

1999 INWOOD / S. QUORUM - RAILROAD  
CROSSING

CROSSING



# DALLAS, GARLAND & NORTHEASTERN RAILROAD, INC.

403 International Pkwy., Suite 500 • Richardson, TX • 75081  
Phone 972-808-9800 • Fax 972-808-9903

November 11, 2003

James C. Pierce  
Town of Addison  
PO Box 144  
Addison, TX 75001

Re: Railroad Crossing – Landmark Place

Dear Mr. Pierce,

We are providing the required estimates for the design and installation of warning devices at the proposed landmark Place crossing in Addison. I would like to submit the following cost estimate that includes DGNO administration cost:

Total Cost \$258,975.30

I have included the RCL detailed estimate to design and install the warning devices for your review.

If you have any questions, concerns or require additional information, please contact me at 972-808-9800 ext. 222.

Sincerely,

David C. Eyermann  
General Manager

## Attachments

CC: James R. Kuntz, General Manager  
Dallas, Garland & Northeastern Railroad

David Martinez, Roadmaster  
Dallas, Garland & Northeastern Railroad





4-3-01

Paul Farrell 402-997-3620

2 Crossing

Arapahoe

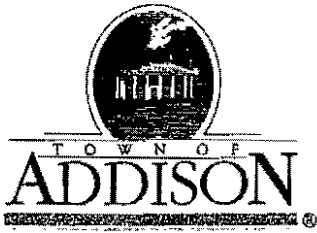
Quorum Drive

DGNO Leases ↔

UP portion has been approved

Needs to Contact someone @ DGNO

And get their approval



**PUBLIC WORKS DEPARTMENT**

(972) 450-2871

Post Office Box 9010 Addison, Texas 75001-9010

16801 Westgrove

March 15, 2001

Mr. J. Dennis Miller  
Real Estate Department  
Union Pacific Railroad  
1800 Farnam Street  
Omaha, NE 68102

Re: Addison Branch, Quorum Drive Crossing

Dear Mr. Miller:

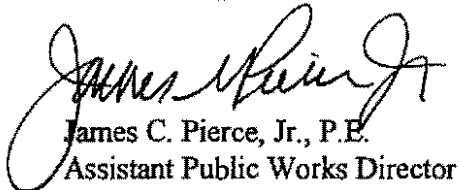
As per your request, this is to transmit the following:

- Exhibit A that shows the Arapaho and Quorum Drive crossing locations
- Metes and Bounds Description and Parcel Map for the Quorum Drive Crossing
- Plan and Profile of the crossing (Sheet 6)
- Color aerial photograph showing the location of the "Wye" relative to the Airport

Please call me at 972-450-2879 if you have any questions.

Very truly yours,

Town of Addison

  
James C. Pierce, Jr., P.E.  
Assistant Public Works Director

cc: Chris Terry, Assistant City Manager  
Michael E. Murphy, P.E., Director of Public Works

Enclosures

EXHIBIT "A"

County: Dallas  
Roadway: South Quorum/Inwood Connection  
Parcel: R E - 7

ROADWAY EASEMENT NO. RE-7

BEING a 0.3219 acre tract of land situated in the Town Of Addison, Dallas County, Texas, in the Josiah Pancoast Survey, Abstract No. 1146, and being part of a 100 Foot Right-Of-Way owned by St. Louis Southwestern Railway Company, and being more particularly described as follows:

COMMENCING at a ½ inch iron rod lying at the Southwest corner of Block 3, Quorum Addition, an addition to the Town of Addison, Dallas County, Texas, according to the plat thereof recorded in Volume 79100, Page 1895, Deed Records Of Dallas County, Texas, and being the Southeast corner of Block 3, Quorum West Addition, an addition to the Town of Addison, Dallas County, Texas, according to the plat thereof recorded in Volume 81005, Page 1454, deed records of Dallas County, Texas;

THENCE North 89°28'00" West along the South line of Block 3, Quorum West Addition, a distance of 165.32 feet to a point for the Southwest corner of said Quorum West Addition, said point lying in the Southeast Right-Of-Way line of the St. Louis and Southwestern Railroad;

THENCE, North 17°01'00" West along the said Southeast line a distance of 356.40 feet to the POINT OF BEGINNING;

THENCE, South 72°59'00" West a distance of 80.00 feet to an angle point;

THENCE South 27°59'00" West a distance of 14.14 feet to an angle point;

THENCE South 17°01'00" East a distance of 144.80 feet to an angle point;

THENCE North 23°11'26" West a distance of 92.98 feet to a point for North corner lying in the Northeast line of Inwood Road (60 foot Right-of-Way) said point also lying in the Southwest line of the said 100 foot Right-of-Way St. Louis Southwestern Railway Company;

THENCE North 17°01'00" West along the common line between the said Inwood Road Right-of-Way and the 100 foot St. Louis Southwestern Railway Company Right-of-Way, a distance of 524.56 feet to a point for corner;

THENCE North 72°59'00" East departing said common line a distance of 10.00 feet to an angle point;

THENCE South 17°01'00" East a distance of 362.20 to an angle point;

THENCE South 62°01'00" East a distance of 14.14 feet to an angle point;

THENCE North 72°59'00" East a distance of 65.00 feet to an angle point;

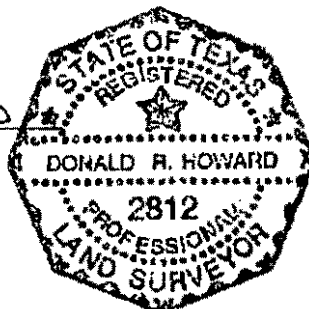
THENCE North 27°59'00" East a distance of 21.21 feet to a point for corner lying in the common line between the said Block 3, Quorum West Addition and the 100 foot Right-of-Way St. Louis Southwestern Railway Company;

THENCE South 17°01'00" East along said common line a distance of 105.00 feet to the POINT OF BEGINNING and containing approximately 14,021 square feet or 0.3219 acres of land.

The basis of bearings is the Northeast line of the 100 foot Right-of-Way St. Louis Southwestern Railway Company.

*Donald R. Howard* 11/11/00

Donald R. Howard, P.E., R.P.L.S.  
Registered Professional Land Surveyor  
Texas Registration No. 2812



Jerry M. : ) 12-29-00

Shawn Todd

Buying Property Contact

Buddy w RR

Has worked out

deals with RR.

Nathan D. Maur ) Contact

Monte Montemayor ) First

214-739-4741

Addison 643814

# PARSONS

Barton-Aschman Associates, Inc. • A Unit of Parsons Transportation Group, Inc.  
2630 West Freeway • Suite 132 • Fort Worth • Texas • 76102 USA • (817) 877-5803 • (817) 877-3214 fax

December 14, 2000

Mr. James C. Pierce, Jr., P.E.  
Town of Addison  
16801 Westgrove Road  
Addison, Texas 75001

Subject: *Inwood / South Quorum Access – Phase II  
Right of Way Documents*

Dear Jim,

Enclosed are right of way documents, prepared by DalTech Engineering, for the four easements to be obtained for the Inwood Connection. Included are the following documents.

- Parcel map and legal description for RE-7, the easement along and across the railroad
- Parcel maps and legal descriptions for DE-5, DE-6 and DE-7, the drainage easements along Inwood Road

These are for the Town's use in acquiring the necessary easements. If you have questions, we would be happy to discuss them.

Very truly yours,

**PARSONS TRANSPORTATION GROUP, INC.**

*Phillip G. Weston*  
Phillip G. Weston, P.E.  
Project Manager

Enclosures



HP LaserJet 3100  
Printer/Fax/Copier/Scanner

SEND CONFIRMATION REPORT for  
TOWN OF ADDISON  
9724502837  
Sep-19-00 10:10AM

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
506	9/19 10:09AM	1'04"	402 997 3601	Send.....	3/ 3	EC144	Completed.....

Total 1'04" Pages Sent: 3 Pages Printed: 0

*Jim*

The attached parcel map & description can be used for appraisal purposes. The actual crossing location has shifted a little but dimensions, etc will remain essentially the same. Please continue with your assessment & offer. I have the final map ordered. Thanks!

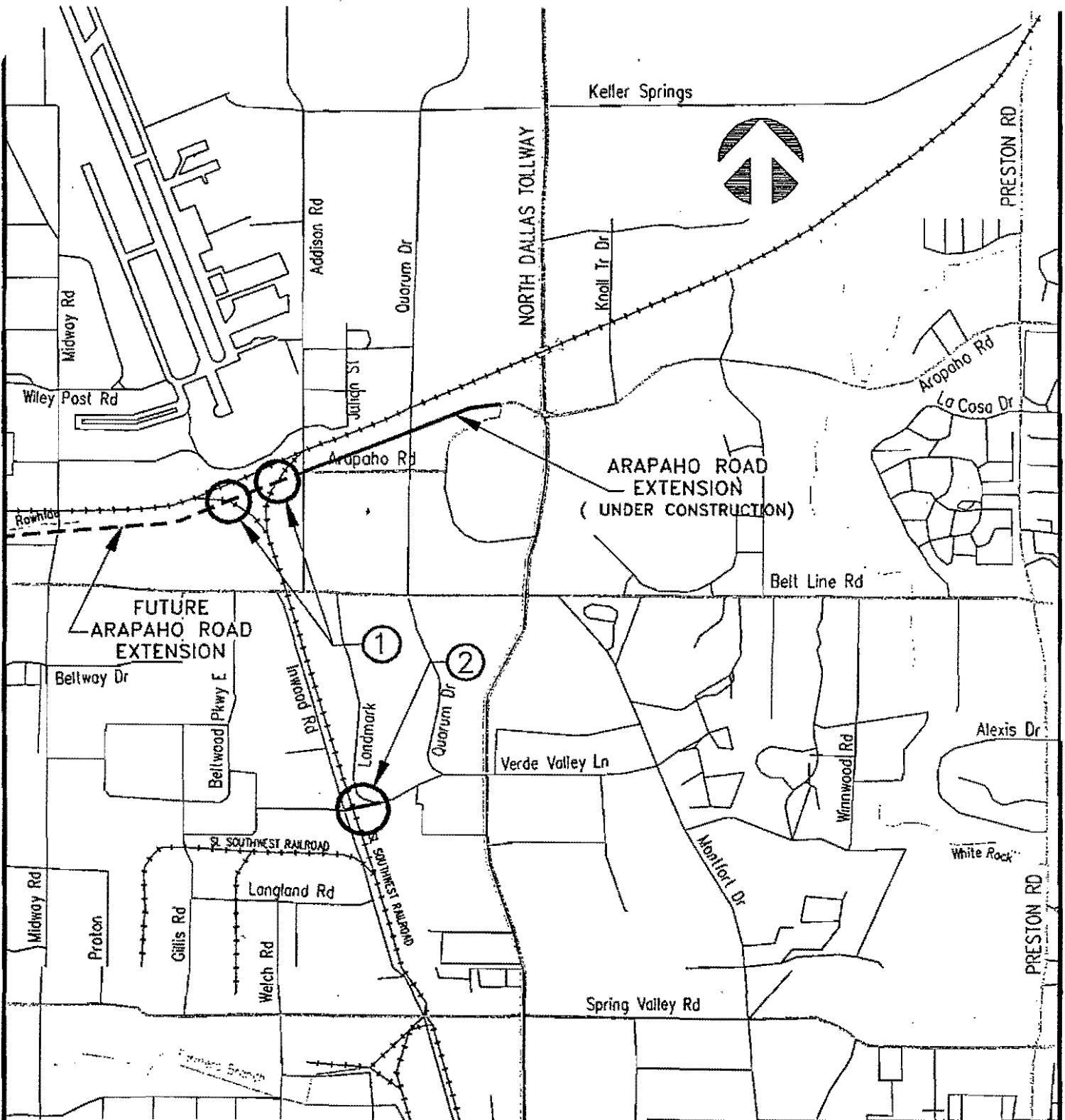
Original in mail  Per your request  FYI  Call me

To: *Roland Widige*  
Company: *Union Pacific*  
FAX #: *1-402-997-3601*  
Date: *9-23-00* <sup>9-16-00</sup> *Revised*  
# of pages (including cover): *3*  
Re: *Inwood/5 Quorum RE Crossing*

From: *Jim Pierce, P.E.*  
Assistant City Engineer  
Phone: 972/450-2879  
FAX: 972/450-2834  
jim@taddison.tx.us  
16801 Westgrove  
P.O. Box 9010  
Addison, TX 75001-9010

TOWN OF  
ADDISON  
PUBLIC WORKS





- ① ARAPAHO ROAD CROSSING
- ② QUORUM DRIVE CROSSING


**Grantham, Burge & Waldbauer**  
**Engineers, Inc.**

**PROPOSED**  
**RAILROAD CROSSINGS**  
**TOWN OF ADDISON**  
**EXHIBIT A**

EXHIBIT "A"

COUNTY : DALLAS  
ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
PARCEL : 7

PARCEL 7

BEING A 0.2184 ACRE TRACT OF LAND SITUATED IN THE TOWN OF ADDISON, DALLAS COUNTY, TEXAS, IN THE JOSIAH PANCOAST SURVEY, ABSTRACT NO. 1146, AND BEING PART OF A 100 FOOT RIGHT-OF-WAY OWNED BY ST. LOUIS SOUTHWESTERN RAILWAY COMPANY, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 1/2" IRON ROD LYING AT THE SOUTHWEST CORNER OF BLOCK 3, QUORUM WEST ADDITION, AN ADDITION TO THE TOWN OF ADDISON, DALLAS COUNTY, TEXAS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 81005, PAGE 1454, DEED RECORDS OF DALLAS COUNTY, TEXAS, SAID POINT ALSO BEING THE NORTHWEST CORNER OF A 100 FOOT RIGHT-OF-WAY CONVEYED TO D. P. & L. CO. ACCORDING TO THE DEED RECORDED IN VOLUME 4617, PAGE 375, DEED RECORDS OF DALLAS COUNTY, TEXAS;

THENCE ALONG THE COMMON LINE BETWEEN BLOCK 3, QUORUM WEST ADDITION AND THE 100 FOOT ST. LOUIS SOUTHWESTERN RAILWAY COMPANY RIGHT-OF-WAY NORTH 17 DEGREES 01 MINUTES 00 SECONDS WEST (ALSO CALLED NORTH 17 DEGREES 06 MINUTES 17 SECONDS WEST) A DISTANCE OF 306.70 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 72 DEGREES 59 MINUTES 00 SECONDS WEST A DISTANCE OF 80.0 FEET TO AN ANGLE POINT;

THENCE SOUTH 27 DEGREES 59 MINUTES 00 SECONDS WEST A DISTANCE OF 28.28 FEET TO A POINT FOR CORNER LYING IN THE NORTHEAST LINE OF INWOOD ROAD (80' R.O.W.) SAID POINT ALSO LYING IN THE SOUTHWEST LINE OF THE SAID 100 FOOT ST. LOUIS SOUTHWESTERN RAILWAY COMPANY RIGHT-OF-WAY;

THENCE ALONG THE COMMON LINE BETWEEN THE SAID INWOOD ROAD RIGHT-OF-WAY AND THE 100 FOOT ST. LOUIS SOUTHWESTERN RAILWAY COMPANY RIGHT-OF-WAY NORTH 17 DEGREES 01 MINUTES 00 SECONDS WEST A DISTANCE OF 130.0 FEET TO A POINT FOR CORNER;

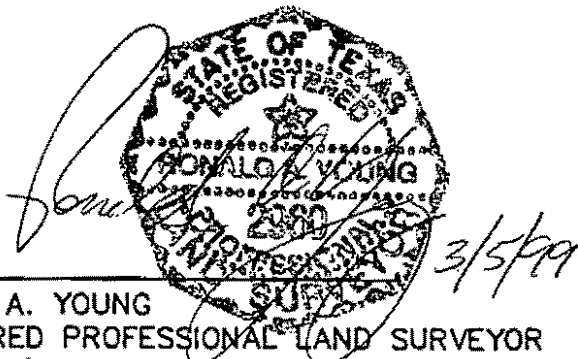
THENCE SOUTH 62 DEGREES 01 MINUTES 00 SECONDS EAST A DISTANCE OF 28.28 FEET TO AN ANGLE POINT;

THENCE NORTH 72 DEGREES 59 MINUTES 00 SECONDS EAST A DISTANCE OF 80.0 FEET TO AN ANGLE POINT;

THENCE NORTH 27 DEGREES 59 MINUTES 00 SECONDS EAST A DISTANCE OF 21.21 FEET TO A POINT FOR CORNER LYING IN THE COMMON LINE BETWEEN THE PREVIOUSLY MENTIONED BLOCK 3, QUORUM WEST ADDITION AND THE 100 FOOT ST. LOUIS SOUTHWESTERN RAILWAY COMPANY RIGHT-OF-WAY;

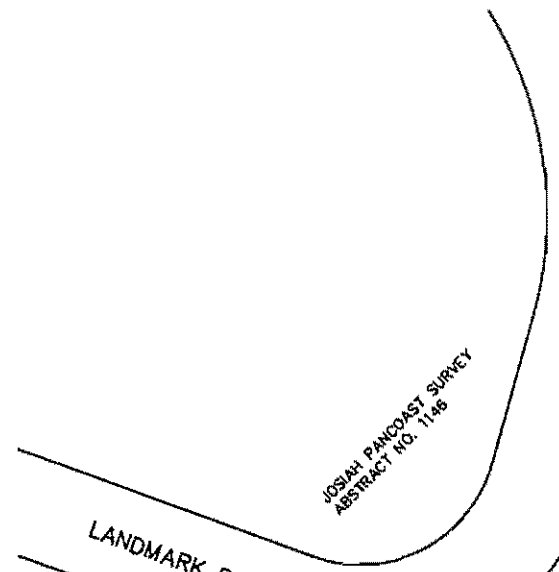
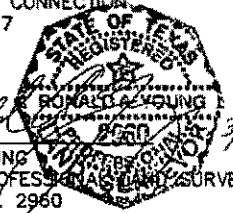
THENCE ALONG SAID COMMON LINE SOUTH 17 DEGREES 01 MINUTES 00 SECONDS EAST A DISTANCE OF 105.0 FEET TO THE POINT OF BEGINNING AND CONTAINING APPROXIMATELY 9512.50 SQUARE FEET OR 0.2184 ACRES OF LAND.

THE BASIS OF BEARINGS IS THE NORTHEAST LINE OF THE 100 FOOT ST. LOUIS SOUTHWESTERN RAILWAY COMPANY RIGHT-OF-WAY.

  
RONALD A. YOUNG  
REGISTERED PROFESSIONAL LAND SURVEYOR  
TEXAS REG. NO. 2960

COUNTY : DALLAS  
ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
PARCEL : 7

*Ronald A. Young*  
RONALD A. YOUNG  
REGISTERED PROFESSIONAL LAND SURVEYOR  
TEXAS REG. NO. 2960



LANDMARK BOULEVARD

QUORUM ADDITION  
BLOCK 3  
V. 79100, P. 1835 DRDCT

QUORUM WEST ADDITION  
BLOCK 3  
V. 81005, P. 1454 DRDCT

TOWN OF ADDISON  
CITY OF FARMERS  
BRANCH

TOWN OF ADDISON  
CITY OF FARMERS  
BRANCH

LOT 1, BLOCK 1

ANDERSON & WHITE ADDITION  
V. 933, P. 883 DRDCT

LOT 2, BLOCK 1

POINT OF COMMENCING

POINT OF BEGINNING

PARCEL 5

PARCEL 4

PARCEL 6

D. P. & L. CO. R.O.W.  
(V. 4817, P. 375)

ST. LOUIS & SOUTHWESTERN  
RAILWAY COMPANY

ST. LOUIS & SOUTHWESTERN  
RAILWAY COMPANY

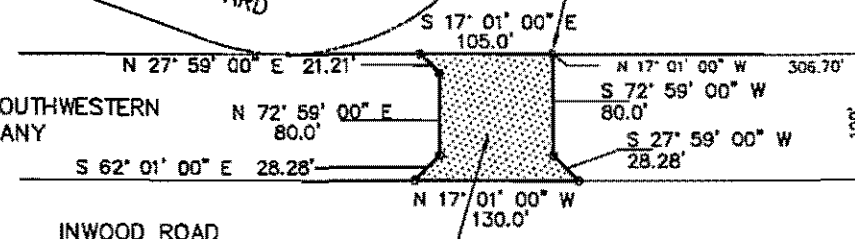
INWOOD ROAD

INWOOD ROAD

PARCEL 7  
(9512.50 S.F.)

2572' TO RAILROAD MP 589.74

TOWN OF ADDISON  
CITY OF FARMERS  
BRANCH



Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
577	8/23 10:49AM	1'04"	402 997 3601	Send.....	3/ 3	EC144	Completed.....

Total 1'04" Pages Sent: 3 Pages Printed: 0

TOWN OF  
**ADDISON**

**PUBLIC WORKS**

To: Roland Wedge

From: Jim Pierce, P.E.  
Assistant City Engineer  
Phone: 972/450-2879  
FAX: 972/450-2834  
jpierce@ci.addison.tx.us

Company: Union Pacific

FAX #: 1-402-997-3601

Date: 8-23-00

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

# of pages (including cover): 3

Re: Inwood/S. Quorum RR Crossing

- Original in mail   
 Per your request   
 FYI   
 Call me

Comments:

The attached parcel map &  
descriptor can be used for  
appraisal purposes. The actual  
crossing location has shifted a little  
but dimensions, etc will remain  
essentially the same. Please  
continue with your assessment & offer.  
I have the final map ordered.

Thanks,

Jim

Called  
7-10-00 Roland Wedige 402-997-3620  
# 1829-45 (Fax 402-997-3601)  
Todd Cecil — DGNO contact

Going out for approvals on  
Arapahoe Rd. Extn -  
S. Quorum Crossing -

Has our crossing report  
One point of contact ok? Yes - with Roland W.  
DGNO Leasing the line

Roland will call me back ~~next~~ this week. If not,  
OK to call him Monday.

On next call -

We are ready to construct on  
S. Quorum. Plans are complete

Please give us your compensation  
requirements

Late July - R.W. on vacation.

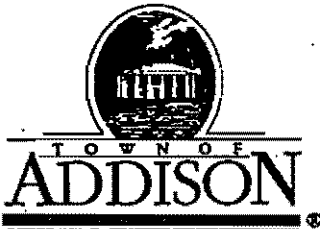
8/3 - Called R.W. out of office until 8/7

8/7 - Mike called this week - on vacation

8/18 JEP called, got voice mail, left word to call.

8/21 " " " " " " " " " "

9/19 " " " " " " " " " "



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

July 10, 2000

1-402-997-3620

Mr. Roland Wedige  
Union Pacific Railroad  
1800 Farnam  
Omaha, Nebraska 68102

Re: Railroad Crossings of Addison Branch at Arapaho Road Extension, and  
Inwood/S.Quorum Connection

Dear Mr. Wedige:

This is to confirm our telephone conversation of this date regarding the above referenced crossings. You are proceeding with obtaining the in-house approvals needed for the crossings. You also agreed that you can serve as the one point of contact for the Town of Addison for the crossing approvals and that you would coordinate with DGNO.

I also wanted to explain that the Inwood/S.Quorum crossing is our top priority. The engineering plans are essentially complete and the money is available to build the crossing. We just need your compensation package proposal and the approval to go ahead.

I look forward to hearing from you soon. Please give me a call at 972-450-2879 if you have any questions or require any additional information.

Very truly yours,

Town of Addison

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

cc: Chris Terry, Assistant City Manager  
Michael E. Murphy, P.E., Director of Public Works

*Mike - I have been calling R. Wedige. He has been on vacation and out of town. He is due back Aug 7<sup>th</sup>.*

*If you would like to make a follow up call, please do so.*

*Mike called the week of Aug 7 - on vacation*

*Jim*

6-26-00

Roland Wedige ← 402-997-3620  
→ Waah-dee

Wae-dee

Handles all crossing requests  
very overloaded

Got info from Engr Report -

Got both crossing requests in his  
data base.

Working on in house approval sign-offs  
He will request a  
Status Report from all depts -

Status of DGNO

They are the lease line

They have to sign off on the agreement  
(3 way agreement)  
Todd Cecil / Rail ~~to~~ America  
contact.

Hear back - 1<sup>st</sup> next week

\* ? Who owns the rail yard - -DART-

\* Call Cesar & discuss meeting  
? Is Cesar OK with adding extra storage?

## Jim Pierce

---

**From:** Jim Pierce  
**Sent:** Wednesday, May 17, 2000 9:15 AM  
**To:** Michael Murphy  
**Cc:** Ron Whitehead; Chris Terry  
**Subject:** Inwood/S.Quorum Railroad Crossing

I spoke to Lonnie Blaydes of DART today. LB thinks the Carrollton Rail Yard can be expanded to provide the storage DGNO needs for compensation for the lost storage. Engineering is studying the situation now. Their attention has been diverted because Amtrak's expanded service plans negatively impacts DGNO's freight business somehow. Amtrak will be hauling more freight along with its passengers. LB will be gone the month of June and he wants to have our storage issue resolved before he goes.

I asked about DGNO's lease on the Farmers Branch spur. LB said there are two conditions to consider: 1. DART/DGNO agreement, but, more importantly, 2. There is a right to serve, or trackage right, which is based in Federal Regulations, which says that as long as there are customers, they will have freight service.

Jim Pierce, P.E.  
Assistant City Engineer  
PO Box 9010  
Addison, TX 75001-9010  
972-450-2879

- 5-25-00 Placed call to LB. Left voice mail message.
- 5-26-00 LB returned my call and left me a voice mail
- 5-30-00 Returned call to L.B. He will be out for the month of June but he will get his messages.
- 6-7-00 Spoke with Jan Seidner re Carrollton yard storage. It may be feasible to extend the track to the east. There is a culvert & a pond involved. I suggested we meet at site with Carrollton people and see what can be done. Jan will set up the meeting. Mark Guy is the asst CM involved.



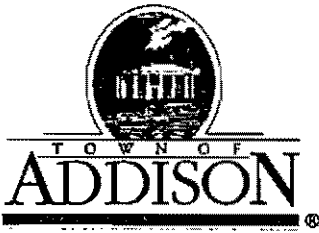
4-27-06

Called David Eyerman

They are working on their requirements as per Mike's letter.

David wants to confer with Lonnie re use of Carrollton yard for expansion. If Lonnie says OK - then David will schedule a trip to the yard with us

JSP



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

April 21, 2000

Mr. David C. Eyerman  
General Manager  
Dallas, Garland & Northeastern Railroad  
425 North 5<sup>th</sup> Street  
Garland, TX 75040

972-487-8180

Ext 207

Re: Inwood Road Railroad Crossing

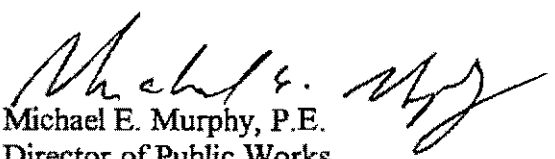
Dear Mr. Eyermann:

It certainly was a pleasure making your acquaintance at our meeting in Carrollton. I believe we made progress toward finding a solution to your storage needs that result from our making the Inwood Road crossing. (Reference Jim Pierce's letter of 4-13-00 to Lonnie Blaydes). Jim and I would like a tour of your Carrollton Yard sometime soon to get an idea of the lay of the land.

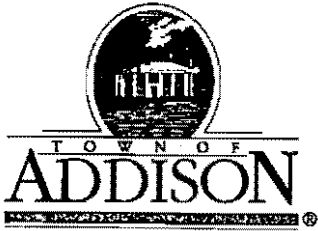
In an attempt to keep this project moving forward, we would like to begin crafting an agreement between DGNO and the Town of Addison related to the proposed crossing. Therefore, we request that you present your requirements to us in writing, as they relate to the replacement of lost storage, as well as present your requirements related to loss of efficiency.

We look forward to working with you on this project. Please call me at 972-450-2871 at any time you have a question, or need more information.

Very truly yours,

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

Cc: Chris Terry, Assistant City Manager  
Jim Pierce, P.E., Assistant City Engineer



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

April 13, 2000

Mr. Lonnie E. Blaydes, Jr.  
Vice President, Commuter Rail & Railroad Management  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-7210

*214-749-3008*

Re: Railroad Crossing at Inwood Road

Dear Mr. Blaydes:

On April 12, 2000, Ron Whitehead, Mike Murphy and I attended a meeting at Carrollton City Hall with the Mayor of Carrollton, Carrollton staff, members of your staff and David Eyermann. The first part of the meeting was devoted to a discussion of establishing "quiet zones" in accordance with proposed regulations. However, the second part of the meeting, (separate from the first part), and the subject of this letter, focused on the Town of Addison's proposed railroad crossing at Inwood Road.

Jan Seidner, Noma Bulot and David Eyermann had just finished a high rail trip looking for storage space to replace that lost by the proposed crossing. Their report of the trip was not encouraging. However, after further consideration, the discussion turned more positive regarding two possible solutions. One would be for storage track to be constructed on the south side of the main line between the wye, and just west of Marsh Lane. Jan said she would run this idea by the planning and engineering group to see if it would be compatible with future rail activities.

The other idea was expansion of the Carrollton yard. David said that some culvert work would be needed for an expansion to take place but that may be very feasible. Perhaps one, or a combination of both of these ideas would provide the solution needed.

I will give you a call in a few days so that we can discuss this matter further. Thanks for your help.

Very truly yours,

Town of Addison

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

- cc: Ron Whitehead, City Manager
- Chris Terry, Assistant City Manager
- Michael E. Murphy, P.E., Acting Director of Public Works
- David Eyermann, General Manager, DGNO

*4-21-00*  
*Still looking @ S. side &*  
*main line in Carrollton*  
*Transit on N side in*  
*future. Something*  
*could be put on the N.*  
*side, but it would have*  
*to be taken up in the*  
*future. Carrollton yard*  
*expansion may/may not work. Should*  
*know something in 10 days.*

Inwood/S. Quorum RR crossing.

4-7-00

Telecon from Lonnie Blaydes

214-749-3008

Have met with Eyermann

Hard to find enough space between crossings.  
There is some space further east, but not desirable

Jan, Ume, will

Get out on the high rail & look  
up and down the <sup>at hand</sup> corridor.  
Where off corridor?

Will find something

DNGO & DART have a very good  
relationship. DNGO "owes" DART  
one — "ows" DART a lot. Therefore,  
Lonnie is confident the problem can  
be resolved.

I advised this is a high priority  
project for us. Lonnie will give me  
a status report in a week.

Inwood/S. Quorum crossing is the  
most difficult, operationally.

## Jim Pierce

---

**From:** Jim Pierce  
**Sent:** Wednesday, March 22, 2000 10:09 AM  
**To:** Randy Moravec; Elaine DiFiglia  
**Cc:** Chris Terry; Michael Murphy  
**Subject:** FW: DART/Galleria Spur

Randy, Elaine: Can you get me the answer to Ron's question about how much we have contributed to DART since its inception? Thanks, Jim.

-----Original Message-----

**From:** Ron Whitehead  
**Sent:** Tuesday, March 21, 2000 10:52 PM  
**To:** Jim Pierce  
**Subject:** RE: DART/Galleria Spur

Jim, We have always known it would be expensive, but more expensive than row's they have purchased in other places? Jim can you ask Randy or Elaine to provide us with information on how much we have contributed to DART since it's inception? Also, has anyone mentioned to you that we are receiving numerous complaints from both office tenants and residents about the increase traffic on this line and the constant blowing of horns. We need to visit about this when I get back. This is a problem on a number of fronts. Thanks, Ron

-----Original Message-----

**From:** Jim Pierce  
**Sent:** Tuesday, March 21, 2000 8:39 AM  
**To:** Ron Whitehead  
**Cc:** Chris Terry; Michael Murphy  
**Subject:** DART/Galleria Spur

I spoke with Lonnie Blaydes of DART (214-749-3008) today regarding RR crossing issues. He made the statement that DART has had some interest in purchasing the Galleria Spur and that he would be talking to the Union Pacific people soon about additional ROW purchases. I told him about your vision of that ROW possibly having some future use in a people mover system and that it should be acquired. Lonnie stated UP would want a high price because of the real estate value alone. Thought you might want to follow up on this with your contacts.

Jim Pierce, P.E.  
Assistant City Engineer  
PO Box 9010  
Addison, TX 75001-9010  
972-450-2879

<u>FISCAL YEAR</u>	<u>TOTAL PORTION OF SALES TAX TO DART (.01)</u>	<u>TOTAL DART REVENUES COLLECTED</u>
1984	\$2,575,178	
1985	4,022,959	
1986	3,727,201	
1987	3,463,984	
1988	4,249,785	
1989	5,269,870	
1990	5,612,981	\$56,967
1991	5,458,465	31,340
1992	5,701,777	23,964
1993	6,858,307	345,788
1994	7,274,264	1,255,747
1995	7,929,673	464,134
1996	7,959,600	1,221,326
1997	8,462,674	1,213,327
1998	8,669,612	1,011,056
1999	8,997,600	4,466,283
	<u>\$96,233,930</u>	<u>\$10,089,932</u>

Inwood/S. Quorum  
RR Crossing

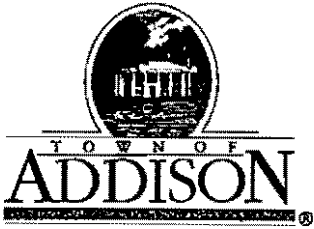
3-21-00

Spoke with Lonnie Blaydes  
Lonnie will speak with Eyermann directly  
about the storage issue. He is in  
contact with Eyermann almost daily.  
He thinks he will be able to find the  
storage needed. He also stated there  
were some spurs in the system that  
could be connected in various places that  
would increase efficiency & satisfy that  
issue.

He said he would get back to me  
soon. He will be out next week. I will  
follow up the week of April 3.

I will send him some maps showing  
where we want to cross

3-28-00 followed up with Lonnie - Out of town this week. Left word.  
4-4-00 Called Lonnie. Left voice mail message.



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

March 21, 2000

Mr. Lonnie Blaydes  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-7210

Re: Galleria Spur Railroad Crossings

Dear Mr. Blaydes:

It was a pleasure talking with you today and nice to know you are willing to help us obtain the railroad crossing rights we need for our Arapaho Road and Quorum Drive crossings. I have enclosed two copies of a map showing the location of those crossings.

More specifically, the Quorum Drive Crossing will go across track that is presently used for storage by the Dallas Garland Northeastern Railroad (DGNR). Consequently, they are asking for storage elsewhere in the system to compensate for this loss, plus additional storage to compensate them for loss of efficiency.

You stated that you frequently meet with David Eyermann, and others, with DGNR, and that you would discuss the storage issue with them and try to identify areas along the various rights-of-way that may be suitable for additional storage.

We appreciate your help in this matter. Please contact either Mike Murphy, Acting Director of Public Works at 972-450-2878 or me at 972-450-2879 as soon as you have some information or results to report.

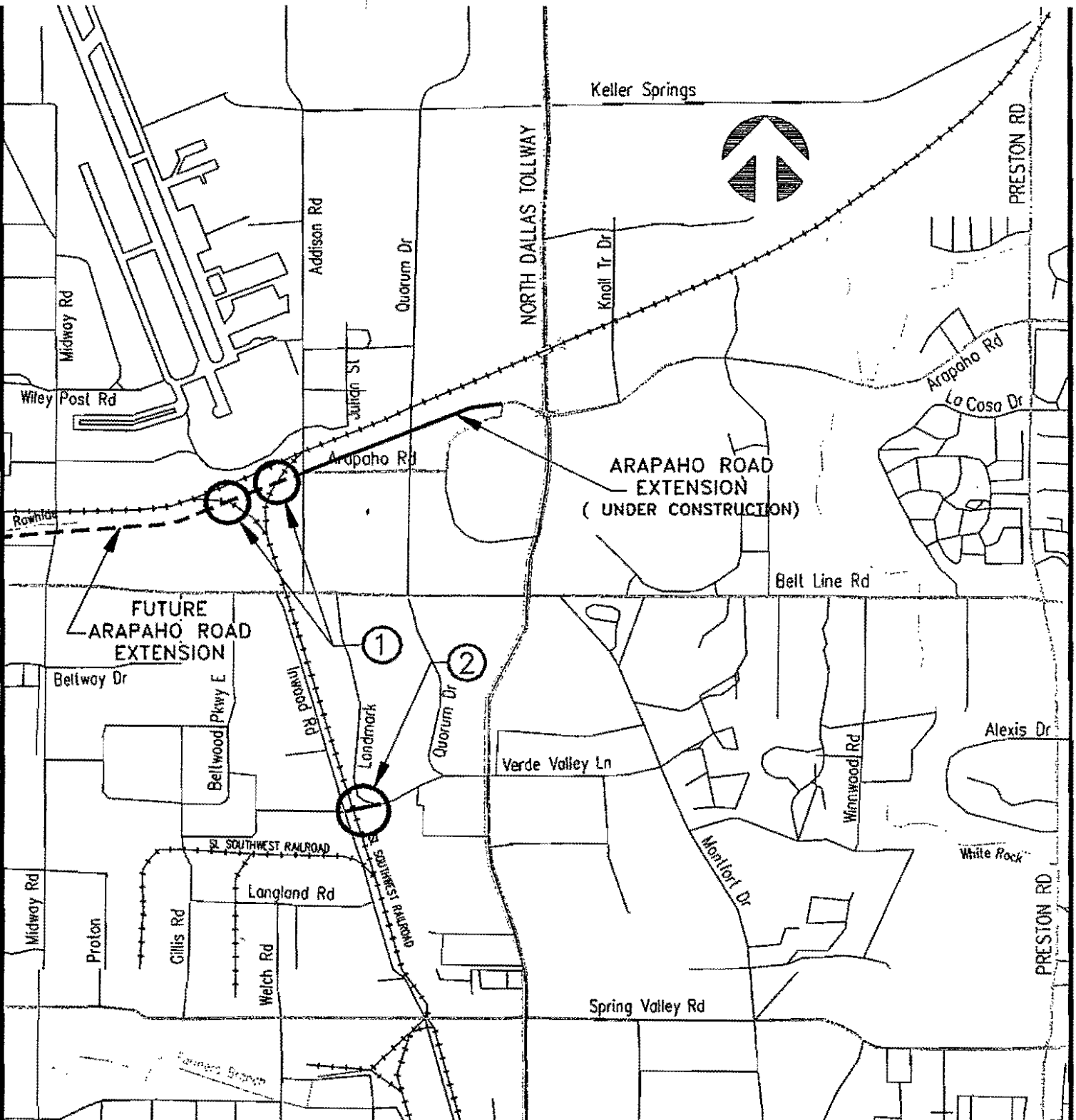
Very truly yours,

Town of Addison

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

cc: Chris Terry, Assistant City Manager  
Michael E. Murphy, P.E., Acting Director of Public Works





- ① ARAPAHO ROAD CROSSING
- ② QUORUM DRIVE CROSSING

**GBW** **Grantham, Burgs & Waldbeaver**  
**Engineers, Inc.**

**PROPOSED  
RAILROAD CROSSINGS  
TOWN OF ADDISON  
EXHIBIT A**

**Jim Pierce**

---

**From:** Ron Lee  
**Sent:** Wednesday, March 15, 2000 3:10 PM  
**To:** Jim Pierce  
**Subject:** Measurements

Jim, here are the measurements for the railroad right-of-way along Inwood Rd.:

Center of tracks to back-of-curb- approx. 58 feet

Center of tracks to start (back) of landscaping- approx. 29 feet

*Ron Lee*

<b>FISCAL YEAR</b>	<b>TOTAL PORTION OF SALES TAX TO DART (.01)</b>	<b>TOTAL DART REVENUES COLLECTED</b>
1984	\$2,575,178	
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1996	7,959,600	1,221,326
1997	8,462,674	1,213,327
1998	8,669,612	1,011,056
1999	8,997,600	4,466,283
	<u>\$96,233,930</u>	<u>\$10,089,932</u>

Cell Phone:  
972-816-6245

2-28-00

David Eyermann

972-487-8180

X 207

Status with you of crossings

1. "Wye" crossing for Arapaho Rd

2. Inwood/S. Quorum crossing

- Have a copy of July letter John wrote - did you meet with him after that?

Who do we need to do to get crossing rights?

Met with John

Has a ~~prob~~ prob with crossing - but "OK" with it.  
Losing out of storage

2 ~~exp~~ storage tracks  
1 main track

New Crossing -

Approach units being lost

250' each side + crossing section

a lot of inefficiencies - need to be compensated - build storage somewhere else - to replace track lost.

ALSO, Compensation for inefficiency (Real estate people want cash, Eyermann wants more storage track)

Dallas  
Garland  
N.E.  
R.R.

Preferred - Double ended situation for storage  
Arapho wye crossing  
Relocate Greek folks

Need track cost somewhere  
Rather have storage than cash  
Talked to Lonnie Blades - Dart  
Dart owns most of ROW  
where will the light rail tracks be?  
(have 4 customers in Farmers Branch)

Issues

1. Location for DGNV
2. DART's future use

2500 feet of track + 2500' more <sup>compensation</sup>  
5000 " " " to be cost

@ \$75/ft cost est = \$375,000

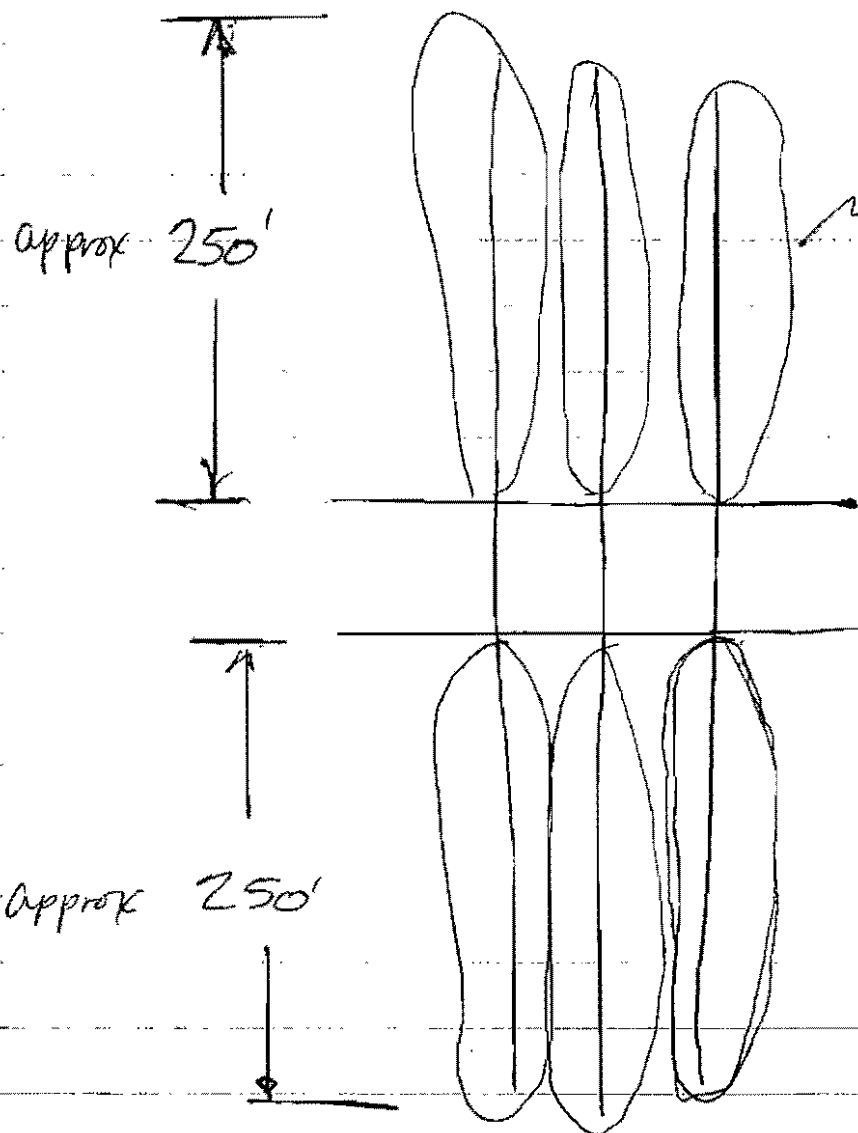
Worst place to put a crossing w/out his yard

Contact:

Todd Cecil - Rail America - 210-844-7657  
Parent of DNGR

~~Donna P.~~

May be some room in east yard beside  
Inwood Rd but David thinks all that  
ROW is used up.



Area "lost" for  
storage due to  
signalization etc  
@ crossing

RR  
Crossing

From the desk of

**Rae Armstrong**

**Tax Assistant**

Town of Addison  
5350 Belt Line Road  
P.O. Box 9009  
Addison, Texas 75001  
(972) 450-7082  
(972) 450-7096 FAX

Date:

DCAD Commercial  
Division Manager  
Bill Holland, Mgr.  
(214) 637-2194  
John Threadgill, Asst Mgr

Addison!

RAILROAD CROSSING for S. QUOKUM ACCESS  
CROSSING @ INWOOD RD

Union Pacific R.R. - Track Owner

Rail America - Parent of DGNR  
Todd Cecil 210-841-7657

DGNR - Operator on the Track  
David Eyer mann 972-487-8180, x 207  
Have 4 customers in F.R.

NEW STEP. SET-UP MCG. 7  
DART - owns main line -  
Possible storage along main line  
Discuss with Lonnie Blades

May be some storage parallel  
with Inwood Rd - Investigate

DGNR - Requires storage to compensate for  
lost storage

Desires additional storage to compensate  
for lost efficiency

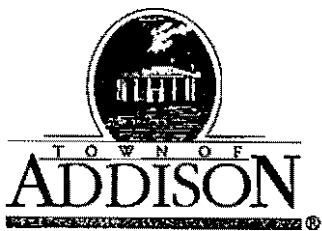
Prefers "Double Ended" Location for storage

? HOW MUCH STORAGE IS ACCEPTABLE TO DGNR.

? LOCATION OF POTENTIAL SITES

Mark  
1st part  
2nd part  
3rd part





**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

November 3, 1999

Mr. Roland Wedige  
Union Pacific Railroad  
1800 Farnam  
Omaha, Nebraska 68102

402-997-3620

Re: Railroad Crossing Study for Two Proposed Railroad Crossings, January, 1999

Dear Mr. Wedige:

It is my understanding that Mr. Todd Cecil of the Dallas Garland Northeastern Railroad (DNGR) has forwarded a copy of the above referenced report to you, but for some reason you may have not received the report. Therefore, this is to transmit a copy directly for your use.

I would also like to inform you that Mr. Dave Eyerman, Assistant General Manager, DGNR, has advised me that that from an operational standpoint, they have no objection to the two proposed railroad crossings.

The Town of Addison respectfully requests approval from the Union Pacific Railroad to cross the Galleria Spur, at grade, in the proposed locations.

Please give me a call at 972-450-2871 if you have any questions or require any additional information. Or, if you feel it would be appropriate, I would be glad to meet with you at your earliest convenience.

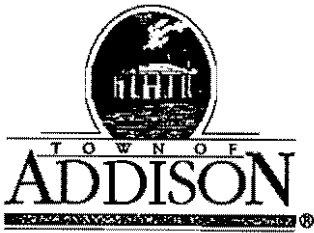
Very truly yours,

Town of Addison

John Baumgartner, P.E.  
Director of Public Works

cc: Chris Terry, Assistant City Manager  
James C. Pierce, Jr., P.E., Assistant City Engineer  
Dave Eyerman

Enclosure



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

October 22, 1999

Mr. David Eyerman  
Assistant General Manager  
Dallas Garland Northeastern Railroad  
425 North 5<sup>th</sup> Street  
Garland, TX 75040

Re: Railroad Crossing Study for Two Proposed Railroad Crossings, January, 1999

Dear Mr. Eyerman:

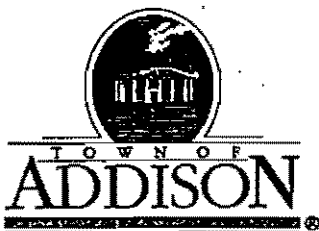
This is to transmit an additional copy of the above referenced report for your use. This project is moving ahead and we now have the project under design. Any assistance you can give us with your real estate department to acquire the crossing we need will be greatly appreciated.

Please call me at 972-450-2871 if you have any questions or need any additional information.

Sincerely,

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

Cc: Chris Terry, Assistant City Manager  
Jim Pierce, P.E., Assistant City Engineer



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

July 7, 1999

Mr. David Eyerman  
Assistant General Manager  
Dallas Garland Northeastern Railroad  
425 North 5<sup>th</sup> Street  
Garland, Texas 75040

Re: Railroad Crossing Study for Two Proposed Railroad Crossings

Dear Mr. Eyerman:

Please find attached a copy of the Town of Addison's Railroad Crossing Study prepared January 1999. This plan details the Town's need to obtain the right to cross the Galleria Spur at-grade in two locations. We have coordinated with the Union Pacific Railroad, (Mr. Steve Martchenke) and he has indicated that they would work with us regarding the crossings.

The Town respectfully requests authorization from the Dallas Garland Northeastern Railroad (DGNO) to cross the Galleria Spur at-grade in the proposed locations. Prior to receiving your answer, I would like to schedule time in July to meet with you so you can understand the constraints that we are working with.

Your consideration of our request is appreciated. Please call me at 972/450-2871 if you have any questions or need any additional information.

Sincerely,

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

cc: Jim Pierce, Assistant City Engineer  
Chris Terry, Assistant City Manager  
Ron Whitehead, City Manager

# Railroad Crossing(s)

5-13-99

\$ 100 per ft width for crossings  
set

+ 150,000 K for crossing arms & misc

+ 30K ea triple track + 30K concrete

plus land for Arapaho II/III <sup>crossing</sup>

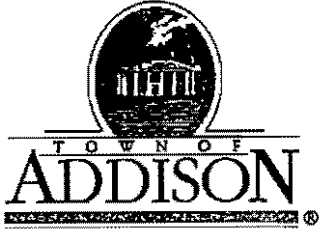
plus relocate Buck yard

from Marchentke

plus short haul costs

800

100



**PUBLIC WORKS DEPARTMENT**

(972) 450-2871

Post Office Box 9010 Addison, Texas 75001-9010

16801 Westgrove

March 9, 1999

Mr. Steve Martchenke  
101 S. Watson  
Arlington, Texas 76010

Re: Railroad Crossing Study for Two Proposed Railroad Crossings

Dear Mr. Martchenke:

Please find attached two copies of the Town of Addison's Railroad Crossing Study prepared January 1999. This plan details the Town's need to obtain the right to cross the Galleria Spur at-grade in two locations.

The Town respectfully requests authorization to cross the Galleria Spur at-grade in the proposed locations. Prior to receiving your answer, I would like to schedule time in March to meet with you so you can understand the constraints that we are working with.

Your consideration of our request is appreciated. Please call me at 972/450-2871 if you have any questions or need any additional information.

Sincerely,

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

cc: Jim Pierce, Assistant City Engineer  
Ron Whitehead, City Manager

*Jim - You might want this. John*

# FAX

Date: 2-11-99

Page 1 of 5

To: John Baumgartner

Fax: \_\_\_\_\_

From: Elaine Difiglia, Town of Addison Finance Dept.

Town of Addison  
PO Box 9009  
Addison, Texas 75001-9009  
5350 Belt Line Road  
Addison, Texas 75240  
(972) 450-7080 Fax (972) 450-7096

*Addison!*

- For your information/files
- Review & comment
- Call me at your convenience to discuss
- Per your request
- Sign and return

Comments:

*John - This is the only accounts I have on the top roll pertaining to the railroad. Let me know if I need to search further.*

pts21 CCSPT 1.1  
COMMENTS

Property Tax Inquiry

02/11 09:52

# 1

DCAD# 10STLOUISSWDART00  
Acct# 0000000077251

Prop Addr 15400 QUORUM DR  
Owner ST LOUIS S W RAILWAY CO

(P1)

Property Information

- 1 3.94 MILES OF CORRIDOR
- 2 39.69 ACRES
- 3 ADDISON CITY
- 4
- 5

SPTB Code J51  
 Tx Cslt Cd  
 Mrtg Code  
 Mrtg Year  
 City Authority Code  
 County Authority Code  
 ISD Authority Code  
 Assessment Year 98

Exemptions		Valuations		
Cd	Value	Type	Value	
MS	0	Ttl Land	210510	Totally Exempt Code
65	0	Ttl Imprv	0	Special Assess Code
DP	0	Ttl Market	210510	Special Assess Value
DV	0	Ttl Taxable	210510	Split Exempt Pct
AG	0			

Display? (/ ? PI EX MI LU AR BI CR RF)

# 7-A

pts21 CCSPT 1.1

Property Tax Inquiry

02/11 09:52

COMMENTS

DCAD# 10STLOUISSWDART00  
Acct# 00000000077251

Prop Addr 15400 QUORUM DR  
Owner ST LOUIS S W RAILWAY CO

(MI)

Miscellaneous Information

Owner

Property

Addr1 PROPERTY TAX DEPT  
Addr2 1700 FARNAM ST FL 10  
Addr3  
Addr4  
Addr5 OMAHA, NE  
Zip OMAHA, NE 68102-2002

Addr 15400 QUORUM DR  
Zip ADDISON, TX 75001

Ln# Comments

001 DEED TRANSFER REPT 6/1/97 CHANGED MAILING ADDR FROM HOUSTON  
002 TO COLORADO, PROPERTY ADDR TO 15400 QUORUM DR

Ln# Delinquent Comments

Display? (/ ? PI EX MI LU AR BI CR RF)



# 2

pts21 CCSPT 1.1

Property Tax Inquiry

02/11 09:52

COMMENTS

DCAD# 10STLOUISSWRAIL00

Prop Addr ADDISON

Acct# 05000000001000

Owner ST LOUIS S W RAILWAY CO

(PI)

Property Information

Legal Description

1 2.36 MILES OF CORRIDOR

2 39.69 ACRES

3 ADDISON CITY

4

5

SPTB Code J51

Tx Cslt Cd

Mrtg Code

Mrtg Year

City Authority Code

County Authority Code

ISD Authority Code

Assessment Year 98

Exemptions		Valueations			
Cd	Value	Type	Value		
HS	0	Ttl Land	106640	Totally Exempt Code	
65	0	Ttl Imprv	0	Special Assess Code	
DP	0	Ttl Market	106640	Special Assess Value	0
DV	0	Ttl Taxable	106640	Split Exempt Pct	0
AG	0				

Display? (/ ? PI EX MI LU AR BI CR RF)

#2-A

pts21 CCSPT 1.1

Property Tax Inquiry

02/11 09:52

COMMENTS

DCAD# 10STLOUISSWRAIL00  
Acct# 05000000001000

Prop Addr ADDISON  
Owner ST LOUIS S W RAILWAY CO

(MI)		Miscellaneous Information		
	Owner		Property	
Addr1	PROPERTY TAX DEPT		Addr	ADDISON
Addr2	1700 FARNAM ST FL 10		Zip	
Addr3				
Addr4				
Addr5	OMAHA, NE			
Zip	OMAHA, NE 68102-2002			

Ln# Comments  
001 MOWING CHARGES OF \$3,418 DUE ON THIS ACCT

Ln# Delinquent Comments

Display? (/ ? PI EX MI LU AR BI CR RF)

**CITY MANAGER'S PRIORITY PROJECTS - 1999**

**ACQUISITION OF THE ARAPAHO ROAD PHASE II/III & SOUTH QUORUM  
RAILROAD CROSSINGS**

**January 26, 1999**

**Project Manager:** John R. Baumgartner, P.E.

**Mission:** Secure the rights to cross the Galleria Spur from the Union Pacific Railroad for Arapaho Road Phase II/III and the South Quorum Connection.

<b>Tasks:</b>	<b>Deadline Date:</b>
1. Complete Crossing Report. This report is being updated by GBW Engineering.	February 12, 1999
2. Send letter and report to the Union Pacific Railroad (Cheryl Kinkel - 402/997-3620) requesting permission to cross. John Baumgartner will draft letter.	February 19, 1999
3. Schedule meeting with Cheryl Kinkel to discuss the request. Invite her to Dallas if not go to Omaha, Nebraska with John Baumgartner, Ron Whitehead and Mayor Beckert(?). John Baumgartner will schedule the meeting.	March 19, 1999
4. Have the crossings appraised assuming a negative response from the railroad. Start appraisals April 9, 1999. Marlin Blake will prepare appraisals.	June 8, 1999
5. Obtain permission from the Council to make offer to the railroad based on the appraised value at the City Council meeting. John Baumgartner will prepare formal offer letter with assistance from legal counsel.	June 22, 1999
6. File condemnation suit after Council meeting. Legal counsel will prepare and file.	August 11, 1999
7. Schedule special commissioners hearing. Legal counsel will schedule hearing.	November 19, 1999
8. Pay for the award and take possession.	December 31, 1999

**Potential Hurdles:**

1. Scheduling meeting with Cheryl Kinkel, Ron Whitehead and/or the Mayor.
2. The Union Pacific could object to our power of eminent domain and delay any action because their rights take precedent over our or request a federal venue because of interstate commerce issues.
3. After obtaining right to cross we may need to work out agreements regarding signalization/safety protection.
4. There is not a significant funding source for the Arapaho Road Project to pay for crossing rights.
5. Scheduling the eminent domain hearing in November may be difficult and cause the hearing to slip to late January, 2000

1-5-99

# Rail trackage deals boost short-haul Garland firm

## RailTex unit gaining access to 200 new customers

By Terry Maxon

Staff Writer of The Dallas Morning News

A local short-haul railroad has become a lot longer after signing deals to use track owned by Union Pacific Railroad, Burlington Northern Santa Fe Corp. and Dallas Area Rapid Transit.

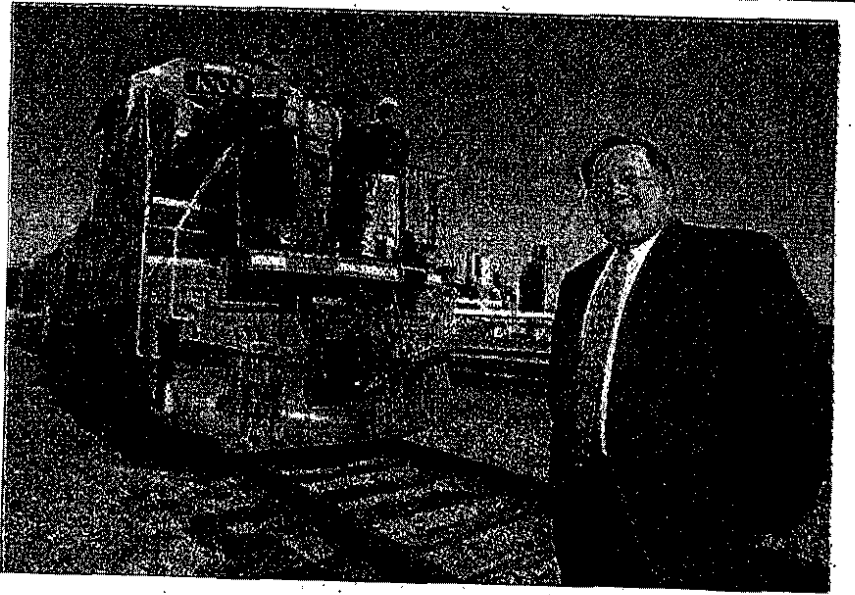
The Dallas, Garland & Northeastern Railroad is leasing 89 miles of track from Union Pacific and DART and picking up "trackage rights" to move its trains over a long stretch of Burlington track.

The new track gives Garland-based DGNO valuable access to more than 200 new customers in Dallas, Irving, Carrollton, Farmers

Branch, Plano, Lewisville and all the way up to Sherman. It will also make DGNO the main railroad for local rail freight traffic in the Dallas area.

Ron Rittenmeyer, president and chief executive of DGNO parent RailTex Inc., said the track deal "was a natural fit" for both RailTex and Union Pacific, the company leasing DGNO the majority of the track. It helps both focus on their strengths, he said.

While Union Pacific must operate a nationwide rail network, DGNO can concentrate on the 294 miles it and sister company Texas Northeastern Railroad will operate with the Please see GARLAND on Page 11D.



The Dallas Morning News: Natalie Caudill

RailTex CEO Ron Rittenmeyer (foreground) says Dallas, Garland & Northeastern Railroad's deal with Union Pacific benefits both firms. DGNR specialists aboard the locomotive are David Lunsford (left) and Mike Alford.

# Garland firm gets lift from rail deals

Continued from Page 1D.

new track.

"Every customer on that 294-mile line is important to us. We're going to treat them with the kind of care and service to help them grow their business, to become much more of a transportation arm for them," he said.

Union Pacific spokesman Mark Davis said the railroad likes to work with short-haul railroads to maintain railroad service rather than downgrade service or abandon a line.

"It's a win-win situation, because UP still gets the long haul [shipping] and at the same time the short-haul operator doesn't have a lot of overhead the major carrier would have," Mr. Davis said.

The new lease "made not only the most sense in terms of efficiency of their [Union Pacific's] operation and our operation," Mr. Rittenmeyer said, "but going forward it gives us a better ability to provide much more of a turnkey or complete service to the entire Dallas area, which is pretty important to us."

The new track being leased goes from downtown Dallas northwest to Carrollton along Union Pacific track. It runs east from Carrollton through Addison to Plano and Wylie along the old Cotton Belt lines, now owned by DART.

DGNO's newly leased line also runs north from Plano along the east side of U.S. Highway 75 to Sherman, using Union Pacific track.

One major user that is glad to keep rail service is Coca-Cola Inc.'s Dallas syrup operations, which needs about 11 tankloads of corn sweetener a day, or about 66 million

gallons a year.

DGNO officials "seem to be committed to understanding our business and putting plans in place that we have uninterrupted service," said Bob Neel, general manager of the Dallas syrup branch.

"For us, rail-car service is kind of like your phone. We can't exist even one day without it doing a major work-around with trucks. The problem is that it takes four trucks to equal one rail car," he said.

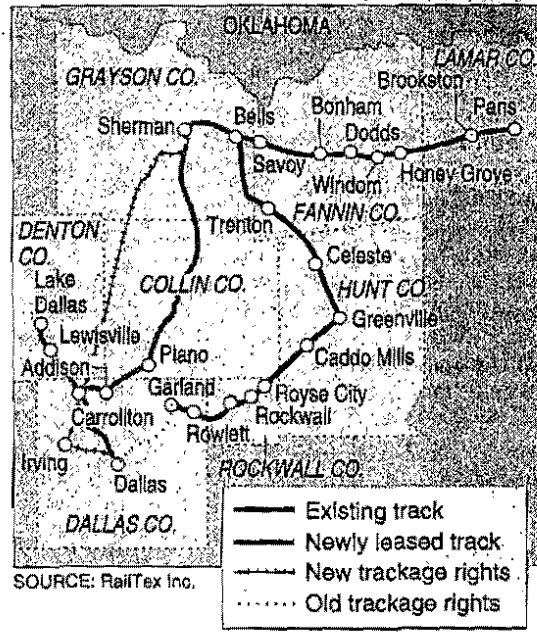
To keep the plant operating with truck deliveries, employees probably would be unloading trucks around the clock, he said. In addition, rail shipping saves Coca-Cola a lot of money, he said.

DGNO also has negotiated trackage rights on the Burlington line from Irving to Sherman through Carrollton. Burlington spokesman Jim Sabourin said the company believes that it is in its best interests to support short-haul railroads.

"Without a doubt, short-line railroads like DGNO serve a critical role in the industry today. The success of large railroads like BNSF is dependent on the success of the short lines," Mr. Sabourin said.

DART currently leases track to DGNO in several stretches in Garland, in the Fair Park-East Dallas area and coming out of the downtown Dallas area.

## RAILTEX INC. LEASES NEW TRACKS, ALMOST DOUBLING DALLAS-AREA PRESENCE



SOURCE: RailTex Inc.

The Dallas Morning News

Lonnie Blaydes, DART's vice president for commuter rail and railroad management, said RailTex has experience working with transit agencies in San Diego and Utah, and DGNO has worked well with DART on the original lines leased from DART.

"The partnership with DGNO to date has been very good," Mr. Blaydes said. "We've been delighted to extend the partnership to the other lines."

DGNO already operated on leased Union Pacific track from downtown Dallas to Garland and northeast to Greenville. It owns a stretch of track that goes northeast from Greenville to connect to the Texas Northeastern at Trenton.

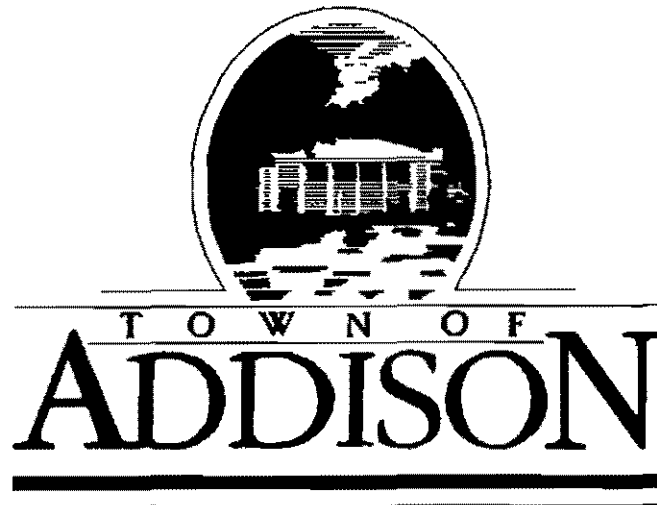
Texas Northeastern operates leased track from Sherman to Paris, and from New Boston to Texarkana. RailTex operates the two railroads largely as a single entity.

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**RAILROAD CROSSING STUDY**  
**FOR**  
**TWO PROPOSED RAILROAD CROSSINGS**

**Prepared for the  
TOWN OF ADDISON**



**Prepared By**

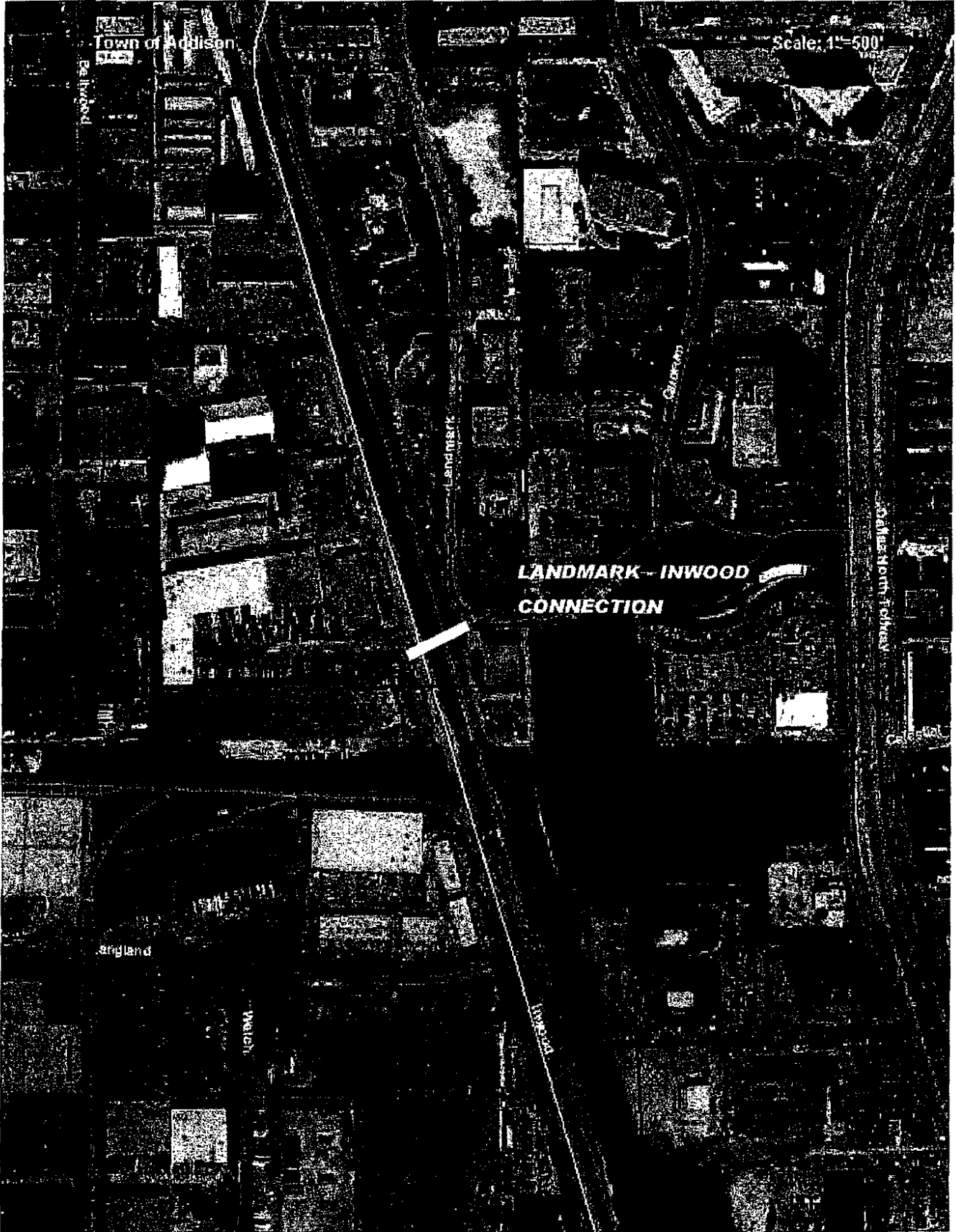


**Grantham, Burge & Waldbauer**

**Engineers, Inc.**

**1919 S. SHILOH ROAD, SUITE 530 - GARLAND, TEXAS**  
**(TEL) 972-840-1916 (FAX) 972-840-2156**

**JANUARY 1999**



Town of Addison

Scale: 1"=500'

**LANDMARK - INWOOD  
CONNECTION**

Landmark

Catherine

Coffey North Street

England

Walter

Landmark

Town of Addison

Scale: 1"=500'

Belvidere

Landmark

Overton

Chillicothe North Parkway

Celestial

**LANDMARK - INWOOD  
CONNECTION**

England

Wentz

Inwood

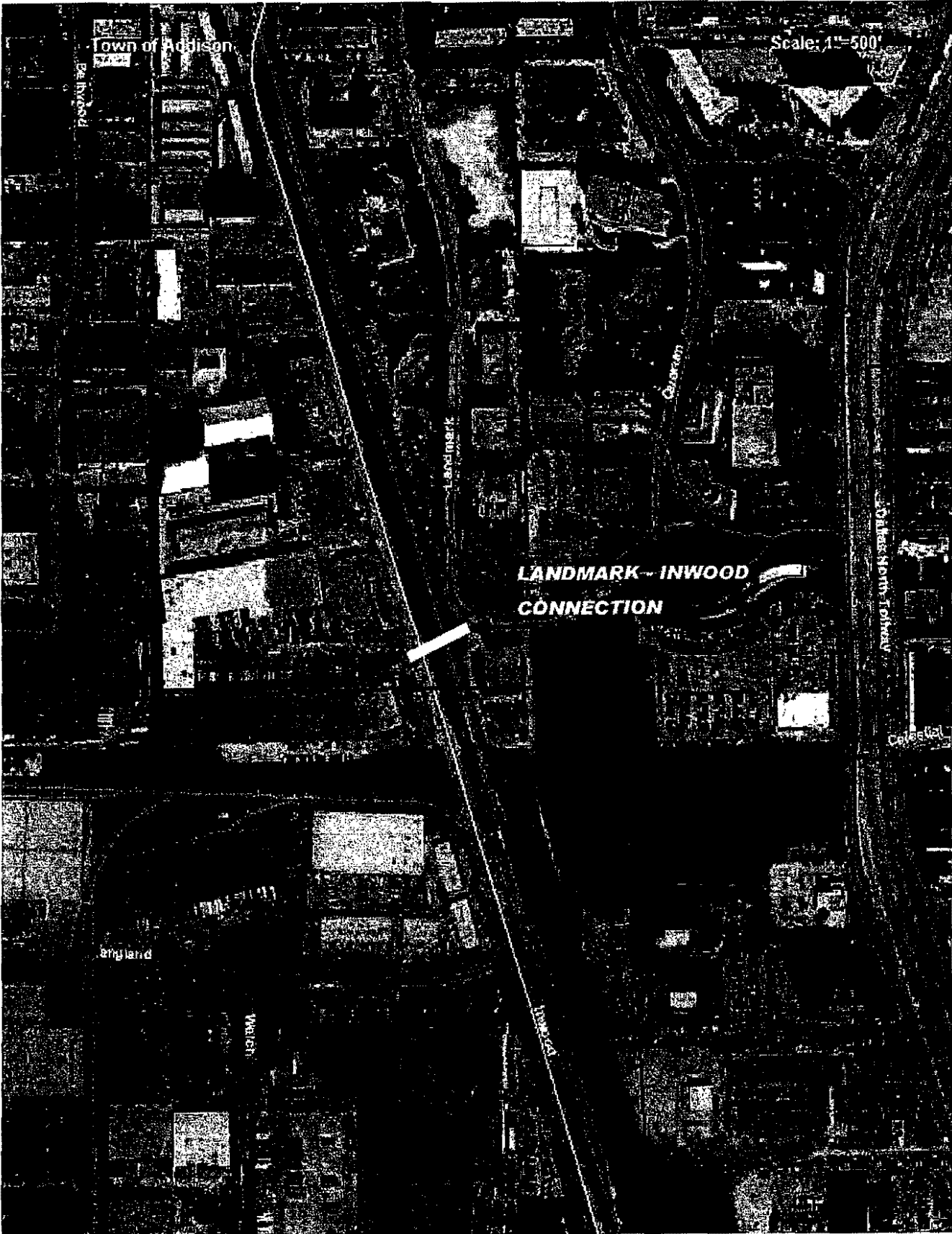




EXHIBIT "A"

COUNTY: DALLAS  
ROADWAY: SOUTH QUORUM/INWOOD CONNECTION  
6' DRAINAGE EASEMENT: DE - 6

DRAINAGE EASEMENT NO. DE - 6

BEING a 243 square foot tract of land situated in the Town of Addison, Dallas County, Texas in the Josiah Pancoast Survey, Abstract No. 1146, and being part of Inwood Park North Addition, an addition to the Town of Addison, Dallas County, Texas Recorded In Volume 79234, Page 0001 Plat Records of Dallas County, Texas, and being more particularly described as follows:

COMMENCING at a found ½ inch iron rod at the Northeast corner of said Lot 3, said point also being on the West Right-Of-Way Line of Inwood Road, (a 60 foot Right-of-Way at this point);


THENCE, South 17°01'00" East, along the West Right-of-Way of Inwood Road, a distance of 309.79 feet to the POINT OF BEGINNING;

THENCE, South 17°01'00" East, along West Right-of-Way of Inwood Road, a distance of 41.35 feet to a point for corner, said point being on Southeast corner of said Lot 3;

THENCE South 89°37'46" West, departing said Right-of-Way of Inwood Road and along the South line of said Lot 3, a distance of 6.26 feet to a point for a corner;

THENCE North 17°01'00" West, parallel to and 6.00 feet from said West Right-of-Way of Inwood Road, a distance of 39.56 feet to a point for a corner;

THENCE North 72°59'00" East, a distance of 6.00 feet to the POINT OF BEGINNING and containing 243 square feet or 0.0056 acres of land, more or less.

 11/11/00

Donald R. Howard, P.E., R.P.L.S.  
Registered Professional Land Surveyor  
Texas Registration No. 2812

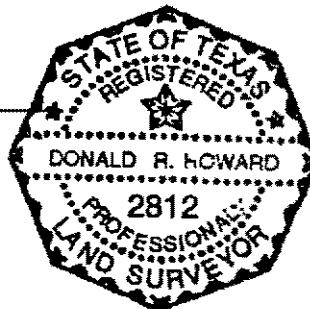
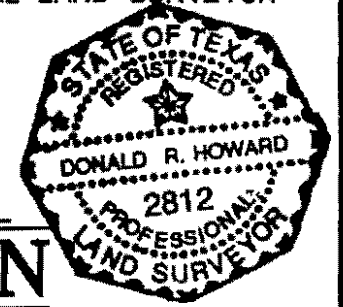


EXHIBIT "B"

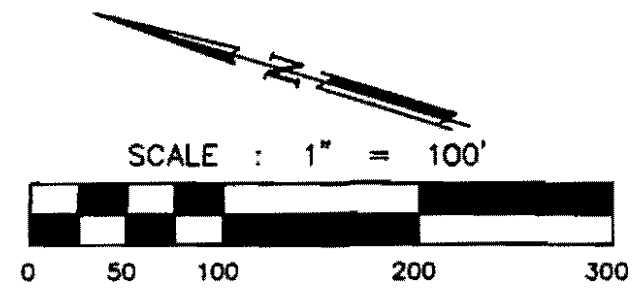
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-6)

*Donald R. Howard*

DONALD R. HOWARD  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 TEXAS REG. NO. 2812



PAGE OF



LINE TABLE

NO.	BEARING	DIST.
1	S17°01'00"E	41.35'
2	S89°37'46"W	6.26'
3	N17°01'00"W	39.57'
4	N72°59'00"E	6.00'

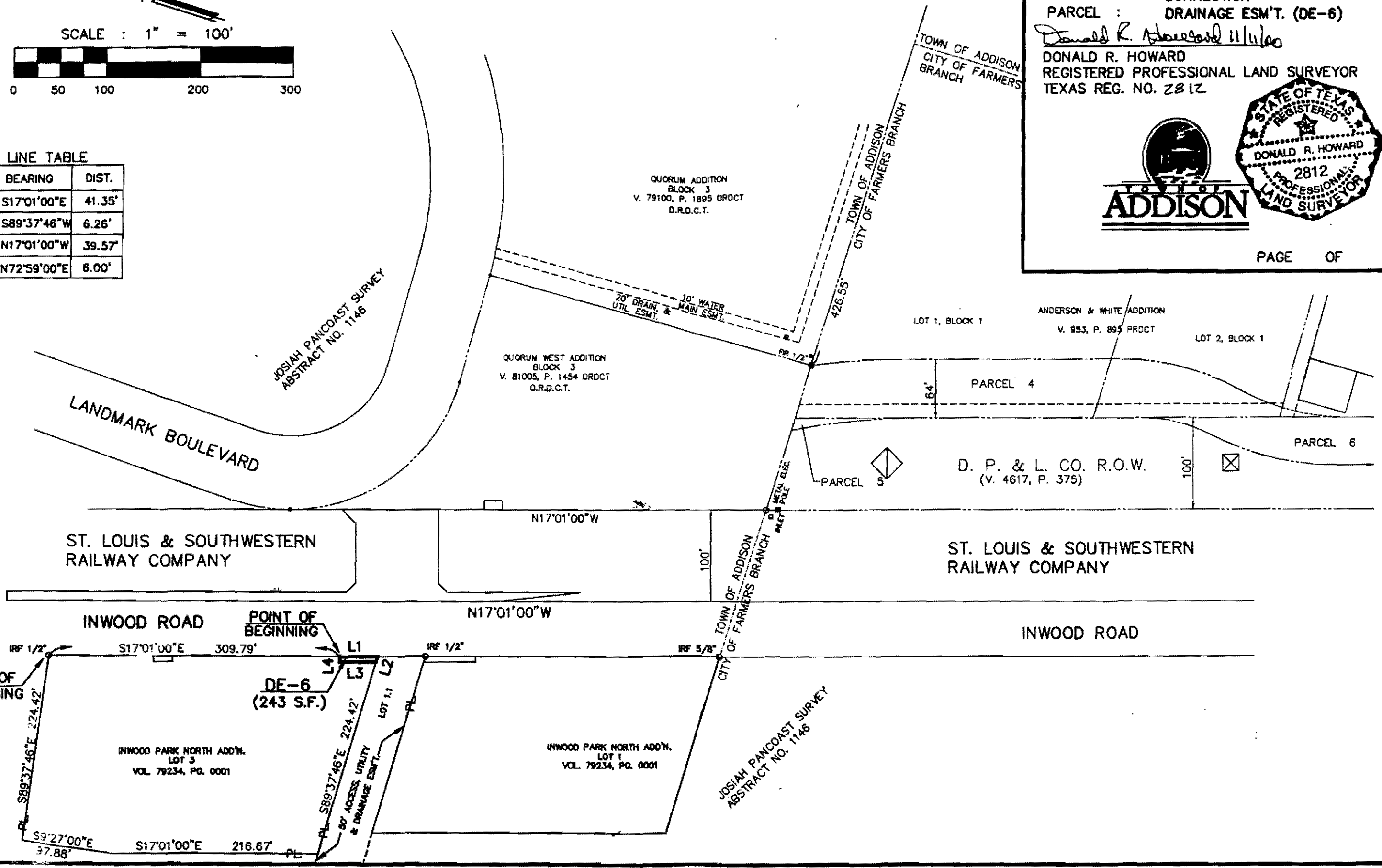
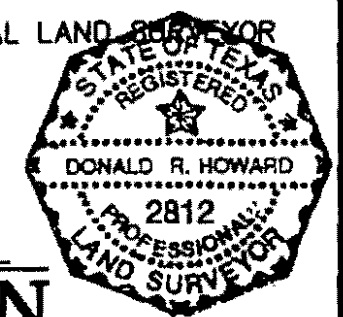


EXHIBIT "B"

COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : ROADWAY ESM'T.(RE-7)

*Donald R. Howard 11/1/00*

DONALD R. HOWARD  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 TEXAS REG. NO. 2812



PAGE OF

SCALE : 1" = 100'



LINE TABLE

NO.	BEARING	DIST.
1	S27°59'00"W	14.14'
2	N72°59'00"E	10.00'
3	S62°01'00"E	14.14'
4	N27°59'00"E	21.21'

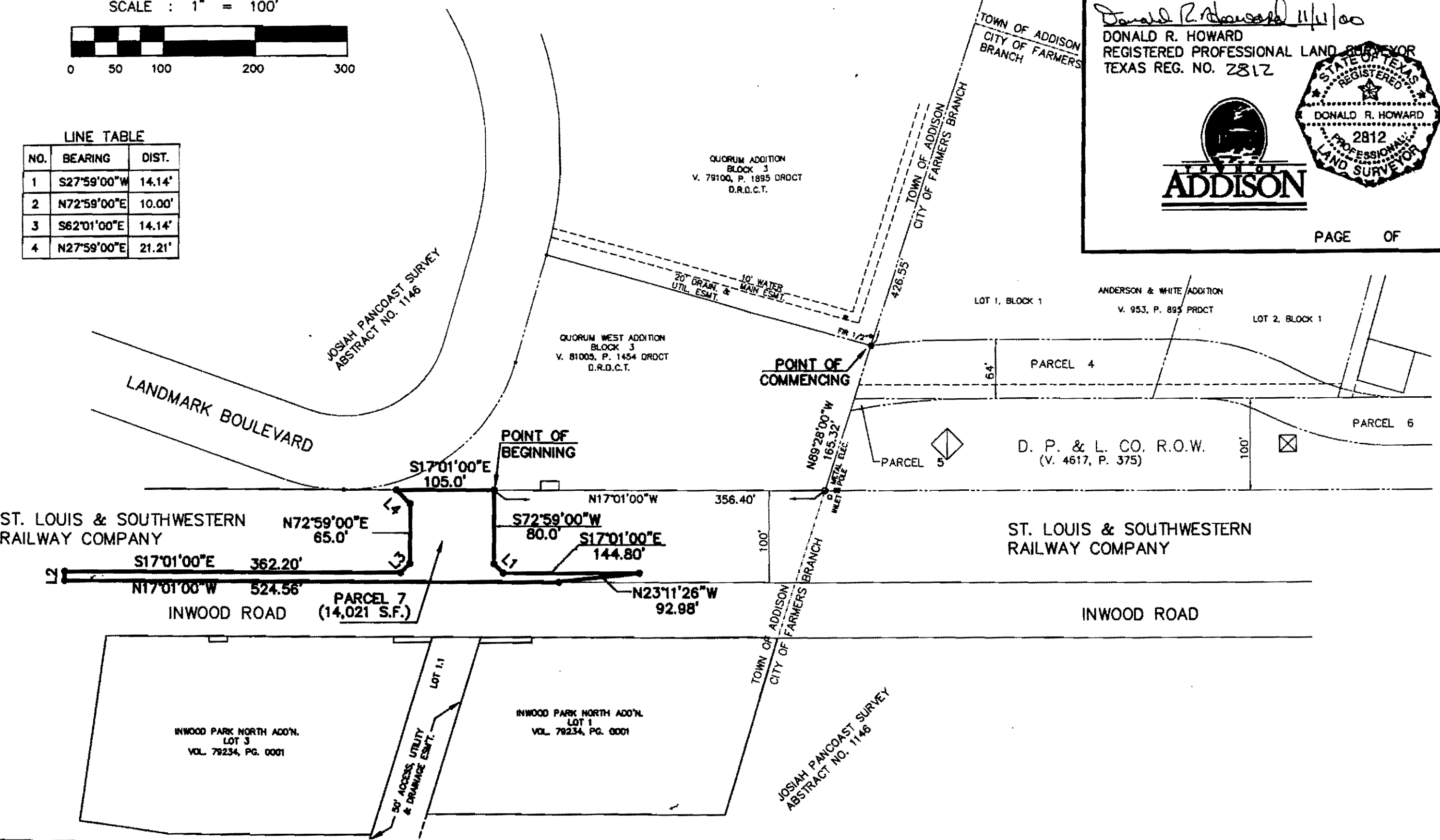


EXHIBIT "A"

COUNTY: DALLAS  
ROADWAY: SOUTH QUORUM/INWOOD CONNECTION  
6' DRAINAGE EASEMENT: DE-7

DRAINAGE EASEMENT NO. DE-7

BEING a 120 square foot tract of land situated in the Town of Addison, Dallas County, Texas in the Josiah Pancoast Survey, Abstract No. 1146, and being part of Lot 3 Inwood Park North Addition, recorded in Volume 79234, Page 0001 Plat Records of Dallas County, Texas, and being more particularly described as follows:

COMMENCING at found ½ inch iron rod at the Northeast corner of said Lot 3, West of Right-of-Way line of Inwood Road (a 60 foot Right-of-Way at this point);


THENCE South 17°01'00" East along the said West Right-of-Way of Inwood Road, a distance of 111.82 feet to a point for the Northeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

THENCE South 17°01'00" East along said West Right-of-Way, a distance of 20.00 feet to a point for corner;

THENCE South 72°59'00" West departing said West Right-of-Way, a distance of 6.00 feet to a point for a corner;

THENCE North 17°01'00" West, parallel to and 6.00 feet from said West Right-of-Way, a distance of 20.00 feet to a point for a corner;

THENCE North 72°59'00" East, a distance of 6.00 feet to the POINT OF BEGINNING and containing 120 square feet or 0.0028 acres of land, more or less.

 11/11/00

Donald R. Howard, P.E., R.P.L.S.  
Registered Professional Land Surveyor  
Texas Registration No. 2812

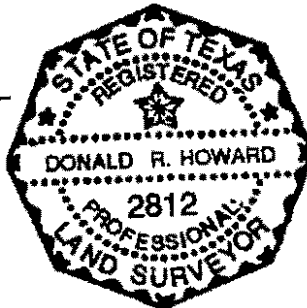
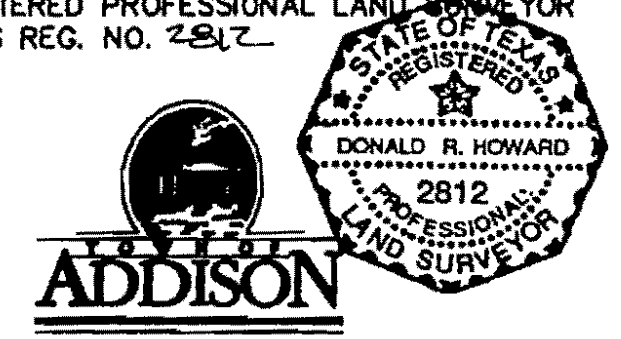


EXHIBIT "B"

COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-7)

*Donald R. Howard* 11/14/00

DONALD R. HOWARD  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 TEXAS REG. NO. 2812



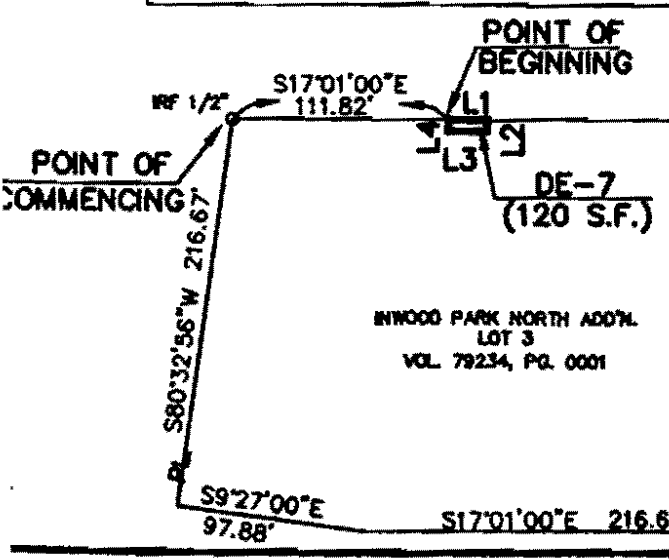
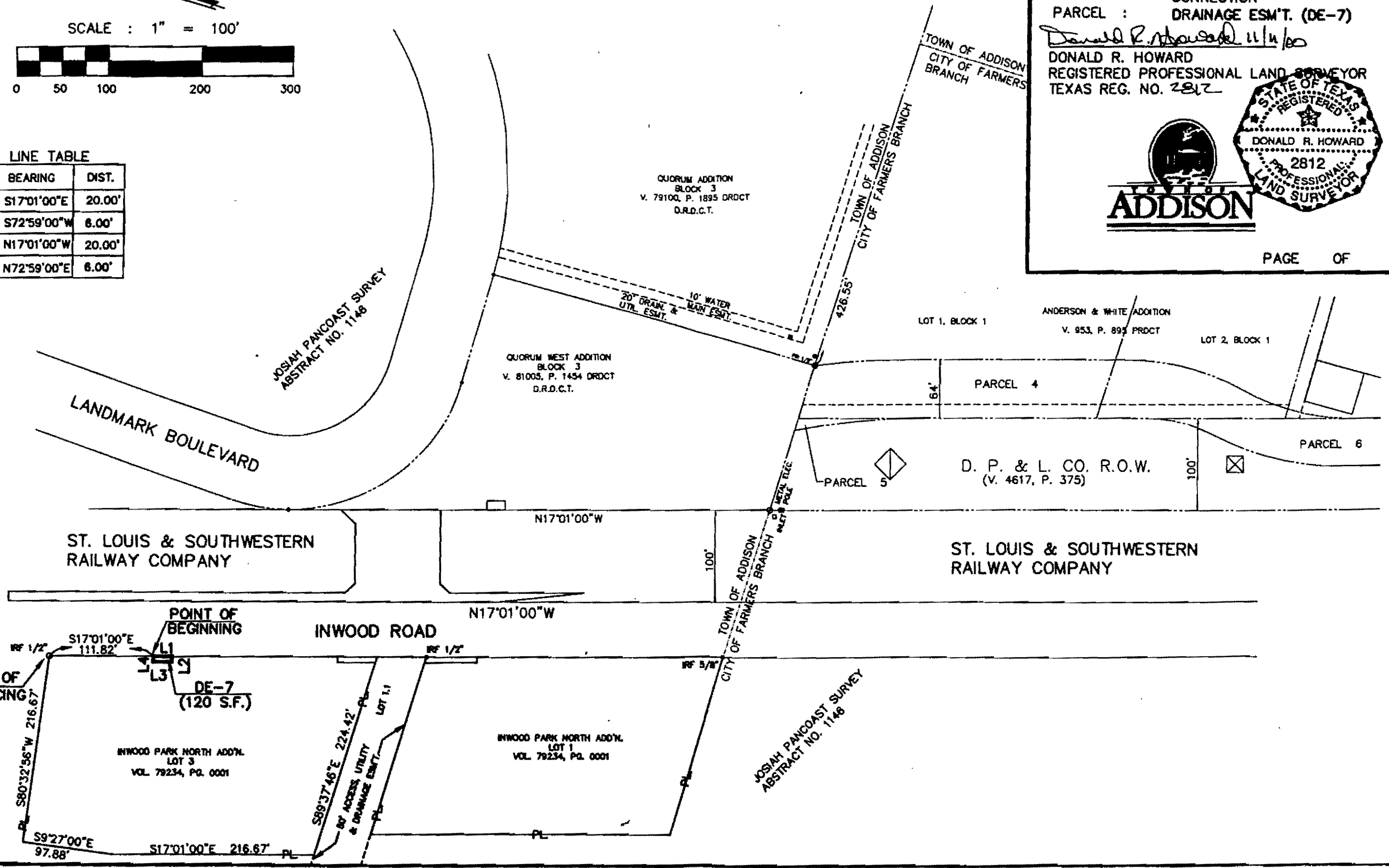
PAGE OF

SCALE : 1" = 100'



LINE TABLE

NO.	BEARING	DIST.
1	S17°01'00"E	20.00'
2	S72°59'00"W	6.00'
3	N17°01'00"W	20.00'
4	N72°59'00"E	6.00'



INWOOD ROAD

ST. LOUIS & SOUTHWESTERN RAILWAY COMPANY

ST. LOUIS & SOUTHWESTERN RAILWAY COMPANY

JOSIAH PANCOAST SURVEY  
 ABSTRACT NO. 1146

JOSIAH PANCOAST SURVEY  
 ABSTRACT NO. 1146

QUORUM WEST ADDITION  
 BLOCK 3  
 V. 81005, P. 1454 DRDCT  
 D.R.D.C.T.

QUORUM ADDITION  
 BLOCK 3  
 V. 79100, P. 1895 DRDCT  
 D.R.D.C.T.

ANDERSON & WHITE ADDITION  
 V. 953, P. 895 PRDCT

D. P. & L. CO. R.O.W.  
 (V. 4617, P. 375)

INWOOD PARK NORTH ADDITION  
 LOT 1  
 VOL. 79234, PG. 0001

PARCEL 4

PARCEL 6

PARCEL 5

LOT 1, BLOCK 1

LOT 2, BLOCK 1

TOWN OF ADDISON  
 CITY OF FARMERS BRANCH

TOWN OF ADDISON  
 CITY OF FARMERS BRANCH

TOWN OF ADDISON  
 CITY OF FARMERS BRANCH

N17°01'00"W

N17°01'00"W

S17°01'00"E 111.82'

L1

L2

L3

L4

DE-7  
 (120 S.F.)

INWOOD PARK NORTH ADDITION  
 LOT 3  
 VOL. 79234, PG. 0001

S80°32'56"W 216.67'

S9°27'00"E 97.88'

S17°01'00"E 216.67'

S89°37'46"E 224.42'

BY ACCESS UTILITY & DRAINAGE ESM'T.

LOT 1,1

RF 5/8"

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

100'

EXHIBIT "A"

COUNTY: DALLAS  
ROADWAY: SOUTH QUORUM/INWOOD CONNECTION  
6' DRAINAGE EASEMENT: DE-5

DRAINAGE EASEMENT NO. DE - 5

BEING a 332 square foot tract of land situated in the Town of Addison, Dallas County, Texas in the Josiah Pancoast Survey, Abstract No. 1146, and being part of Lot 1 of Inwood Park North Addition recorded in Volume 79234 Page 0001 Plat Records of Dallas County, Texas, and being more particularly described as follows:

COMMENCING at found 5/8 inch iron rod at the Southeast corner of said Lot 1 and West Right-of-Way line of Inwood Road (a 60 foot Right-of-Way at this point);

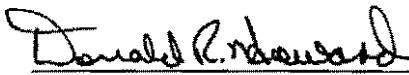
THENCE North 17°01'00" West, along the said Right-of-Way of Inwood Road, a distance of 264.67 feet to a point for the southeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

THENCE South 72°59'00" West departing said West Right-of-Way, a distance of 6.00 feet to a point for corner;

THENCE North 17°01'00" West parallel to and 6.00 feet from said West Right-of-Way, a distance of 56.25 feet to a point for a corner, said point being on the South Right-of-Way line of a 50.00 foot wide access of utility and drainage easement. Dedicated to the Town of Addison as part of this subject addition;

THENCE North 89°37'46" East along South Right-of-Way line of said 50.00 feet easement, a distance of 6.26 feet to found 1/2 inch iron rod for corner, said point being on the West Right-of-Way of said Inwood Road;

THENCE South 17°01'00" East along West Right-of-Way of Inwood Road a distance of 54.46 feet to the POINT OF BEGINNING and containing 332 square feet or 0.0076 acres of land, more or less.

 11/11/00  
Donald R. Howard, P.E., R.P.L.S.  
Registered Professional Land Surveyor  
Texas Registration No. 2812

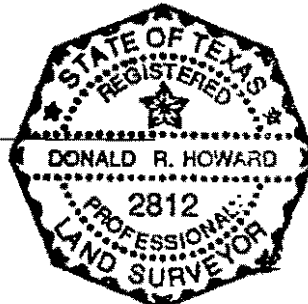
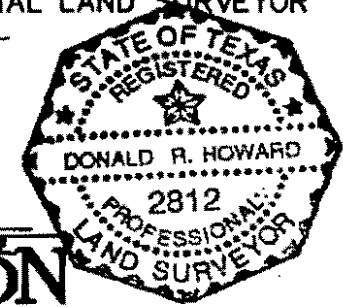


EXHIBIT "B"

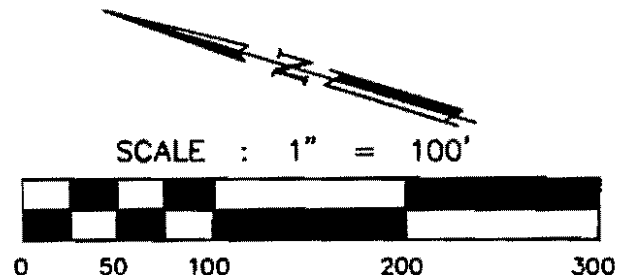
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-5)

*Donald R. Howard* 11/11/00  
 DONALD R. HOWARD  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 TEXAS REG. NO. 2812



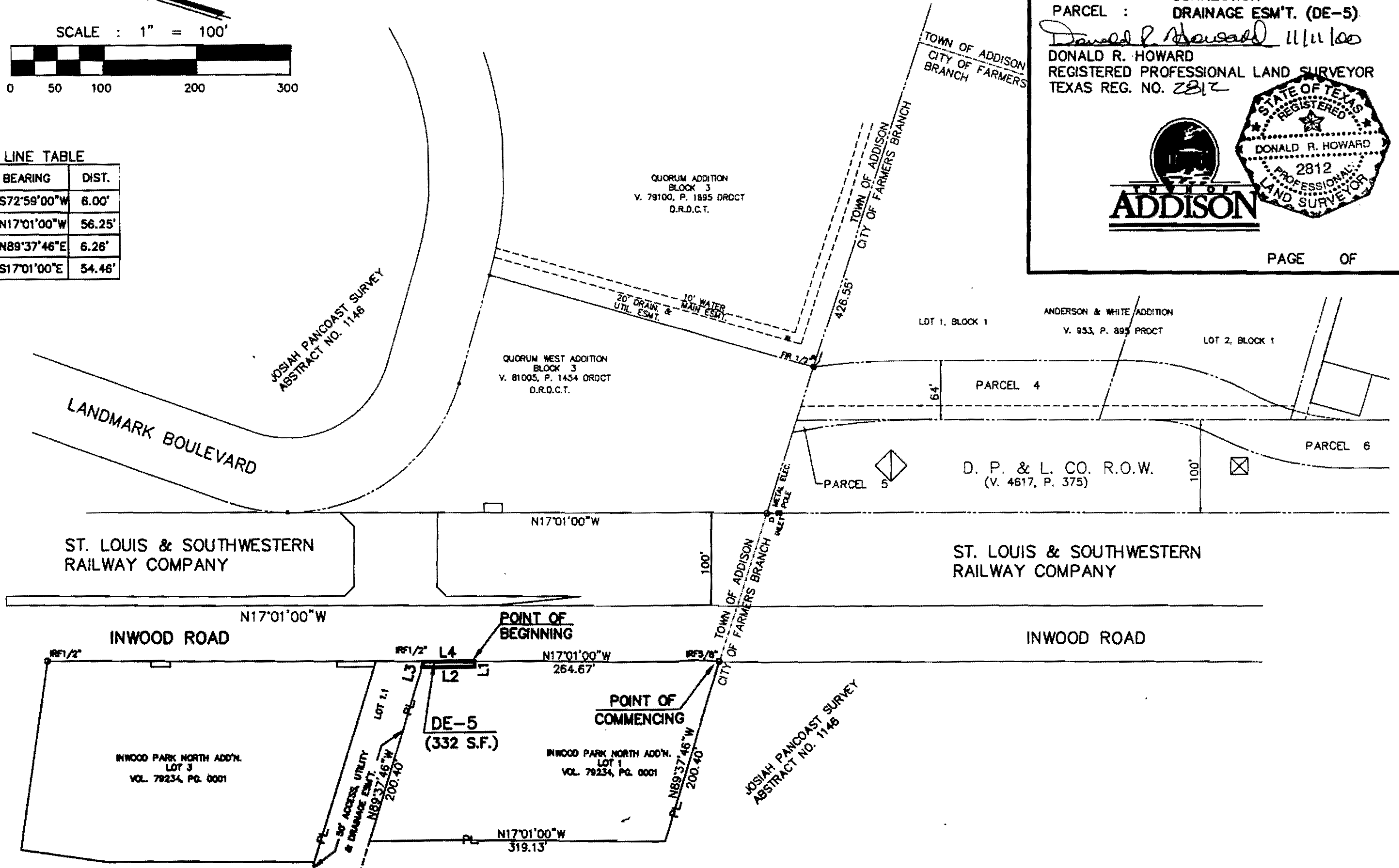
**ADDISON**

PAGE OF



LINE TABLE

NO.	BEARING	DIST.
1	S72°59'00"W	8.00'
2	N17°01'00"W	56.25'
3	N89°37'46"E	6.26'
4	S17°01'00"E	54.46'

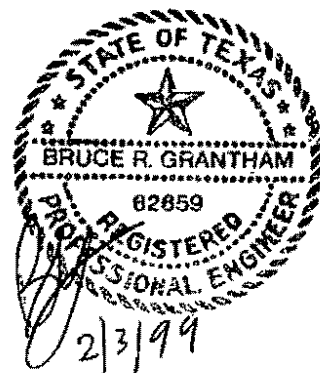


**RAILROAD CROSSING STUDY**  
**FOR**  
**TWO PROPOSED RAILROAD CROSSINGS**  
**FOR THE**  
**TOWN OF ADDISON**

**Prepared by:**

**GBW Engineers, Inc.**  
**1919 S. Shiloh Road**  
**Suite 530**  
**Garland, Texas 75042**

**January, 1999**





## *Table of Contents*

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### **Railroad Crossing Study for Two Proposed Railroad Crossings For the Town of Addison**

	<u>Page</u>
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2.2 Description of the Transportation Network	4
2.3 Capacity of the Transportation Network	5
2.4 Alternatives to the Railroad Crossings	9
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3.2 Railroad Impacts	11
4 CONCLUSIONS AND RECOMMENDATIONS	13

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<u>Table No.</u>		<u>Page</u>
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2.	Comparison of Traffic Volumes and Level of Service	7

#### **LIST OF EXHIBITS**

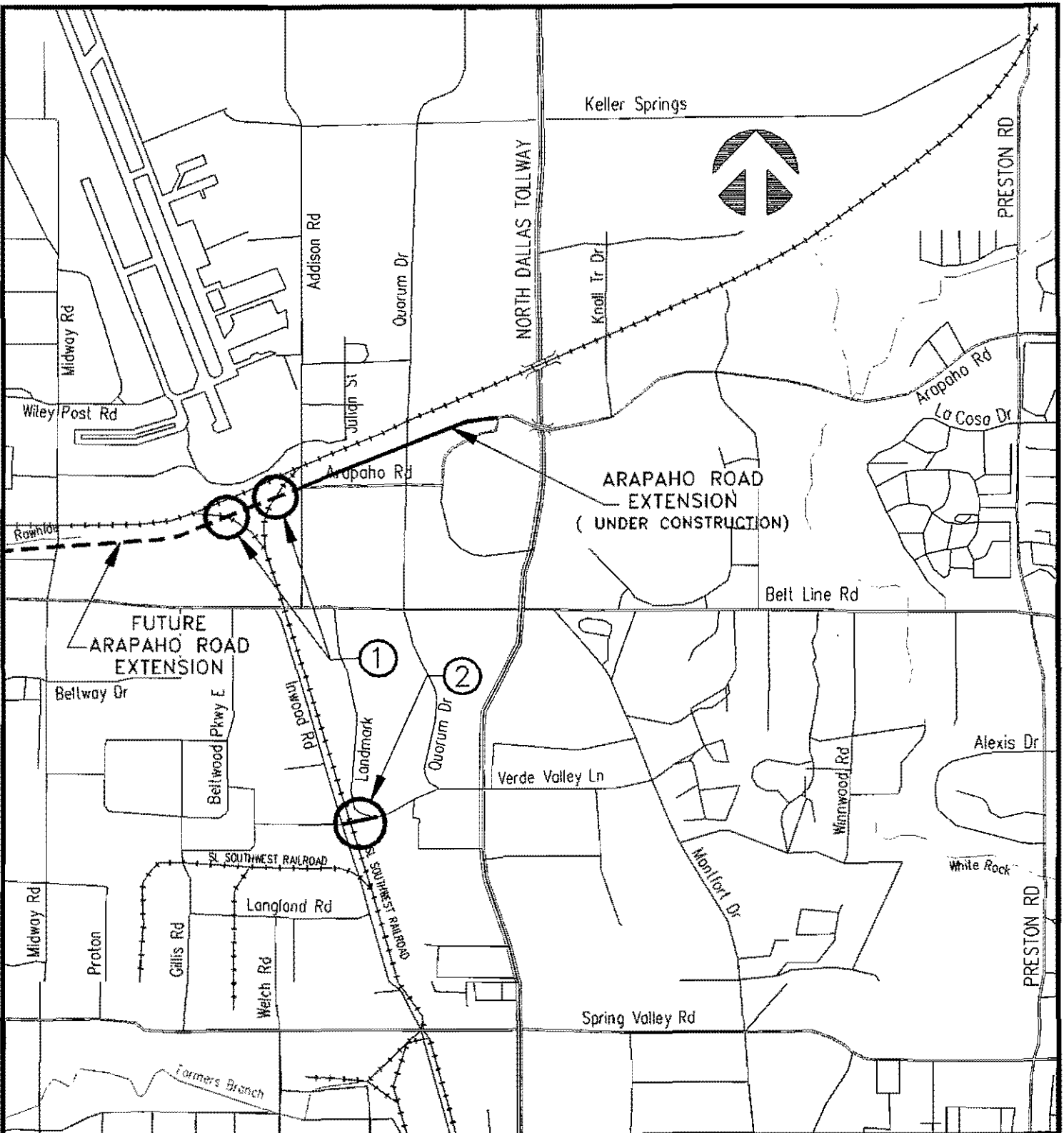
<u>Exhibit No.</u>	
A	Proposed Railroad Crossings
B	Location Map
C	Aerial Photograph
D	Major Thoroughfares
E	Arapaho Road Crossing
F	Quorum Drive Crossing

The Town of Addison is a community in north Dallas County that contains highly concentrated commercial and residential land uses. It is generally bordered by similar high density developments in the cities of Carrollton, Farmers Branch and Dallas. The hotels, office buildings, retail businesses and restaurants in Addison are daily destinations for many Dallas/Forth Worth residents and visitors. As a result, the primary transportation arteries in Addison are frequently overloaded with traffic.

The land adjacent to many of the busiest thoroughfares in Addison has been fully developed up to the existing right-of-way lines; consequently, it is not feasible to widen them. This has dictated that the Town of Addison look for alternative ways to relieve the local transportation network.

The extensions of Arapaho Road and Quorum Drive are two important thoroughfare improvement projects which have been identified by Addison's staff. These improvements involve crossing a Union Pacific railroad spur at the two locations shown in Exhibit A.

GBW Engineers, Inc. (GBW) was retained by the Town of Addison to update a previous 1994 study of the two proposed railroad crossings. The subsequent sections in this report contain a description of traffic conditions in the vicinity of the proposed crossings, alternatives to the crossings, and the construction impacts.



- ① ARAPAHO ROAD CROSSING
- ② QUORUM DRIVE CROSSING

**GBW** Grantham, Burgs & Waldbauer  
**Engineers, Inc.**

**PROPOSED  
RAILROAD CROSSINGS  
TOWN OF ADDISON  
EXHIBIT A**

The first phase of the previous study involved an evaluation of traffic conditions in the general area of the proposed railroad crossings. This phase included the following steps:

- Examine land use in the general area.
- Review existing historical and projected traffic volumes within the transportation network.
- Evaluate whether the proposed railroad crossings would help to alleviate traffic congestion.
- Determine if viable alternatives exist to the proposed crossings.

### **2.1 General Description of the Area**

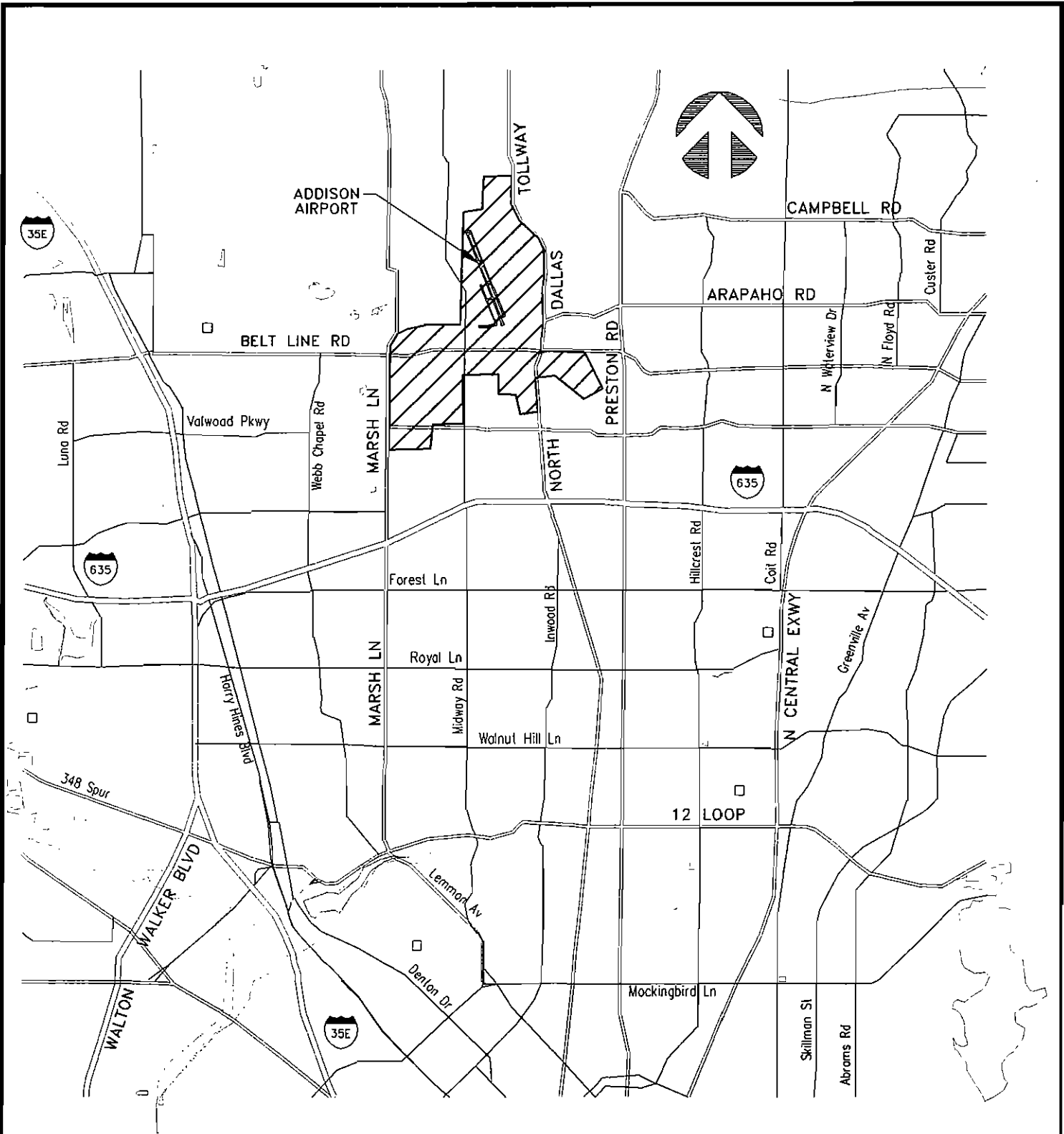
The Town of Addison is a north Dallas community with a residential population of 11,500 located in four and a half square miles. Exhibit B is a location map for the Town of Addison. Addison's population swells during the daytime hours to approximately 100,000 people who travel to work or to eat at one of the Town's 140 restaurants. There are approximately 1,500 single family homes, 22 apartment complexes and 17 hotels within the Town limits.

Numerous retail areas are located in and adjacent to Addison, totaling around 1.6 million square feet of retail space. Major Dallas retail centers, including the Galleria and Valley View Mall are adjacent to Addison.

The Addison Airport is the third busiest general aviation airport in the nation. It is home to approximately 750 aircraft.

One of the commercial areas that will benefit from the railroad crossings is the Quorum Drive/Landmark Boulevard business park, bounded by Belt Line Road, the North Dallas Tollway, Spring Valley Road and the Union Pacific railroad spur. This area currently contains 2.0 million square feet of office space. One-third of this land is vacant and open to future development.

A significant amount of high density commercial, retail, and residential construction is presently underway on the west side of the North Dallas Tollway. This includes multi-story office buildings just north and south of Spring Valley Road, and the mixed use Addison Circle development just north of Arapaho Road. Exhibit C is an aerial photograph which highlights the development density in the vicinity of the requested railroad crossings.



**ADDISON CITY LIMITS**



**Grantham, Burge & Waldbauer**

**Engineers, Inc.**

**LOCATION MAP  
TOWN OF ADDISON  
EXHIBIT B**



- |   |                      |    |                        |
|---|----------------------|----|------------------------|
| 1 | CROSSING 1           | 6  | BELTLINE ROAD          |
| 2 | CROSSING 2           | 7  | UNION PACIFIC RAILROAD |
| 3 | NORTH DALLAS TOLLWAY | 8  | ADDISON AIRPORT        |
| 4 | MIDWAY ROAD          | 9  | INWOOD ROAD            |
| 5 | SPRING VALLEY ROAD   | 10 | QUORUM DRIVE           |



Grantham, Burge & Waldbauer  
Engineers, Inc.

## EXHIBIT C AERIAL PHOTOGRAPH

### **2.2 Description of the Transportation Network**

The Dallas North Tollway is a major north-south freeway which passes through Addison. It serves as a link between the north Dallas urban and suburban communities and downtown Dallas. Interstate Highway 635 (I.H. 635) is an east-west freeway located just south of Addison.

Preston Road (U.S. 289) is a six-lane divided urban thoroughfare which runs north and south on the east side of Addison. Midway Road and Marsh Lane are north-south urban thoroughfares which pass through Addison on the west side of town. Inwood Road/Addison Road is a four-lane undivided north-south thoroughfare which passes through the center of Addison.

The major thoroughfares which pass through Addison from east to west are Belt Line Road and Spring Valley Road, although only the portion of Spring Valley Road between Midway Road and Marsh Lane is located within Addison's city limits. Belt Line Road, which is a continuous loop around Dallas County, is one of the most congested urban roadways in the region.

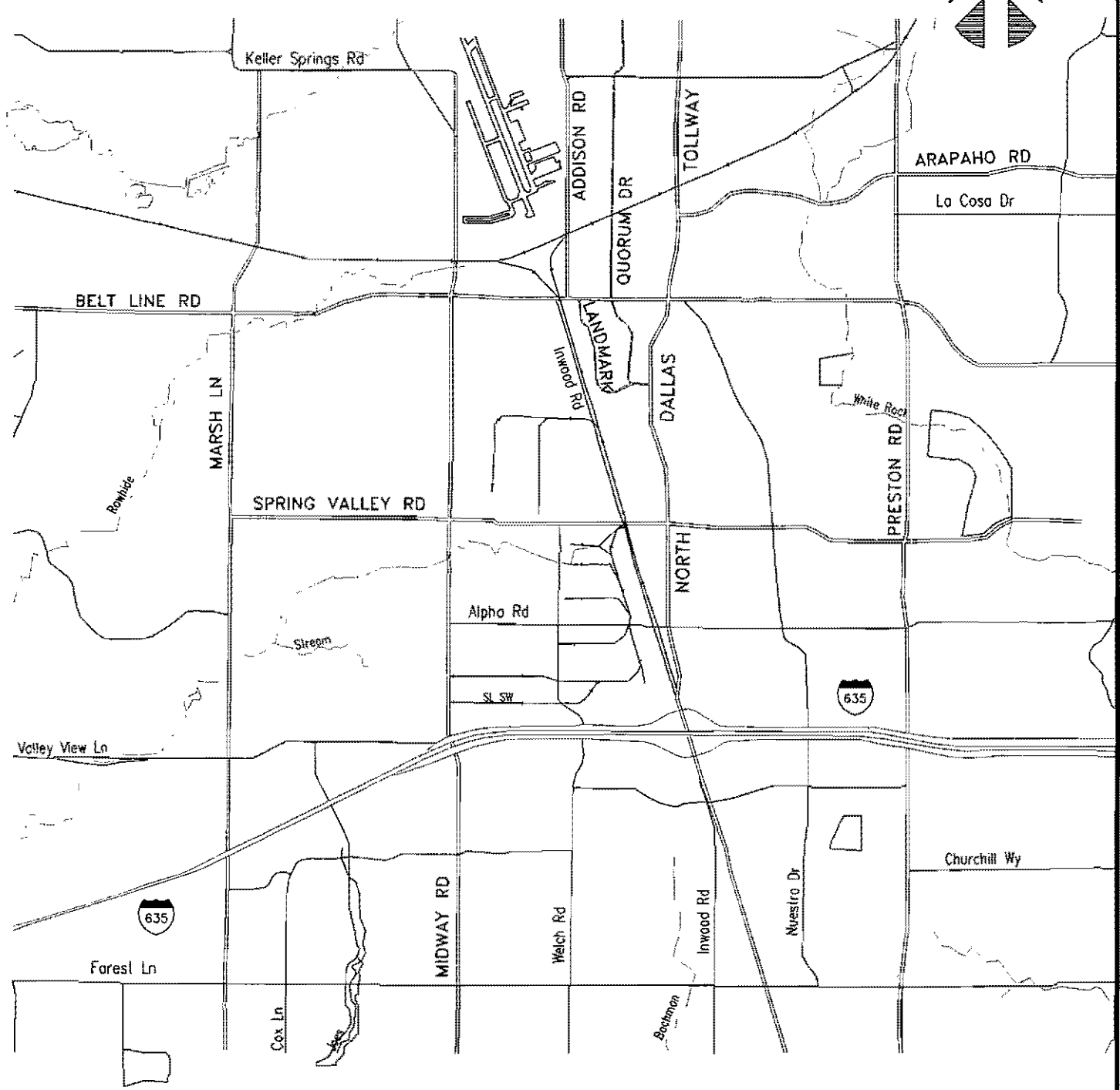
Arapaho Road is a major thoroughfare which enters Addison from the east and currently ends just west of the Dallas North Tollway. An extension of Arapaho Road, from just west of the Tollway to Addison Road, is presently under construction. The further extension of Arapaho Road from Addison Road west to Marsh Lane would require one of the two proposed railroad spur crossings.

These major freeways and thoroughfares are shown on Exhibit D.

### **2.3 Capacity of the Transportation Network**

Traffic congestion on Belt Line Road within the city limits prompted the Town of Addison to commission a traffic study. This study included a tabulation of the recorded traffic volumes for different segments of Belt Line Road from 1982 to 1996. This tabulation, which is provided in Table 1, indicates the steady increase in traffic volumes during this period.

In addition, the study included a comparison of traffic volumes and Level of Service (LOS) between 1996 traffic volumes on Belt Line Road and projected volumes for the year 2020. This comparison for the section of Belt Line Road just west of Addison Road and east of Midway Road is summarized in Table 2.



**GBW** Grantham, Burge & Waldbauer  
Engineers, Inc.

**MAJOR  
THOROUGHFARES  
TOWN OF ADDISON  
EXHIBIT D**



**TABLE 1****TRAFFIC STUDY TABULATION**

Street	Location	VPD 1982	VPD 1986	VPD 1989	VPD 1993	VPD 1996	Difference 1996- 1989	% Increase From 1989
ARAPAHO ROAD	Addison Road to Spectrum	7000	10115	6205	16097	13266	7061	113.80%
	Spectrum to Dallas Parkway	8300	11640	10379	11731	11181	802	7.73%
BELT LINE ROAD	West of Marsh Lane	23000	41115	39539	42847	54212	14673	37.11%
	Marsh Lane to Surveyor Blvd.	29600	41411	36171	41054	54846	18675	51.63%
	Surveyor Blvd. To Midway Road	25200	38435	36395	40010	52709	16314	44.82%
	Midway Road to Beltway	33300	48249	41928	54199	59148	17220	41.07%
	Beltway to Addison Road	38200	54442	44772	52243	69591	24819	55.43%
	Addison Road to Quorum Drive	NA	42387	42340	49028	68757	26417	62.39%
	Quorum Drive to Dallas Parkway	NA	38084	40788	44949	66777	25989	63.72%
	Dallas Parkway to Montfort	36000	34882	37332	42046	49905	12573	33.68%
	Montfort to White Rock Creek	37500	32612	43037	42192	51045	8008	18.61%

VPD = Vehicles Per Day

**TABLE 2**  
**COMPARISON OF TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)**  
**FOR BELT LINE ROAD**

Scenario	Daily Volume Just West of Addison Road	Link LOS	<u>Volume</u> Capacity	Daily Volume Just East of Marsh Lane	Link LOS	<u>Volume</u> Capacity
1996 Count	69,591	F	1.60	54,846	F	1.26
Yr 2020 w/Arapaho to Marsh Lane	54,000	F	1.24	43,000	E	.99

The capacity of Belt Line Road was established using data obtained from the North Central Texas Council of Governments (NCTCOG), which is a regional planning agency. NCTCOG has developed a regional traffic model for the Dallas-Fort Worth metroplex which can be accessed by local municipalities for transportation planning purposes. A daily capacity of 43,500 vehicles was used for the Volume/Capacity calculations. The year 2020 scenario assumes that Arapaho Road is extended from Addison Road to Marsh Lane.

LOS is a quantitative measure identifying how effectively traffic is managed along a roadway link and is defined by categories A through F. The Highway Capacity Manual (Special Report 209) provides the following general statements regarding arterial LOS:

*\*Level-of-service A* describes primarily free flow-operations at average travel speeds usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.

*\*Level-of-service B* represents reasonably unimpeded operations at average travel speeds usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

## Traffic Conditions (cont'd)

\*Level-of-service C represents stable operation. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.

\*Level-of-service D borders on a range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.

\*Level-of-service E is characterized by significant approach delays and average travel speeds of one-third of the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

\*Level-of-service F characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Table 2 confirms that the extension of Arapaho Road reduces the projected increase in traffic volumes on Belt Line Road through the year 2020. In the vicinity of Addison Road, the Arapaho project is projected to divert 14,000 to 15,000 vehicles per day from Belt Line Road resulting in a net improvement in LOS from the existing condition. Near Marsh Lane, the NCTCOG traffic model predicts that the Arapaho Road extension will result in a 28% net diversion of traffic from Belt Line Road of about 11,000 vehicles per day with a resulting improvement in the LOS. Consequently, the Arapaho Road extension, with the associated railroad spur crossing, is considered vital to the improvement of Addison's transportation network.

In addition to the Arapaho Road railroad spur crossing at Location 1, a second spur crossing located between Belt Line Road and Spring Valley Road, was evaluated (See Exhibit A). The primary factors that provide the impetus for a second railroad crossing are outlined below:

## ***Traffic Conditions (cont'd)***

---

- Westbound traffic crossing under the Dallas North Tollway on Valley Verde cannot connect with a north-south arterial south of Belt Line Road.
- The North Dallas Tollway service road on the west side between Verde Valley and Spring Valley only provides access for southbound vehicles.
- The Quorum Drive/Landmark Boulevard business park contains high-rise commercial and hotel development. The remaining undeveloped land in this business park is slated for similar high-density development. Traffic from these developments cannot connect with a north-south arterial south of Belt Line Road.
- There is no way for eastbound traffic to enter the Quorum Drive/Landmark Boulevard business park other than from Belt Line Road.
- In order to access the Inwood Road/Addison Road arterial at the nearest point, traffic from Verde Valley and the Quorum Drive/Landmark Boulevard business park must first travel west on Belt Line Road or go south on the Tollway service road and west on Spring Valley.
- The property south of Quorum Drive/Landmark Boulevard, including the Princeton and Wellington office buildings, can only be entered from the north and exited to the south on the Tollway service road. Not only is this difficult for the users of the property, it is also difficult for emergency service vehicles that have to deal with limited access and severe congestion.
- A railroad crossing between Belt Line Road and Spring Valley Road at Location 2, Exhibit A, would provide additional relief to the severely congested southbound Tollway service road and provide relief for Belt Line Road.

### **2.4 Alternatives to the Railroad Crossings**

Belt Line Road, from the Dallas North Tollway to Marsh Lane, has been largely developed on both sides up to a 100-foot wide road right-of-way (R.O.W.). Nine-foot-wide parkways are typical behind the curb on both sides of the roadway. The existing commercial, retail and restaurant developments that abut most of this portion of Belt Line road make a roadway widening project impractical. Consequently, upgrading the existing railroad by widening the crossing at Belt Line Road is not feasible.

A similar condition exists with the existing developments along Spring Valley Road between the Dallas North Tollway and Marsh Lane. In addition, the railroad crossing at Spring Valley Road is located within the city limits of Farmers Branch. As a result, the Town of Addison does not have the jurisdiction required to widen this crossing. Given the degree of traffic

## *Traffic Conditions (cont'd)*

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congestion in the general area, and the difficulty emergency vehicles have in accessing the Quorum Drive/Landmark Boulevard business park, an additional railroad crossing (No. 2 on Exhibit A) between Belt Line Road and Spring Valley Road is essential.

Grade-separated crossings at the Arapaho Road and Quorum Drive extensions were also considered. At Quorum Drive, there is not sufficient room to construct the ramps required for a grade-separated crossing. At Arapaho Road, a grade-separated crossing would have to span a wye portion of the spur and Addison Road. The height of an elevated crossing at this location would represent a safety hazard for the aircraft at neighboring Addison Airport, as the bridge would be located across the flight path. In addition, there is not sufficient room between Addison Road and the railroad spur to construct an underpass. Therefore, grade-separated crossings are not viable alternatives to the proposed at-grade crossings.

The second phase of the previous study involved a review of the construction impacts associated with the proposed railroad crossings. This phase included the following considerations:

- Geometric considerations of the railroad crossings.
- Impact of the crossings on railroad operations.

### **3.1 Geometric Considerations**

The extension of Arapaho Road (see Location 1 - Exhibit A) across a wye portion of the an industrial spur will require dual at-grade railroad crossings. These crossings would occur at approximate elevations of 628 and 630 mean sea level (msl). The intersection of Addison Road and Arapaho Road is at an approximate elevation of 630 msl. Consequently, the road extension across the wye would be relatively flat. The future horizontal alignment for the Arapaho Road extension shown in Exhibit E maintains an approximate minimum horizontal clearance of 50 feet from the southernmost trunk railroad track (see Exhibit E).

An extension of Quorum Drive/Landmark Boulevard across the railroad spur (see Location 2 - Exhibit A) will require a single at-grade crossing. This crossing, as shown in Exhibit F, occurs at an approximate elevation of 633. The Inwood Road intersection would occur at an approximate elevation of 630. A straight grade of 5.5%± would result between the track and Inwood Road (see Exhibit F).

Although the horizontal and vertical geometrics would need to be evaluated in more detail during the design phase, there appear to be no geometric constraints which would prohibit the aforementioned railroad crossings.

### **3.2 Railroad Impacts**

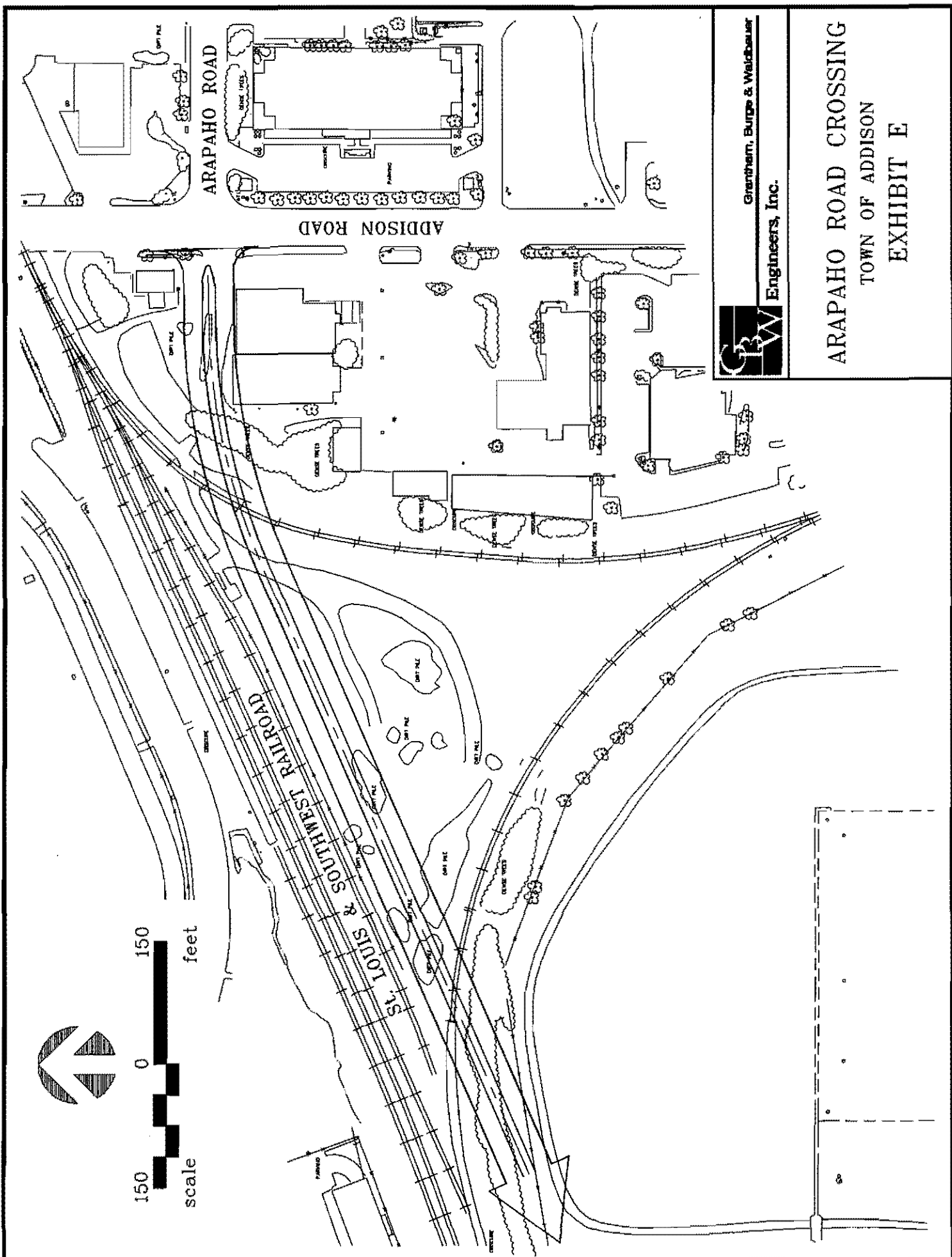
The following are three impacts on the railroad which have been identified as a result of the two proposed crossings.

- The two tracks at the Arapaho Road wye crossing would not be crossed at right angles, resulting in a less than ideal line of sight condition. A fully signalized crossing with gates would be proposed to mitigate this condition.
- The impact on switching movements at the wye would need to be considered. Addison previously completed an upgrade of the Addison Road railroad crossing which relocated a switch out of the road crossing and realigned one of the wye tracks.

## ***Construction Impacts (cont'd)***

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- Three spur tracks would be crossed at the Quorum Drive/Landmark Boulevard location. Coordination with railroad operations would be required to determine the impact of the multiple track crossing. A fully signalized crossing with gates would be proposed to mitigate the concerns associated with this crossing.



Grantham, Burge & Walkbauer  
Engineers, Inc.

ARAPAHO ROAD CROSSING  
TOWN OF ADDISON  
EXHIBIT E



CROSSING  
②

LANDMARK BOULEVARD

LANDMARK BLVD

QUORUM DRIVE

QUORUM DRIVE



TOWN OF ADDISON  
CITY OF FARMERS BRANCH

TU ELECTRIC R.O.W.

FUTURE ROADWAY

TOWN OF ADDISON  
CITY OF FARMERS BRANCH



Grantham, Burge & Waldbauer

Engineers, Inc.

QUORUM DRIVE  
PROPOSED  
SOUTHERN ALIGNMENT  
TOWN OF ADDISON  
EXHIBIT F

Rapid growth in north Dallas and the neighboring suburban communities has resulted in traffic congestion on many urban thoroughfares. The Town of Addison, which is in the center of the growth corridor, is highly developed with commercial, hotel, retail and restaurant developments either inside or adjacent to its city limits; consequently, its primary thoroughfares are particularly congested.

A traffic study commissioned by Addison demonstrates the existing poor level of service on Belt Line Road, the busiest east-west thoroughfare. There is no room for the expansion of Belt Line Road within the present right-of-way, and existing developments on both sides of this roadway make a widening project impractical. The most feasible way to relieve one of the most congested segments of Belt Line Road is to continue the extension of Arapaho Road from Addison Road west to Marsh Lane. This extension involves the crossing of a wye on the Union Pacific spur just west of Addison Road. This is the first railroad crossing requested by the Town of Addison.

The second railroad crossing requested by Addison is also designed to relieve the severely congested southbound Tollway service road along with Belt Line Road. In addition, this railroad crossing will provide better access for emergency vehicles to and from the Quorum Drive/Landmark Boulevard business park. Presently, there is no way for eastbound traffic to access this business park other than from Belt Line Road. If Quorum Drive were extended across the Union Pacific spur, access to the business park would be provided to Inwood Road, a north-south thoroughfare which connects with alternative east-west thoroughfares.

The Town of Addison recognizes that the proposed railroad crossings affect railroad operations, however, the pressing need to upgrade an already overloaded road network in this area provides the Town with no other practical alternative. Addison has a strong desire to work with Union Pacific to mitigate any concerns regarding the impact of the proposed crossings on the affected railroad spur.

