 3

TOWN OF ADDISON

15' WATER EASEMENT

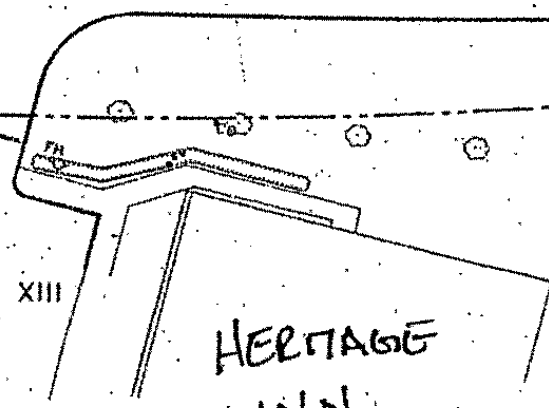
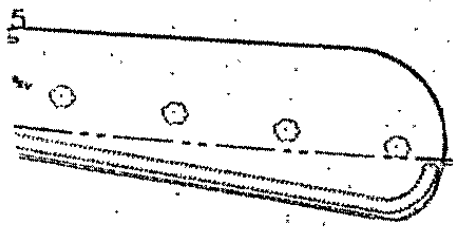


71+00

72+00

590+00

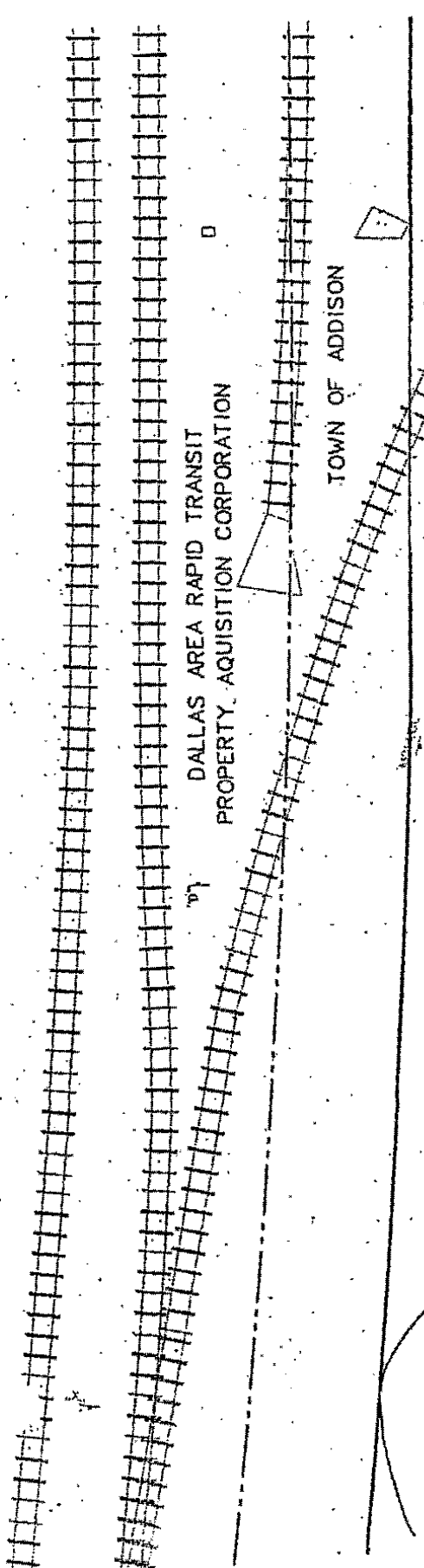
71+00



PARCEL 1

HERITAGE INN NUMBER XIII

CITY OF DALLAS

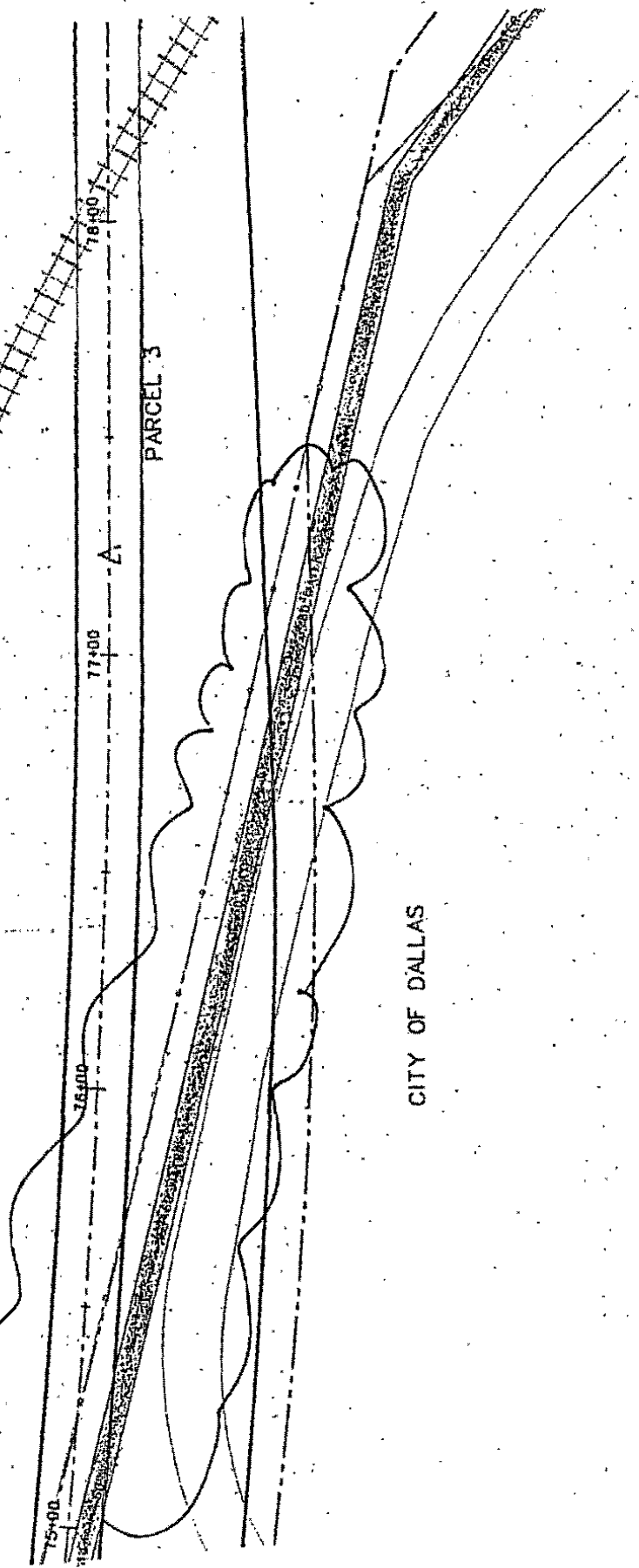


DALLAS AREA RAPID TRANSIT
PROPERTY ACQUISITION CORPORATION

TOWN OF ADDISON

PARCEL 3

CITY OF DALLAS



JSN FILE



Dallas Water Utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

DATE: October 15, 2002 NO. OF PAGES SENT (INCLUDING COVER SHEET): 2
TIME: 3:13 PM

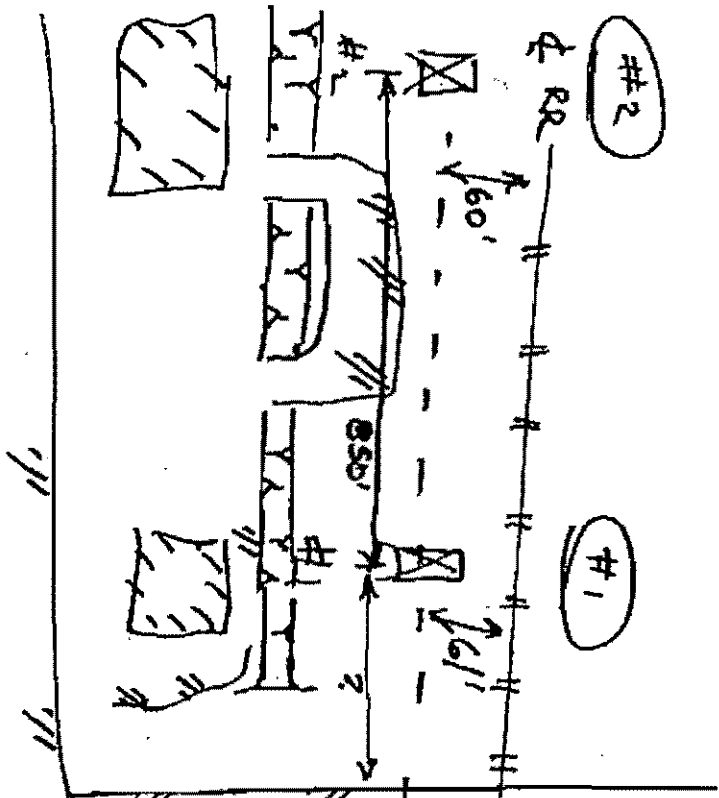
TO: NAME: Jenny Nicewander
COMPANY: HNTB
FAX NO.: (972) 661 5614
TELEPHONE NO.: (972) 628 3164

FROM: NAME: Erick Steitle
TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599

COMMENTS:
FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION
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

4
N

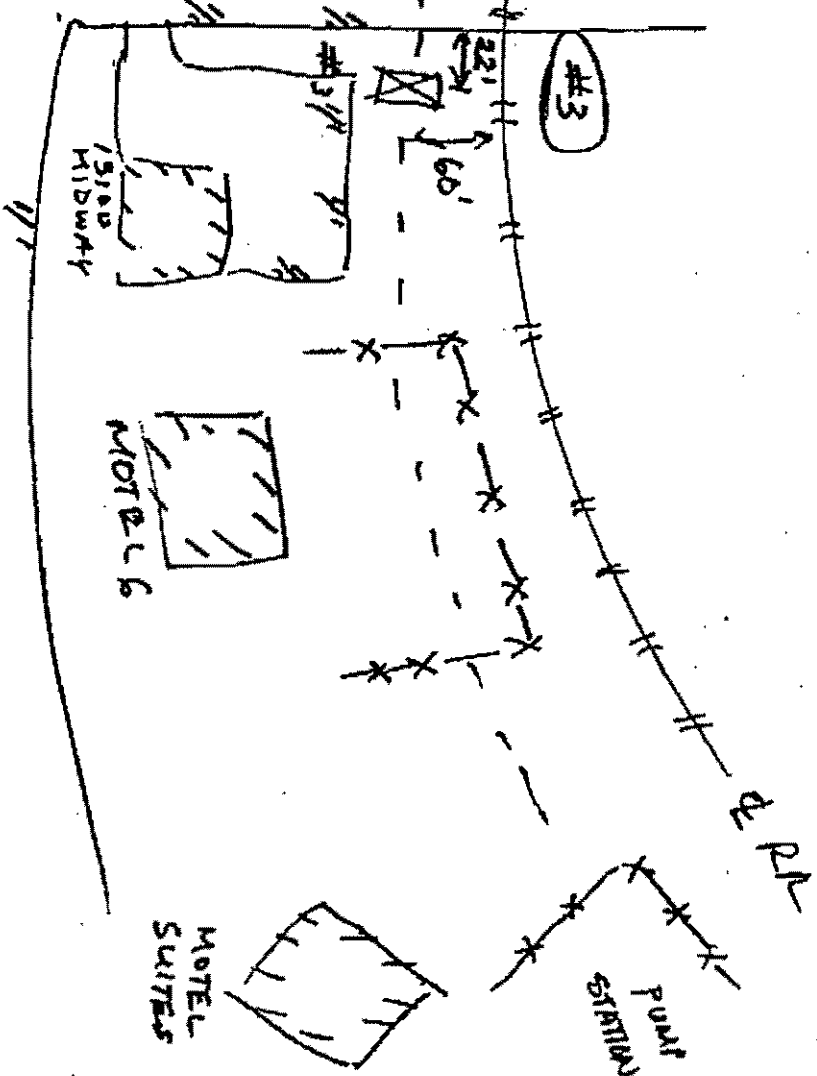
HOLE	DIST FROM TRACK	DIST FROM FACE CURB
1	61'	~ 100
2	60'	850' W of #1
3	60'	22' E of CURB



MIDWAY

PER PHONE CALL

SENDY - I WILL GET THE EXACT DISTANCE TO HOLE #1 TO DRAW - PLEASE REPLY WITH ANY DETAILS YOU WOULD LIKE ME TO INCLUDE I MAY HAVE LEFT OUT - ERICK



BELT LINE

CALL TO FRICK STEITZ

OF DWU 214-9218-443

CALL FROM JSN

OF HNTB

BY _____

SUBJECT DISCUSSED

ACTION TO BE TAKEN

FRICK SENT BY DWU @ 3:15

1) DIST TO WATER LINE IS TO
CENTER OF WATER LINE - YES

2) DIST TAKEN FROM Q OF
RAILROAD - YES

Q RR → Q PIPE

DWU WILL STAKE PIPE @ EDGE LOCATIONS
W/ Q AND EDGE OF PIPE.

- STAKES WILL BE APPROX BASED ON
BORINGS &

COPY TO:

FILE TO
COORSP JSN
257681051



dallas water utilities

320 E. Jefferson Dallas, TX 75203

FAX TRANSMITTAL MEMO

DATE: October 18, 2002 NO. OF PAGES SENT (INCLUDING COVER SHEET): 2
TIME: 4:13 PM

TO: NAME: Jenny Nicewander
COMPANY: HNTB
FAX NO.: (972) 661 5614
TELEPHONE NO.: (972) 628 3164

FROM: NAME: Erick Steitle
TELEPHONE NO.: (214) 948-4643 FAX NO.: (214) 948-4599

COMMENTS:
FIELD NOTES FROM POT-HOLING ON ARAPAHO EXTENSION
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

ERICK STETTLER
FAX 214 940 4377

60 Ft
6 Ft
Deep
60 Ft
FROM R.R.
TRK

128 Ft
West of
Midway
8 Ft
Deep
61 Ft
South of
R.R. TRK.

Midway Rd

22 Ft
East of
Midway
100' RCP
60 Ft
FROM
R.R. TRK
10 1/2 Ft
Deep



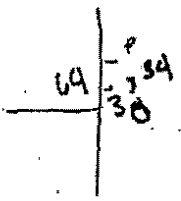
Beltline Rd

9 Ft
Deep
59 Ft
FROM R.R.
TRK

8 1/2 Ft
Deep
59 Ft
FROM R.R.
TRK

5 1/2 Ft
Deep
69 Ft

34 Ft
West
of Valve
5 Ft
Deep
74 Ft
South of
R.R. TRK
Valve at





The HNTB Companies

RECORD OF TELEPHONE CALL

Job No.

Date:

CALL TO _____

OF _____

CALL FROM _____

OF _____

BY _____

SUBJECT DISCUSSED:

ACTION TO BE TAKEN

MS-5

10/28/74 7:49 Pot hole dist
E. of Midway 579'

Tues 9:39 Luke - call back

Tues @ 1:41 E. Star again
meeting for Thursday

Thurs @ 11:39 - Carter blood car

Sat @ 11:52 - Veronica 10/29
972 818 called

579' between pot holes
So not in Motel 6
So we would need to move 40' over

Call w/ E. Steidle

Valve on E
30' w of T
34' w of V last pot hole.

4x30

COPY TO:

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

~~Sept~~ Tuesday September 24, 2002

- Get Supplemental info ready - Anupaho
- call Tony Krauss about ~~the~~ fee
- work on fee
 - Expense Checks - 2 tax

- WIND
- RETURNS
- HAIR
- VOICE
- M.E.
- LOAN
- Cal of mus. closing

emailed @ 8:30

called @ 10:00

↳ secretary said he was in but on the phone left message

need to ask him about 1.9 mil fee

Wed. Sept 25, 2002

Roxo along S.W.?
Const East

Hair
mall

- called Hamid regarding water line
 - ↳ he will look into it and call this afternoon.
- need to verify location
- expense report
- oak lawn to clean up align w/ typ.

CALL TO JERRY HOLDER OF HNTB
 CALL FROM ERIC STEITL OF DWU - RELOCATIONS DEPT.
 BY 2) 948-4643

SUBJECT DISCUSSED

- ERIC SAID THAT HE NEEDS TO BE THE CONTACT FROM NOW ON. HE IS THE PM ASSIGNED TO THIS PROJECT
- ERIC WAS ALARMED TO SEE A SKETCH WE SENT HIM SHOWING THE BRIDGE THRUST BLOCK OVER THE 60" H₂O. I ASSURED HIM NOTHING HAS BEEN DESIGNED & IT WAS THE PURPOSE OF THIS MEETING TO DISCUSS DWU REQUIREMENTS. (WE NEED TO BE CAREFUL ABOUT WHAT WE SEND OUT TO PEOPLE).
- DWU CAN'T MAKE THE MEETING TOMORROW & WOULD LIKE TO RESCHEDULE FOR OCT. 30th AT 2:00 pm.

ACTION TO BE TAKEN

RESCHEDULE W/

CALL BRUCE - }
 CALL URS - }
 CALL TQA - ✓ }

LET DWU KNOW
IF 30th IS GOOD

COPY TO: EDM1, JSM, 25768-DS-301

Maipaho Waterline meeting

2:00

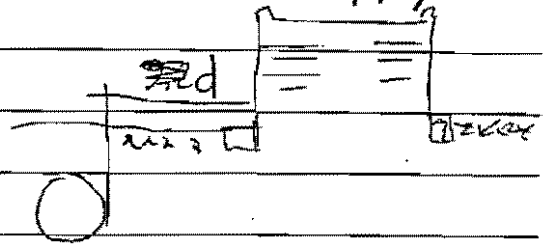
w/ Dan, JH, LM, JS, DB, SE, Shore Craft - DWU, Randy Nelson ^{DWU}
Jim Pierce - E. Skell. - DWU

Jenny w/ intro

Goal: not to disturb 60" waterline so that DWU is happy

~~at~~ comfortable w/ design

→ description and drawing of MSE wall



Pothole 2 9.2'

DWU shows no Tee but a 90° bend

Value structure to built in road near 90° bend

might be brick (old) manhole → might need to replace entire M.H.

DWU → ok w/ 5' cover (if no air valve)

fill slope instead of RW on E. Side

Soils piles vs MSE would prevent blow out

1:1 slope from 2'-3' below 60" fitrench

Rock 2-10' from ground

Dat line → could be electric line w/ → Potential problem

↳ comm. line, diesel

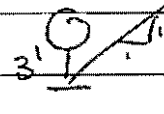
Pipe rot (joint) not bonded might need to replace eventually
PUSHES - 40 qsd

Important Main, Carrolton, FB (1/2 then Water Supply) + Some
of Nelson

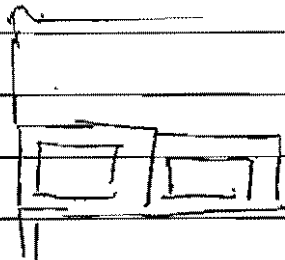
Would be hard to test line (eddy current) would 3 cities + line down
- acoustic testing

w/ drilled shafts \rightarrow need 3' from (Solid pile.)
 \hookrightarrow deep enough to handle any construction,
w/ 60" dia

- DWU wants 1:1 of 3'



- Modify box to accommodate wall use as a footing
and not use MSE strap



On E side what's min dist from ^{w/} Sol. wall (3')

- need

can stop RW and let fill come from Road.

- need to look @ how to replace existing MH

Bridge issues

60" w/ 72" OD

need to send URS new water line file
might need a narrow SW on top of bridge

Concerns w/ above ground structures - will need enough room
now SW inside Arch for beam to

RW over pipe

water valve \rightarrow will need to coord w/ Add. they shut
off line 2-3 times a yr for maint.

Put gas line in ~~Putt~~ DART (Arch of RR.)

wd Drilled Shafts - 3' min even if expose pipe to build

- Send plans to Erick as plans start develop to have
Routed through Durr

Row a Forest issues

Const. Sched hope next Summer

for parcel 12/13 change TCE to get out
bldg.

THURSDAY

- PRINT JPI'S
- PRINT YEAR CAL.
- PRINT D.Q.'S

get prescription e.
Erick's

Monthly Project review mtg

→ PRINT OUT YEARLY CALENDAR

PRO'S SCHEDULES
ON YEAR

	ARAPAHO PH3	GAYLAWN	FRISCO	AIRPORT
GW	SCHED BASED ON BEIDGE? 2-Mo for 65% SCOPE CHANGE → LT/DECEL DO-ABLE? INCL DRAINAGE CHANGES TO BOX CUL/R/W	- Talk to Structures about V.A on Ramp - Next Submittal → start - geo tech being done? ↳ NO	INTERNAL REVIEW THANKS GIV. WEEK GREEN, GABE, START 11/4 PART TIME? - WHO TO REVIEW - WATER SEWER ?'S	- SCHED. REP. ON CONTRACT. I got solid from files Put illustratively on Cal.
OT	GET D.Q. LOOK @ HORNS ZOO. CONCERNS VS. MTU VSTOG	- Schedule - Spec → quantity list	COULD BE IN TROUBLE 65% submittal # 1216	
WB	STATUS OF S.A. JPI REVIEW	??	- get D.Q. see about # hours	
CS	PROB. ? → keep them upto date on 2/10 bond	EA COPIES (???) Peri Durr & bind in		

diff
work
auth.

CALL TO _____ OF _____

CALL FROM _____ OF _____

BY _____

SUBJECT DISCUSSED

ACTION TO BE TAKEN

Elick from DWL
access to W.L.
Dant has stride limitations on
access, will allow heavy equip
w/in 25' of outside rail.
← Have 25' + element + WL/Bridge
→ concern if DAnt increases
Service Capacity → concern
no plans for now.

COPY TO:

OFFICIAL ACTION OF THE DALLAS CITY COUNCIL

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 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

Approved as part of the consent agenda.

12/24/02 9:14 AM

G:\2002\MINUTES\CC\121102.doc

OFFICE OF THE CITY SECRETARY

CITY OF DALLAS, TEXAS

COUNCIL CHAMBER

028505

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 Bellline 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 BY
CITY COUNCIL**

DEC 11 2002

Shirley Gray
City Secretary

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

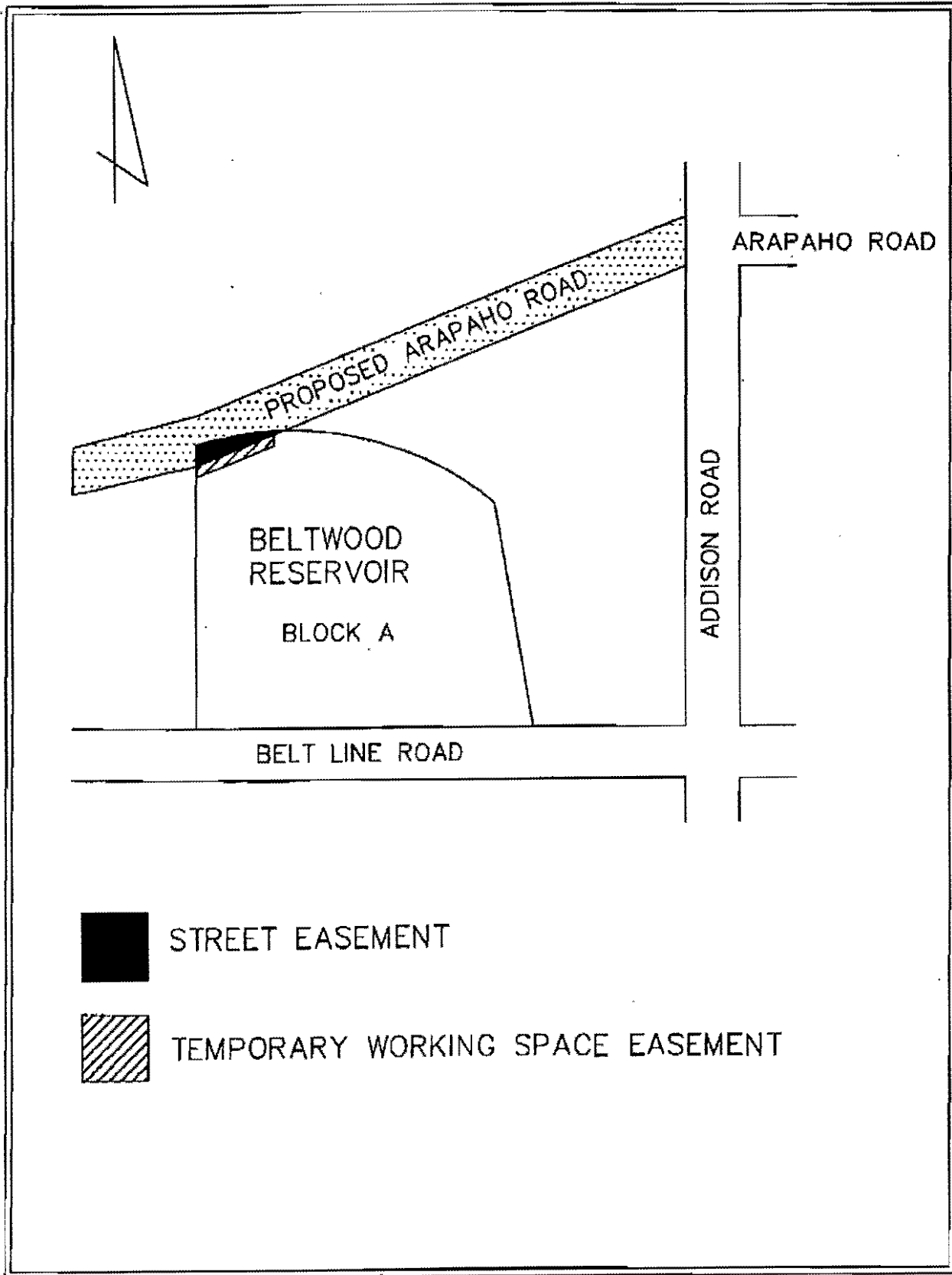
BY *Lawrence G. Scaff*
Assistant City Attorney

APPROVED *for*
HEAD OF DEPARTMENT

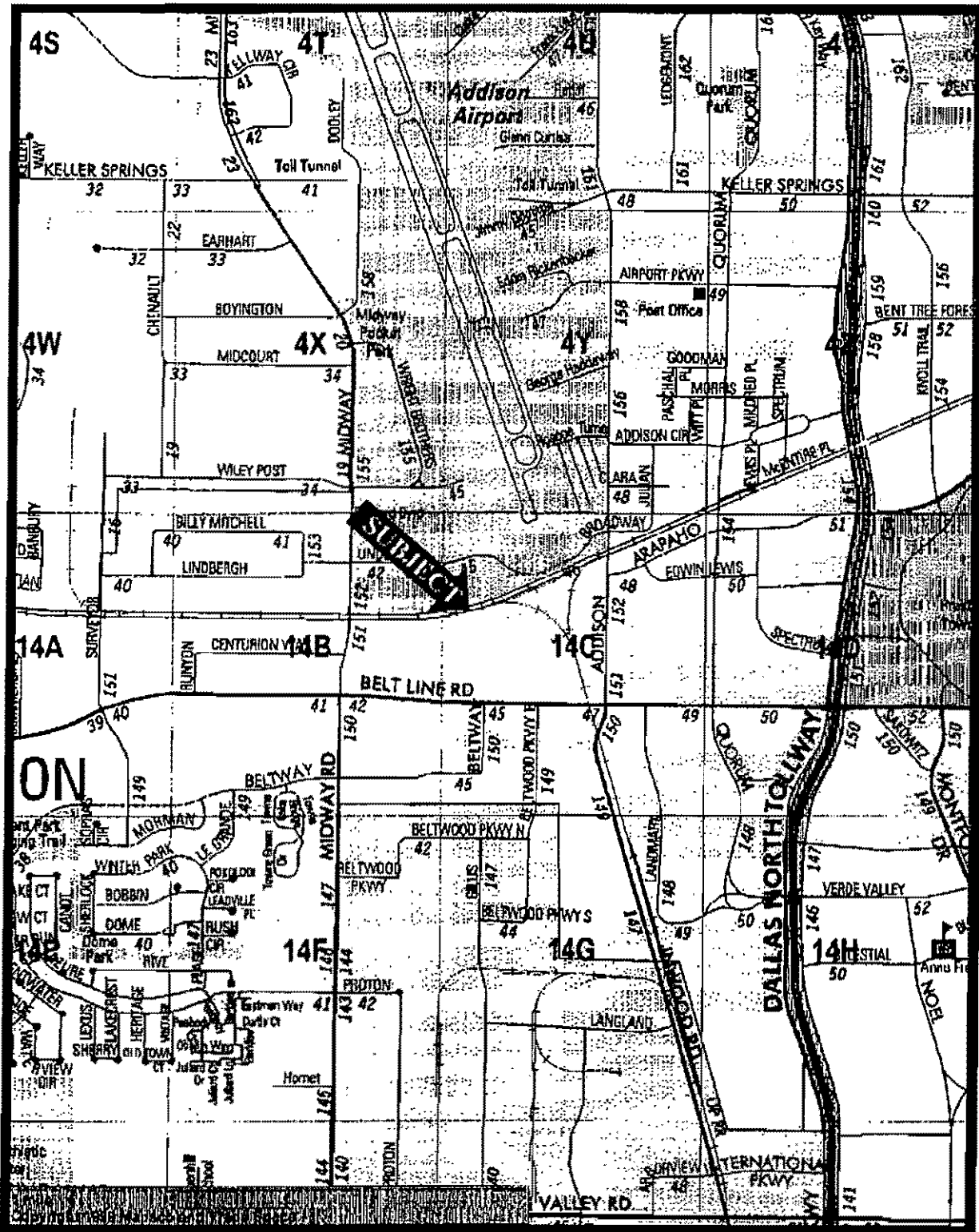
APPROVED *Paul H. ...*
CITY CONTROLLER

APPROVED *Thyane ...*
CITY MANAGER

023505



023505



MAPSCO 14C

34

023505

CATEGORY: LAND MISCELLANEOUS

AGENDA DATE: December 11, 2002
COUNCIL DISTRICT(S): Outside City Limits
DEPARTMENT: Department of Development Services
CMO: *RS* 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

CITY SECRETARY SERVICE REQUEST

DATE OF REQUEST: 1/10/03 DATE NEEDED BY: _____

CITIZEN: Michael Murphy PHONE: 972-450-2871
Addison's Dir of Public Wrks.

CITY STAFF: _____ DEPT: _____ PHONE: _____

TYPE OF SERVICE REQUEST: ALL COPIES ARE .10 PER PAGE AFTER THE 1ST 10 PAGES. CERTIFICATIONS ARE \$5.00 EACH.

CERTIFIED COPIES YES NO

FILE #

RESOLUTION # 02-3505

ORDINANCE #

COMPLETE FILE

FAX NUMBER: 972-450-2837 NO. PAGES PLUS COVER 6

CODE REQUEST:

CODE _____ CHAPTER _____ SECTIONS _____

CHARTER _____ CHAPTER _____ SECTIONS _____

TAPE REQUEST ONLY: ALL TAPES ARE \$1.00 EACH CASSETTE.

MEETING DATE: _____

FILE NUMBER: _____ SUBJECT: _____

TAPE NUMBER:

OF CASSETTES USED: _____ TIME REQUIRED _____ hrs./min.

CSO ONLY

DATE COMPLETED: 1/10/03 *YJA*

COMMENTS:

THURSDAY DECEMBER 12, 2002

Call Jack Hatchell 972-424-1369

Call Mike Russell about Frisco Row

North

AZALEA

Jimmy Holden → tell you digging

DW W
mtg

Called 12/12/02 10:25
left msg

RR CROSSING CONTROLS?

1.5 Sec vs 1.0 Sec Timing

FRIDAY December 13, 2002

7:30

FRISCO mtg for proposal

□-

like → exhibits (4)

dog food

walk meg

Macy

golf club

T. TUESDAY

Volley WEEDS

Dwell mtg

present to Dwell dist we were going to

be from Pipe 10-11-ft

w/ 8-9' sidewalk

presented removable sidewalk "great idea"

Bridge part farther away except thrust block

Cliff for present, Staddling pipe

a main thrust block w/ 3' clear w/ thrust rope

Said preferred 3 mainy must

Dwell 2 options 1 leave pipe line

a relocate down center of roadway

replac^{ed} w/ 18" 84"

can have pipe relocated by fall → can be designed in 3 mo

PROJ : Arapaho Rd 60" Estimate	PREP,D BY: Erick Steitle	DATE: 01/08/2003 SHEET:	20% \$2,352,684.00							
FILE # :	CHECK,D BY:	REVISED:	EST.: \$1,960,570.00							
REVIEWED:										
ITEM NO	ITEM DESCRIPTION	UNIT	Unit Price	GEN ITEMS	SHT	PLAN QUANTITY	ROUNDED QUANTITY	BID QUANTITY	UNIT PRICE	BID ESTIMATE
180C	8" PVC Water Pipe	LF	\$44.00	0		0	0	0	44.00	\$0.00
201J	60" PCCP Water Pipe	LF	\$340.00	0	4500	4500	4500	4500	340.00	\$1,530,000.00
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
520K	60" Butterfly Valve	EA	\$85,000.00	0	2	2	2	2	85,000.00	\$170,000.00
550O	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
707B	Class B Concrete	LF	\$135.00	200	800	1000	1000	1000	135.00	\$135,000.00
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

PROJ : Arapaho Rd 84" Estimate	PREP,D BY: Erick Steitle	DATE: 01/08/2003 SHEET:	20% \$3,264,684.00							
FILE # :	CHECK,D BY:	REVISED:	EST.: \$2,720,570.00							
REVIEWED:										
ITEM NO	ITEM DESCRIPTION	UNIT	Unit Price	GEN ITEMS	SHT	PLAN QUANTITY	ROUNDED QUANTITY	BID QUANTITY	UNIT PRICE	BID 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
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

*Pipeline Cost only in open field.
Street Rehab & easements not included.*

Betterment
\$760,000.00

Michael Murphy

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



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 Holland

1/29/2003

Senior Vice President

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.

Jim asked if Randy had any other questions.

-2-

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

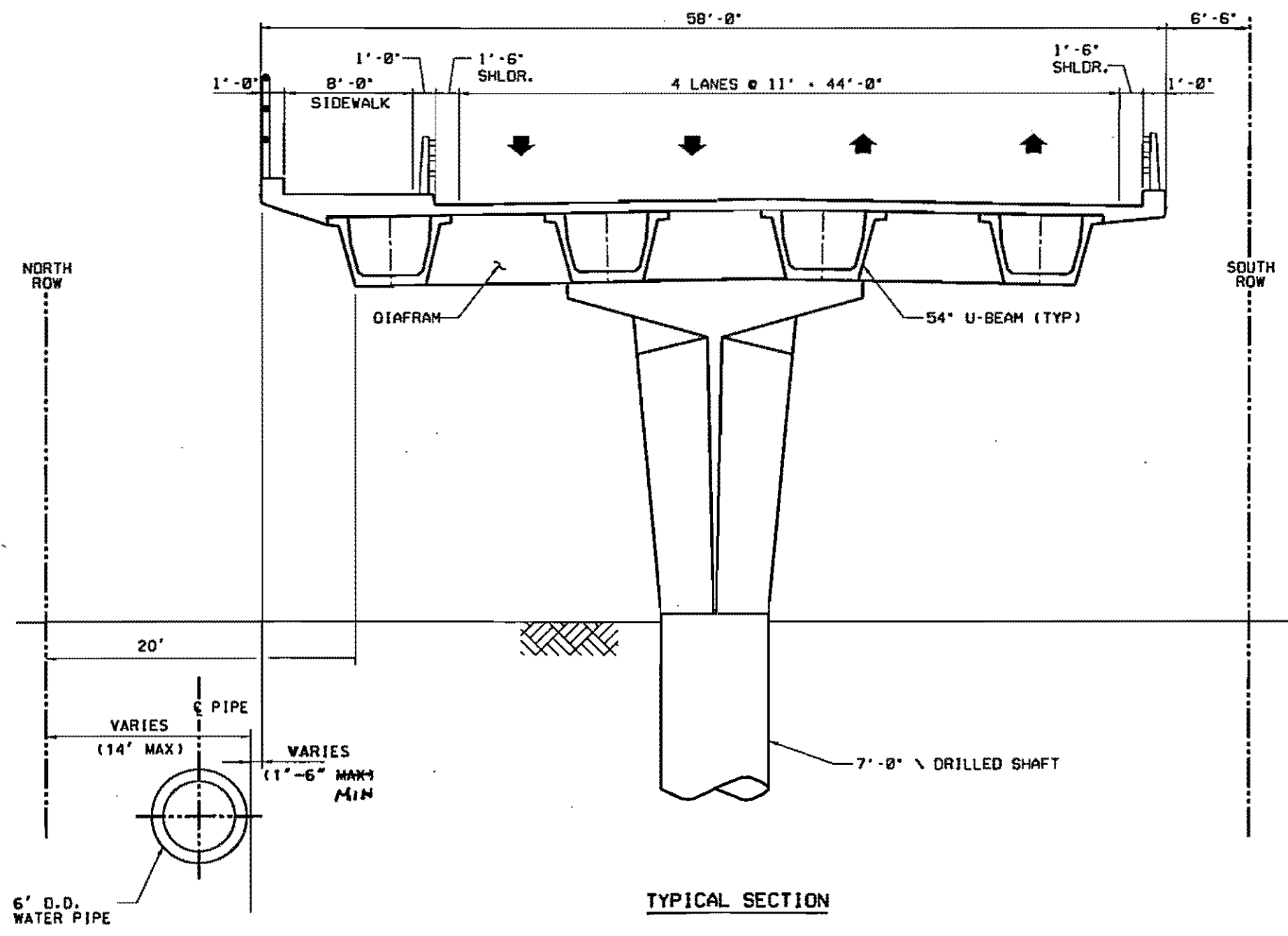
Mike expressed dismay that DWU decision makers were not present at this meeting.

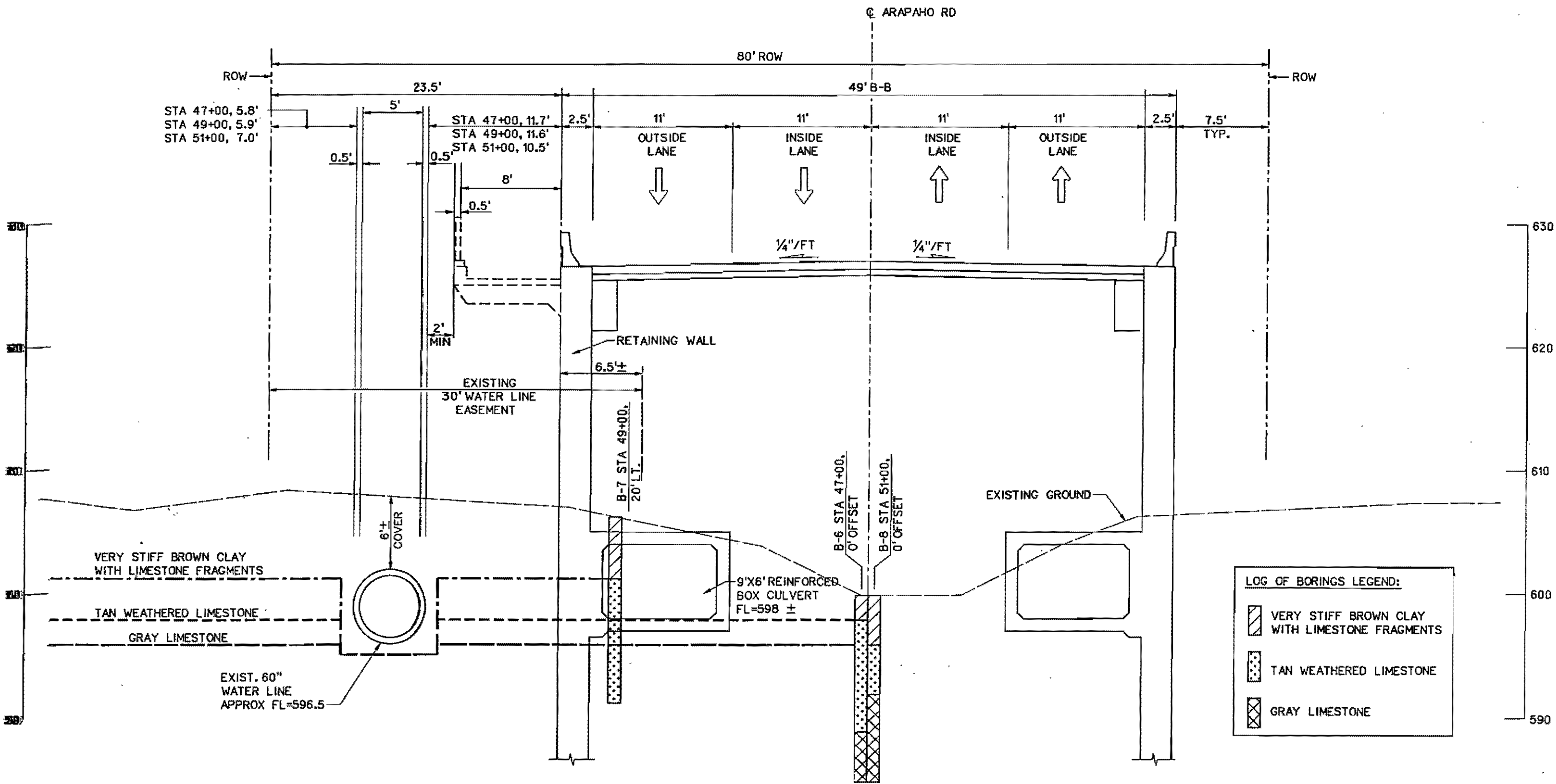
Randy stated that DWU would look at the issue and get back.

Meeting ended at approximately 3:15 PM.

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

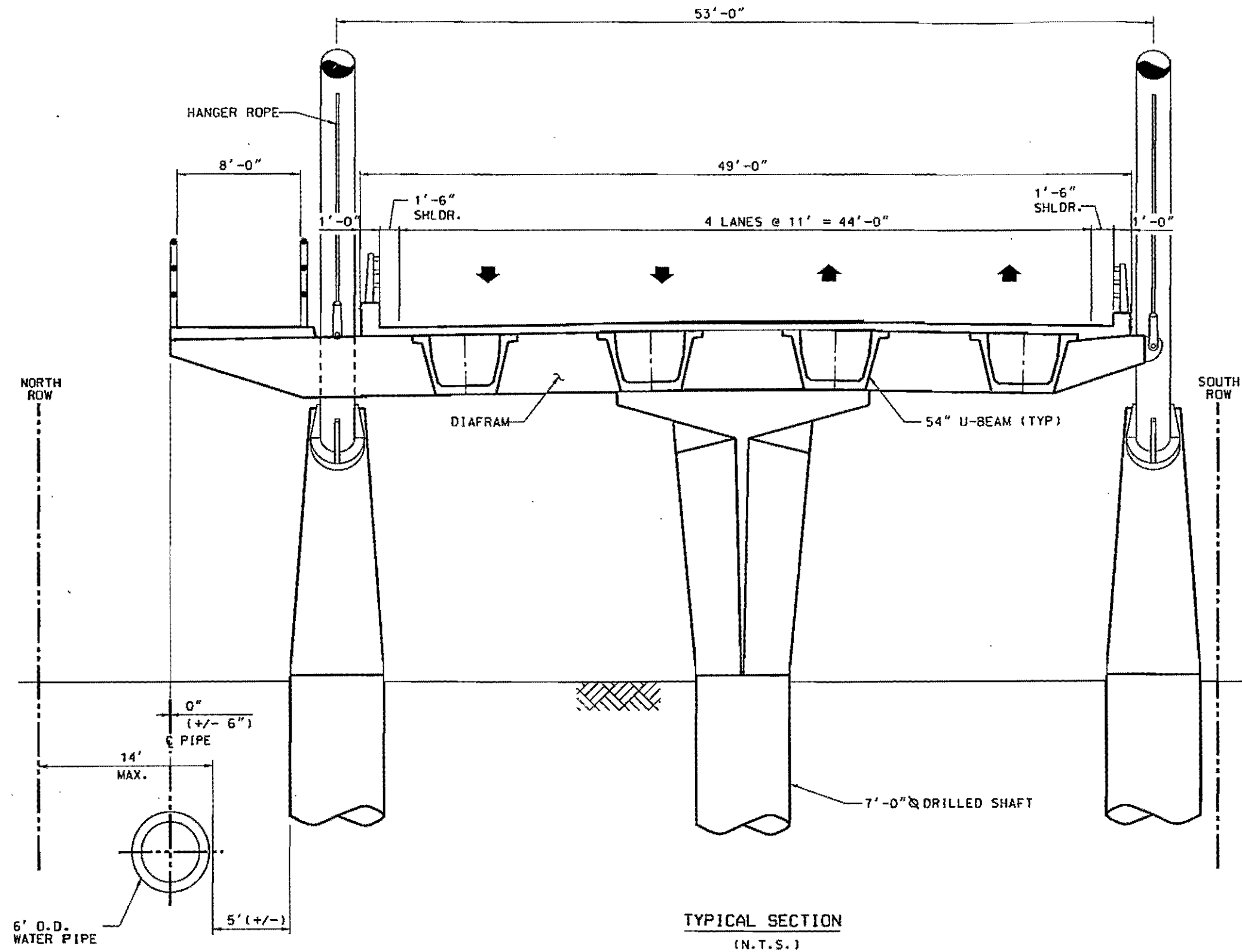
Three exhibits attached to these minutes.





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HNTB



Meeting with DWU

1-21-03

Asphalt Rd

Mike introduced subject.

Consulted with Mastec - Bishop & Holland

Mastec stated Repairs & Maintenance could be made without any great difficulty

Jerry H. Explained relationship of pipe to approach

Cliff H. " " " " " " the bridge supports
12' min height between pipe and non-removable sidewalk

Randy: Concerned with horiz and vertical clearances.

Political considerations arise also

(Undermining DART line and flooding buildings)

Wants Charlie Stringer and Randy Nelson to look at the situation & submitals

Main concern is maintenance & emergency conditions

Ramon Miguez will be final decision.

Mike: We want to work out details w/o involving city managers.

Randy: Will meet with decision makers at 8AM
Tomorrow