

## **Steve Chutchian**

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**From:** Jim Pierce  
**Sent:** Wednesday, July 30, 2003 8:50 AM  
**To:** Lonnie Blaydes (E-mail)  
**Cc:** Mike Murphy; Steve Chutchian  
**Subject:** S.Quorum Railroad Crossing

Lonnie: We need some advice on a couple of issues:

1. We have bid the roadway approaches to the crossing and our contractor has submitted his Railroad Right of Entry Agreement to the railroad. He is ready to go to work, but he can not get any response from the RR. Phone calls are not answered. Who would be the person to contact to get this completed?
2. We would like your recommendation on what type of crossing signage, signals and/or gate arms we should install at the crossing. I guess I was under the impression the RR would install gate arms, etc. but they say they do not intend to. The agreement does not address this topic in much detail.

Thanks,

Jim Pierce, P.E.  
Assistant Public Works Director  
P.O. Box 9010  
Addison, TX 75001-9010  
972-450-2879

June 26, 2003

Mr. David Martinez  
Roadmaster  
Dallas, Garland & Northeastern Railroad, Inc.  
403 International Pkwy., Suite 500  
Richardson, Texas 75081

Re: Railroad Crossing  
Landmark/S. Quorum

Steve says  
this is the  
same "go by"  
as Spectrum  
CVR. LTR. is  
Acknowledgement

Dear Mr. Martinez:

The Town of Addison is in receipt of your correspondence, dated June 19, 2003, regarding proposed Grade Crossing improvements at Landmark/S. Quorum Drive. In accordance with the New Public Highway Crossing Agreement, dated January 20, 2003, the Town of Addison agrees to pay the Dallas, Garland & Northeastern Railroad, Inc. (DGNO) for the work performed and materials supplied by the DGNO related to the construction of the crossing improvements. The Town will furnish signs and barricades, concrete approaches and install all signs and pavement markings.

The Town of Addison will also require any contractor that performs work within the right-of-way of the DGNO to execute the Contractor's Right of Entry Agreement with the Railroad.

Should you have any questions, please contact my office at 972-450-2871.

Sincerely,

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



JOHN M. HILL  
214.672.2170  
JHILL@COWLESTHOMPSON.COM

January 27, 2003

Earl Bullock  
County Clerk  
Records Building  
509 Main Street, Second Floor  
Dallas, Texas 75202

**RE: New Public Highway Crossing Agreement**

Dear Mr. Bullock:

Enclosed please find an original and two (2) copies of a New Public Highway Crossing Agreement from Dallas Garland & Northeastern Railroad.


Please file the original in the Dallas County Real Property Records and file-stamp and date the enclosed copies and return the copies to me in the self-addressed, stamped envelope which is enclosed with this letter. Once the original has been filed, please return the original to:

John M. Hill  
Cowles & Thompson, P.C.  
901 Main Street, Suite 4000  
Dallas, TX 75202

A check in the amount of \$73.00 is enclosed as the filing fee to file the original of the Agreement.

Thank you for your help and attention to this matter. Should you have any questions, please give me a call.

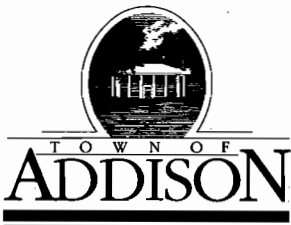
Very truly yours,



John M. Hill

JMH/yjr  
Enclosures

cc: Mr. Jim Pierce  
Mr. Ken C. Dippel, w/firm



**Public Works / Engineering**

16801 Westgrove • P.O. Box 144  
 Addison, Texas 75001  
 Telephone: (214) 450-2871 • Fax: (214) 931-6643

LETTER OF TRANSMITTAL

DATE	3/10/03	JOB NO.
ATTENTION		
RE:		

TO CARMEN MORAN

**GENTLEMAN:**

**WE ARE SENDING YOU**

- Attached
- Under separate cover via \_\_\_\_\_ the following items:
- Shop Drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- \_\_\_\_\_

COPIES	DATE	NO.	DESCRIPTION
1	3/10/03		NEW PUBLIC HIGHWAY CROSSING AGREEMENT

**THESE ARE TRANSMITTED as checked below:**

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

**REMARKS**

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**COPY TO** \_\_\_\_\_

**SIGNED:** Steve Chisholm

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



## MEMORANDUM

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**TO:** Jim Pierce  
**FROM:** John Hill  
**RE:** New Public Highway Crossing Agreement - Landmark Blvd.  
**DATE:** September 30, 2002

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Jim, I have reviewed the proposed New Public Highway Crossing Agreement (Landmark Blvd.) and have the following comments:

1. The Agreement names only Dallas Garland & Northeastern Railroad (DGNO) as the "Railroad" and not Union Pacific (UP). However, UP is referred to a number of times in the Agreement (eg, see Article 3) and the Exhibits. If UP has an interest in the railroad line, then it needs to be added to the Agreement. If not, then the references to UP should be deleted.

2. Add a provision to the Recitals stating what DGNO's interest is in the railroad, eg, that "DGNO is the sole owner of the Crossing Area which is the subject of this Agreement and has full power and authority to execute this Agreement without the joinder, approval or consent of any other person or entity."

3. Article 1 – Amend as follows:

"For and in consideration of the Town's agreement to perform and abide by the terms of this Agreement, including **Exhibit A, B, and B-1**, attached hereto and hereby made a part hereof, of the payment set forth in Article 2 hereof, and of other good and valuable consideration, the sufficiency of which is hereby acknowledged, DGNO hereby grants and conveys to the Town in perpetuity (subject to the Railroad's option to terminate this Agreement for nonuse of the Crossing Area for public roadway purposes for a period of 18 consecutive months as described and provided in Section 11b) of Exhibit B to this Agreement), the right to establish, construct, maintain, repair, replace, reconstruct, renew, and use a public highway and right of way at grade over and across the Crossing Area, (together with any and all uses incidental thereto, including, without limitation, the installation, repair, maintenance, and replacement of water lines, sanitary sewer lines, drainage, and other utilities typically located underground within the public right-of-way), provided that the DGNO consents in writing to the installation of the above utilities, such consent not be unreasonably withheld, together with the right of entry to control and remove from the DGNO's right-of-way, on each side of the Crossing Area, weeds and vegetation which may obstruct the view of motorists approaching the Crossing Area, ~~and to any trains that may be also approaching the Crossing Area.~~"

4. Article 2

(a) This provides that the crossing will occur "in the middle of an existing DGNO rail yard area." Is that correct?

- (b) When is the payment to be made to DGNO?
- (c) Amend as follows:

“The new crossing will occur in the middle of an existing DGNO rail yard area. The crossing and other rights granted and conveyed by the Railroad herein and use thereof by the Town will cause the Railroad to incur increased rail operations and expense. To reduce the increased rail operating expense, the Town and DGNO acknowledge that occasionally the crossing may be blocked for more than five (5) minutes during night rail yard movements from 10:00 PM to 5:00 AM. As full and complete payment, compensation and satisfaction to the Railroad (i) for such increased rail operations and any and all costs, fees, charges, or expenses incurred in connection therewith or related thereto or arising out of any negative impact to the Railroad’s current and future operations from the use of the Crossing Area, and (ii) for the rights granted and conveyed herein by the Railroad, the Town agrees to pay to DGNO **THREE HUNDRED SEVENTY SEVEN THOUSAND DOLLARS (\$377,000~~376,000~~)**, the complete and total compensation for these increased operating costs.”

5. Article 3

(a) In Paragraph A., delete the phrase “(as defined in Section 8(a) of **Exhibit B** to this Agreement)”. Section 8(a) of Exhibit B defines the Town as including the Town’s contractors, subcontractors, officers, agents, and employees, and others acting under its or their authority. There is no reason to define “Town” that broadly in Article 3.

(b) In Paragraph D., “Towns” should be “Town’s”.

6. Article 4

The word “Contract’s” in the third line should be “Contractor’s”.

7. Article 5

(a) In the last line of Paragraph A, the word “unreasonably” is misspelled.

(b) Amend the last part of Paragraph B as follows:

“...and PROVIDED, FURTHER, that the cost of repair or replacement resulting from damage caused by non-parties that is not recoverable by DGNO (after using its best efforts to recover such cost) from the non-parties shall be borne entirely by the Town.”

8. Add a new provision:

“In the event of any action under this Contract, venue for all causes of action shall be instituted and maintained in Dallas County, Texas (State court) or the Northern District of Texas, Dallas Division (Federal court), as the case may be. The parties

agree that the laws of the State of Texas shall govern and apply to the interpretation, validity and enforcement of this Contract; and, with respect to any conflict of law provisions, the parties agree that such conflict of law provisions shall not affect the application of the law of Texas (without reference to its conflict of law provisions) to the governing, interpretation, validity and enforcement of this Agreement.”

9. The Agreement (or a memorandum of the Agreement) should be recorded so that the Town’s interest will be shown of record ; therefore, add acknowledgments after the signatures.

**EXHIBIT B – Public Highway Crossing**

1. Section 1

(a) In subsection a), amend the first sentence as follows:

“The Railroad makes no covenant or warranty for quiet possession or against encumbrances; the Railroad warrants and represents that it is the sole owner of the Crossing Area which is the subject of this Agreement and that it has full power and authority to execute this Agreement and to grant and convey to the Town the rights and interest described herein without the joinder, approval or consent of any other person or entity.”

(b) In subsection (b), “UP” is referred to on two occasions. If UP does not have any interest in the Crossing Area, then the reference to “UP” should be deleted.

(c) In the second sentence of subsection c), change “railroad property” to “Crossing Area”. Also, please note that subsection c) provides that the grant by DGNO is “subject to any existing encumbrances and rights (whether public or private), recorded or not, and also to any renewals thereof.” The title should be reviewed to determine what encumbrances and rights are recorded. If you will forward to me a legal description of the property which is the subject of the Crossing Agreement, I will initiate that process with a title company.

(d) Amend subsection e) as follows:

“So far as it may lawfully do so, the Town will assume, bear and pay all taxes and assessments of whatsoever nature or kind (whether general, local or special) levied or assessed upon or against the Crossing Area which are directly related to the Town’s rights therein and use thereof, excepting taxes levied upon and against the property as a component part of the Railroad’s operating property.”

(e) Amend subsection f) as follows:

“If any property or rights other than the ~~rights~~right hereby granted are necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work in connection with the Project, the Town will acquire all such other property and rights at its own expense and without expense

to the Railroad; provided, however, that the Railroad hereby represents that the Railroad is not aware of any such property or rights which the Town may need to acquire in order to construct, maintain and use the highway and its appurtenances.”

2. Section 2 – In subsection e), “three (3)” has been struck-through. Rather than striking through, delete it. Also, is five years an adequate amount of time for construction of the project? Amend the first sentence of subsection e) as follows:

“All construction work of the Town shall be performed diligently and completed within a reasonable time, and in any event the initial construction work to construct the highway shall be completed within five (5) years from the effective date of this Agreement, or within such further period of time as may be specified in writing by the Railroad’s Vice President-Engineering Services.”

3. Section 4 – Subsection b) states that the Railroad may, in connection with the Crossing Area, contract for the performance of its work by other than railroad forces, and that the Town is to reimburse the Railroad for the amount of the contract (unless the work is performed on a fixed price basis). What is this work that the Railroad would contract for? Is this in connection with the initial construction work only? The obvious concern is the amount of such a contract, since the Town will pay for it. Consider amending the subsection as follows:

“In connection with the Crossing Area, certain work will need to be performed exclusively by the Railroad (and the Railroad shall notify the Town of the nature of such work). The Railroad may contract for the performance of any of such its work by other than railroad forces; provided, however, that prior to so contracting, the Railroad shall give notice to the Town of its intent to do so and an estimate of the cost of such work. The Railroad shall seek to obtain a reasonable and cost effective price for such work. The Railroad shall give reasonable notice to the Town of its intent to work on the Crossing Area, and the Railroad and Town agree to work together to coordinate such work and its effect on the Crossing Area. The Railroad shall notify the Town of the contract price within tenninety (1090) days after it is awarded. Unless the Railroad’s work is to be performed on a fixed price basis, the Town shall reimburse the Railroad for the amount of the contract.”

4. Section 8 – Amend subsection a) as follows:

“All ~~References~~referenees in this ~~Section 8~~Agreement to the Town shall include, where applicable, the Town’s contractors, subcontractors, officers, agents and employees, and others acting under its or their authority; and all references in this ~~Section 8~~Agreement to work of the Town shall include work both within and outside of railroad property, provided that such work is in connection with the Crossing Area.”

5. Section 9 – Amend the first part as follows:

“If at anytime it is determined by a competent governmental authority, by the Town, or by agreement between the parties, that new or improved train activated warning devices should be installed at the Crossing Area...”

6. Section 11

(a) Amend subsection a) as follows:

“If the Town shall fail, refuse or neglect to perform and abide by the terms of this Agreement after written notice of such failure, refusal, or neglect is provided by the Railroad to the Town and the Town has not cured such failure, refusal, or neglect within a reasonable period of time after its receipt of such notice, the Railroad, in addition to any other rights and remedies, may perform any work which in the judgment of the Railroad is necessary to place the highway and appurtenances in such condition as will not menace, endanger or interfere with the Railroad’s facilities or operations or jeopardize the Railroad’s employees; and the Town will reimburse the Railroad for the expenses thereof.”

(b) Amend subsection b) as follows:

“Nonuse by the Town of the Crossing Area for public roadway purposes continuing at any time for a period of eighteen (18) consecutive months shall, after at least ten (10) days notice to the Town (during which ten (10) day period the Town shall have the right to discontinue such nonuse), at the option of the Railroad, work a termination of this Agreement and of all rights of the Town hereunder.”

**EXHIBIT C**  
**Contractor’s Right of Entry Agreement**

1. This Exhibit references Union Pacific as the party in interest, not DGNO. If Union Pacific has no interest in the crossing area, this Exhibit will need to be revised.

2. Recitals – Amend as follows:

“By agreement dated \_\_\_\_\_, the Railroad granted the *Town of Addison, Texas* (hereinafter ‘Licensee’) the right to construct, establish, maintain, repair, renew, and use at two new at-grade public road crossings for Landmark Blvd. Arapaho Road on the property of the Railroad at Milepost 598.3(??), on the Dal-North Branch, at or near Addison, Dallas County, Texas.

AThe Town’s Contractor has been retainedemployed by the Licensee to construct at two new at-grade public road crossings for Landmark Blvd. Arapaho Road (hereinafter referred to as the ‘work’) and has requested the Railroad to permit it to perform the work on Railroad property, to which the Railroad is agreeable, subject to the following terms and conditions.”

3. Article 2

(a) The first sentence contains a reference to "Mile Post 598.3 on the Railroad's Dal-Nor Branch." Please make sure that the reference is correct.

(b) The second sentence provides that the area for performing the construction work is limited to "those portions of the Railroad's property specifically described herein." Please make sure that this is adequate for the construction of the project.

4. Article 8 Amend as follows:

"In the event of any action or litigation arising out of or connected with this Agreement, such action or litigation shall be instituted and maintained in Dallas County, Texas (State court) or in the Northern District of Texas, Dallas Division (Federal court), as the case may be, the courts of the states of Nebraska and Texas, and the parties consent to jurisdiction over their person and over the subject matter of any such litigation, in those courts, and consent to service of process issued by such courts. The parties agree that the laws of the State of Texas shall govern and apply to the interpretation, validity and enforcement of this Agreement; and, with respect to any conflict of law provisions, the parties agree that such conflict of law provisions shall not affect the application of the law of Texas (without reference to its conflict of law provisions) to the governing, interpretation, validity and enforcement of this Agreement."

**EXHIBIT B**  
**to Contractor's Right of Entry Agreement**

1. Section 2, Paragraph A – Amend as follows:

"The foregoing grant of right is subject and subordinate to the prior and continuing right and obligation of the Railroad to use and maintain its entire property including the right and power of the Railroad to construct, maintain, repair, renew, use, operate, change, modify or relocate tracks, roadways, signal, communication, fiber optics, or other wirelines, pipelines and other facilities upon, along or across any or all parts of its property, all or any of which may be freely done at any time or times by the Railroad ~~without liability to the Contractor or to any other party for compensation or damages.~~"

2. Section 5 – In Paragraph A, the listed phone number may be for Union Pacific, and will need to be changed if UP has no interest.

It is not clear what the second sentence of Paragraph B means.

cc: Mr. Ken Dippel

October 7, 2002

Mr. Steven Chutchian, P.E.  
Town of Addison  
16801 Westgrove Road  
Addison, Texas 75001

**RE: Inwood / South Quorum Access – Phase II  
Request for Supplemental Agreement No. 4**

Dear Mr. Chutchian,

Parsons is pleased to submit this proposal to provide additional professional engineering services in connection with the above referenced project. Based on our recent discussions with you, we have prepared a Scope of Services. If accepted, this letter will become an agreement between the Town of Addison and Parsons to provide the services outlined below.

## **SCOPE OF SERVICES**

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

**Task 1 Additional Topographic Survey for Design at Inwood/South Quorum connection.**

**Task 2 Revise Landmark Place Plan and Profile and include drainage if necessary.**

**Task 3 Update 100% Plans and Address Minor Comments from the Town.**

**Task 4 Finalize Quantities and Construction Estimate.**

**Task 5 Prepare Bid Documents, including advertisement for bids, addenda, bid tabulation, and recommendation of award.**

**Task 6 Review Signal Shop Drawings.**

**Task 7 Prepare As-builts.**

As we have discussed, the Town of Addison will perform any necessary utility coordination and the evaluation of all bid proposals received in relation to this project. We also anticipate very minimum revisions to the already submitted 100% plans other than those described above. If significant plan revisions become necessary in the future, the work will be considered additional service and Parsons shall be compensated separately.



## **PROJECT ADMINISTRATION AND MANAGEMENT**

We have included twenty (20) hours in our budget for administering the supplement agreement between the Town and Parsons and also the supplement agreement between Parsons and DalTech Engineering, Inc., who is providing the additional survey service.

## **MEETINGS**

For the purpose of the fee estimate, we have identified four (4) meetings (1 kick-off meeting, 1 plan review meeting, 1 pre-bid meeting, and 1 pre-construction meeting) with the Town of Addison. Additional meetings will be beyond this proposal and will be considered as additional services. We are certainly available to attend any meetings deemed necessary. However, these meetings will be billed separately, based on time and expenses incurred.

## **CONSTRUCTION SERVICES**

The level of effort for construction services, if necessary, is unknown at this time and is not included in the lump sum fee amount. If assistance during construction is required, we will be compensated on an hourly basis for all Parsons personnel engaged directly on the project plus expenses.

Direct expenses would be reimbursed at cost.

## **DELIVERABLES**

Parsons will deliver the following products to the Town of Addison:

1. Two (2) paper sets of the revised 100% plans for review purposes in half-scale format (11" X 17").
2. One (1) paper set of the final signed and sealed plans in half-scale format (11" X 17"). One (1) paper set of the final signed and sealed plans in full size.
3. One (1) copy of the construction cost estimate.
4. Twenty-five (25) copies of the contract documents for bidding.
5. One (1) paper set of the as-builts in half-scale format (11" X 17").
6. One (1) electronic copy of the as built plans.

## **FEE FOR SERVICES AND METHOD OF PAYMENT**

The Lump Sum fee for completing the project (excluding construction services) is based on our current hourly rates for staff personnel and expected out-of-pocket expenses, for staff services rendered. The maximum lump sum fee for completion will not exceed \$17,110.00 without prior written authorization from the Town of Addison.



Mr. Steven Chutchian, P.E.  
October 7, 2002  
Page 3 of 3

Invoices will be submitted monthly on a percent complete basis. Billings are due and payable within fourteen (14) days after receiving payment from the Owner.

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

#### **AUTHORIZATION**

We request that you supplement our contract dated August 2, 1999, in the amount of \$17,110 to cover these costs. This would bring our total contract amount to \$124,000. When signed below, this letter will serve as a supplemental agreement to our contract for engineering services. We are prepared to initiate work on this project upon receipt of a signed copy of this Letter of Agreement. We appreciate the opportunity to submit this proposal and look forward to assisting you on this project. If you have any questions regarding this proposal, please do not hesitate to call.

Sincerely,

**PARSONS**

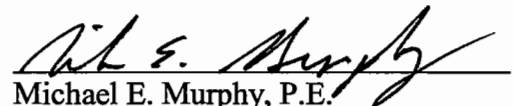


Weidong Li, P.E.  
Project Manager

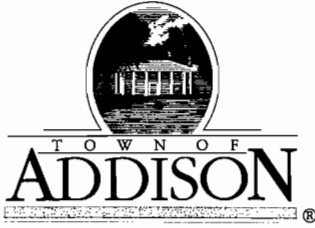
**ACCEPTED AND APPROVED BY**



Dave N. Carter, P.E., P.T.O.E.  
Principal Engineer  
Dallas Area Manager



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



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871 FAX (972) 450-2837  
16801 Westgrove

September 24, 2002

Lance Long  
Southwestern Bell Telephone Company  
1341 West Mockingbird Land, Suite 950E  
Dallas, Texas 75247

Re: Inwood/S. Quorum, Phase II

Dear Mr. Long:

The Town of Addison has completed engineering design of the Inwood/ S. Quorum, Phase II project. These improvements will provide a new rail crossing and associated drainage improvements along Inwood Rd. The attached half-scale drawings are provided for your review of potential utility conflicts in this vicinity.

It is the intention of the Town to initiate the bidding process in December 2002. Please notify the Town of any conflicts regarding your utility and proceed to perform necessary relocation in a timely manner. Your assistance in this matter is greatly appreciated. Should you have any questions, please contact me at 972-450-2860. Thank you.

Sincerely,

Luke Jalbert  
Project Manager



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

**(972) 450-2871 FAX (972) 450-2837**  
**16801 Westgrove**

September 24, 2002

James Davis  
Encor Electric  
301 S. Harwood  
6<sup>th</sup> floor south  
Dallas, Texas 75201

Re: Inwood/S. Quorum, Phase II

Dear Mr. Davis:

The Town of Addison has completed engineering design of the Inwood/ S. Quorum, Phase II project. These improvements will provide a new rail crossing and associated drainage improvements along Inwood Rd. The attached half-scale drawings are provided for your review of potential utility conflicts in this vicinity.

It is the intention of the Town to initiate the bidding process in December 2002. Please notify the Town of any conflicts regarding your utility and proceed to perform necessary relocation in a timely manner. Your assistance in this matter is greatly appreciated. Should you have any questions, please contact me at 972-450-2860. Thank you.

Sincerely,

Luke Jalbert  
Project Manager

# PARSONS

## PARSONS TRANSPORTATION GROUP INC.

15770 North Dallas Parkway, Suite 500  
Dallas, Texas 75248  
(972) 991-1900 - (972) 490-9261 FAX

**TO:** Mr. Jim Pierce, P.E.

**FAX:** 972.450.2837 **PHONE:** 972.450.2879

**FROM:** Weidong Li, P.E.

**DATE:** 9-23-02 **# OF PAGES:** 5

Jim,

I'm faxing you the proposal for the additional services for the Inwood/South Quorum Access project. We appreciate the opportunity and look forward to working with you on this project. Should you have any questions, please feel free to call me at 972.991.1900 or email me at [weidong.li@parsons.com](mailto:weidong.li@parsons.com).

Sincerely,

**PARSONS TRANSPORTATION GROUP, INC.**

Weidong Li  
Project Manager

*To Weidong Li  
Please revise &  
re submit  
Jim  
10-3-02  
P.S. Send to Steve  
Chutchian*

# PARSONS

15770 North Dallas Parkway, Suite 500 • Dallas, Texas 75248 • (972) 991-1900 • Fax: (972) 490-9261 • www.parsons.com

September 23, 2002

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

**RE: Inwood / South Quorum Access – Phase II  
Request for Supplemental Agreement No. 4**

Dear Jim,

Parsons is pleased to submit this proposal to provide additional professional engineering services in connection with the above referenced project. Based on our recent discussions with you, we have prepared a Scope of Services. If accepted, this letter will become an agreement between the Town of Addison and Parsons to provide the services outlined below.

## SCOPE OF SERVICES

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

**Task 1 Additional Topographic Survey for Design at Inwood/South Quorum connection.**

**Task 2 Revise Landmark Place Plan and Profile<sub>x</sub> to include drainage if necessary.**

**Task 3 Update 100% Plans and Address Minor Comments from the Town.**

**Task 4 Finalize Quantities and Construction Estimate.**

**Task 5 Prepare Bid Documents<sub>x</sub> including advertisement for bids, addenda, bid tabulation and recommendation of award.**

**Task 6 Review Signal Shop Drawings.**

**Task 7 Prepare As-builts.**

As we have discussed, the Town of Addison will perform any necessary utility coordination and the evaluation of all bid proposals received in relate to this project. We also anticipate very minimum revisions to the already submitted 100% plans other than those described above. If significant plan revisions become necessary in the future, the work will be considered additional service and Parsons shall be compensated separately.



Mr. James Pierce  
September 23, 2002  
Page 2 of 3

## PROJECT ADMINISTRATION AND MANAGEMENT

We have included twenty (20) hours in our budget for administering the supplement agreement between the Town and Parsons and also the supplement agreement between Parsons and DalTech Engineering, Inc., who is providing the additional survey service.

## MEETINGS

For the purpose of the fee estimate, we have identified four (4) meetings (1 kick-off meeting, 1 plan review meeting, 1 pre-bid meeting, and 1 pre-construction meeting) with the Town of Addison. Additional meetings will be beyond this proposal and will be considered as additional services. We are certainly available to attend any meetings deemed necessary. However, these meetings will be billed separately, based on time and expenses incurred.

## CONSTRUCTION SERVICES

Assistance during construction will be compensated on an hourly basis for all Parsons personnel engaged directly on the project plus expenses.

Direct expenses would be reimbursed at cost.

## DELIVERABLES

Parsons will deliver the following products to the Town of Addison:

1. One <sup>2</sup>~~(1)~~ paper set<sup>s</sup> of the revised 100% plans for review purposes in half-scale format (11" X 17").
2. One (1) mylar set and one (1) paper set of the final signed and sealed plans in half-scale format (11" X 17"), *one full size set.*
3. One (1) copy of the construction cost estimate.
4. *25* One ~~(1)~~ copy<sup>s</sup> of the contract documents, *for bidding*
5. One (1) paper set of the as-builts in half-scale format (11" X 17").
6. One (1) electronic copy of the ~~final~~ plans. *as built*

## FEE FOR SERVICES AND METHOD OF PAYMENT

The Lump Sum fee for completing the project is based on our hourly rates for staff personnel, current at the time of performance, and expected out-of-pocket expenses, for staff services rendered. The maximum fee and expenses for completion will not exceed \$15,700.00 without prior written authorization from the Town of Addison.

Invoices will be submitted monthly on a percent complete basis. Billings are due and payable within fourteen (14) days after receiving payment from the Owner.

Mr. James Pierce  
September 23, 2002  
Page 3 of 3

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

**AUTHORIZATION**

We request that you supplement our contract dated August 2, 1999, in the amount of \$15,700 to cover these costs. This would bring our total contract amount to \$122,590. When signed below, this letter will serve as a supplemental agreement to our contract for engineering services. We are prepared to initiate work on this project upon receipt of a signed copy of this Letter of Agreement. We appreciate the opportunity to submit this proposal and look forward to assisting you on this project. If you have any questions regarding this proposal, please do not hesitate to call.

Sincerely,

**PARSONS**

**ACCEPTED AND APPROVED BY**

Weidong Li, P.E.  
Project Manager

\_\_\_\_\_  
(Signature)

Dave N. Carter, P.E., P.T.O.E.  
Principal Engineer  
Dallas Area Manager

\_\_\_\_\_  
~~(Printed or Typed Name)~~  
*Michael Murphy, P.E.*

\_\_\_\_\_  
~~(Title)~~ *Div. of Public Works*  
*Town of Addison*  
**AUTHORIZED TO EXECUTE**  
**AGREEMENTS**  
~~FOR~~

\_\_\_\_\_  
(Organization)

\_\_\_\_\_  
(Title)

**ENGINEERING FEE ESTIMATE  
INWOOD/SOUTH QUORUM ACCESS FOR THE TOWN OF ADDISON**

<b>TASK NO.</b>	<b>DESCRIPTION</b>	<b>MANHOURS</b>	<b>COST</b>
1	Subcontract for suvey	LS	\$2,200.00
2	Revise Landmark Pl. Plan & Profile	40	\$3,455.00
3	Update 100% plans and address minor comments from the Town	24	\$2,075.00
4	Update Quantities & Construction Estimate	12	\$990.00
5	Prepare bid documents	24	\$2,075.00
6	Review signal shop drawings	8	\$785.00
7	Prepare as-builts	12	\$945.00
8	Project administration and management	20	\$1,765.00
9	Meetings (4)	12	\$1,180.00
10	Direct Expenses	LS	\$230.00
<b>TOTAL:</b>		<b>152</b>	<b>\$15,700.00</b>



**MANUFACTURER'S CERTIFICATE**

**REFERENCED:**

INWOOD/SOUTH Quorum Access  
ADDISON, TX.

LARRETT CONST.  
KAUFMAN, TX

**THIS IS TO CERTIFY THAT HANSON PIPE AND PRODUCTS IS FURNISHING TO THE ABOVE REFERENCED PROJECT THE FOLLOWING APPROXIMATE QUANTITIES OF REINFORCED CONCRETE PIPE, PRECAST BOX CULVERTS, AND PRECAST MANHOLE COMPONENTS.**

707 LIN. FT. 18" RCP, CLASS III  
88 LIN. FT. 18" RCP, CLASS IV  
486 LIN. FT. 24" RCP, CLASS III

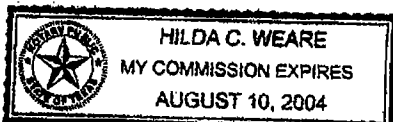
**FURTHER, HANSON PIPE AND PRODUCTS HEREWITH CERTIFIES THAT THE ABOVE PIPE, AND ALL ADDITIONAL PIPE NEEDED TO COMPLETE JOB IS GUARANTEED TO COMPLY WITH AND IS MANUFACTURED IN ACCORDANCE WITH:**

ASTM C-76, CLASS III & IV

**HANSON PIPE AND PRODUCTS**

BY Nick Groze

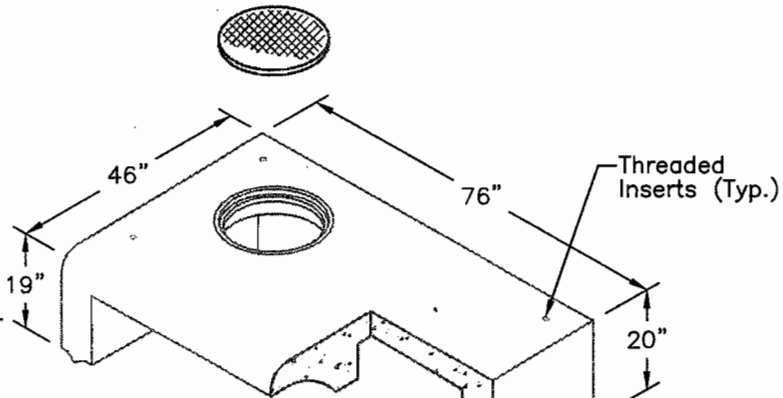
**BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC OF TARRANT COUNTY, TEXAS PERSONALLY APPEARED NICK GROZE AND SIGNED THE ABOVE CERTIFICATE AS TRUE AND CORRECT.**



Hilda C. Weare

**104 C.I. Lid**

Weight - 55 Lbs.  
Item# - 403042

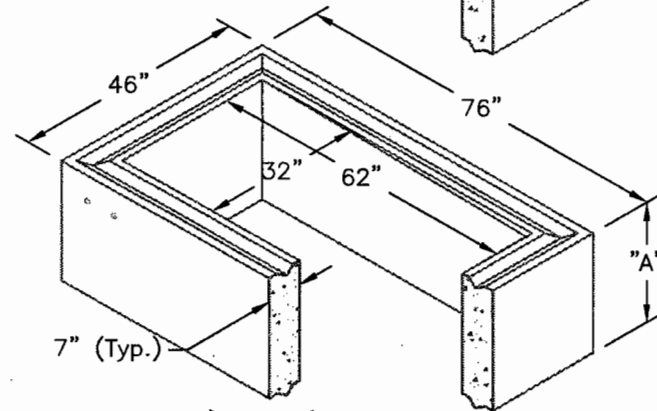


**Curb Top W/ 104 Frame**

Weight - 3225 Lbs.  
Item# - 008110

**Extension**

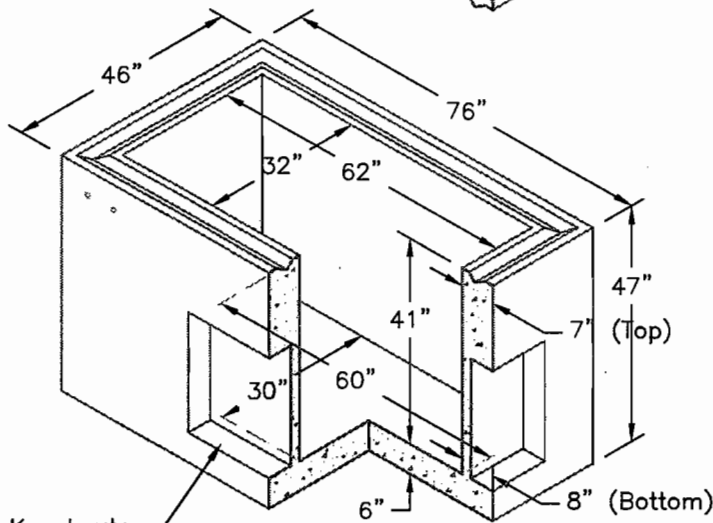
Weight - See Table  
Item# - See Table



Extension		
A	Weight	Item#
6"	800 Lbs.	008120
12"	1575 Lbs.	008130
18"	2375 Lbs.	008140
24"	3150 Lbs.	008150

**Bottom**

Weight - 7500 Lbs.  
Item# - 008160



30" Sq. Knockouts  
Spaced 10" Apart,  
Each Side.

**SPECIFICATIONS:**

1. Concrete: Concrete Has a Design Strength of 5000 PSI at 28 days.
2. Steel Reinforcement: ASTM A-615 Grade 60
3. Loading: Designed for H-20 Loading
4. C.I. Castings: ASTM A 48 CLASS 30/35

**GENERAL NOTES:**

1. Different Height Extensions are Available on Request.
2. 104 Ring and Cover Also Available.



1100 Heritage Parkway, Mansfield, Texas 76063  
Phone: 817.453.1054 Fax: 817.453.4007

**5' CURB INLET**

FILE NAME: 260DIIS'-CURB INLET.DWG

ISSUE DATE: August, 2001

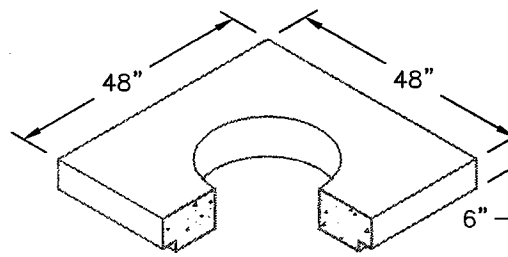
[www.oldcastleprecast.com](http://www.oldcastleprecast.com)

**5' Type "C" Inlet  
with Frame and Cover**

Copyright © 2001 Oldcastle Precast, Inc.

### Roof Slab W/ 24" Opening

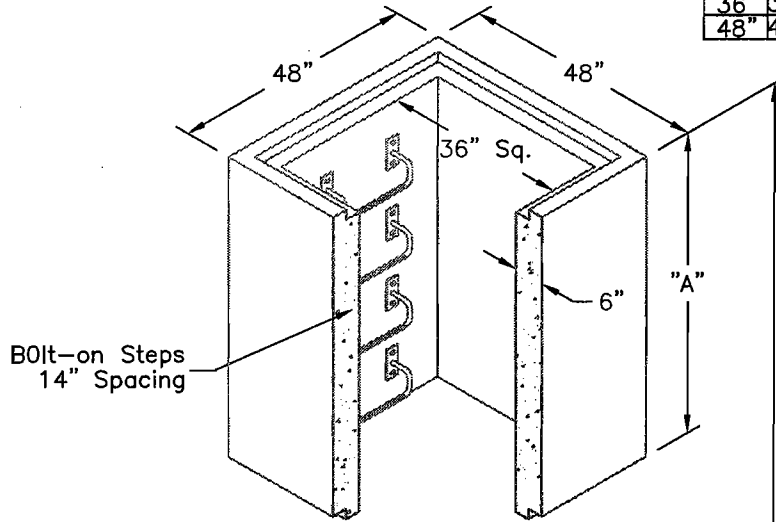
Weight - 1050 Lbs.  
 Item# - 010036  
 (See Note 1)



Extension		
A	Weight	Item #
6"	525 Lbs.	010050
12"	1050 Lbs.	010080
18"	1575 Lbs.	010150
24"	2100 Lbs.	010225
30"	2625 Lbs.	010251
36"	3150 Lbs.	010310
48"	4200 Lbs.	010430

### 3'x3' Extension

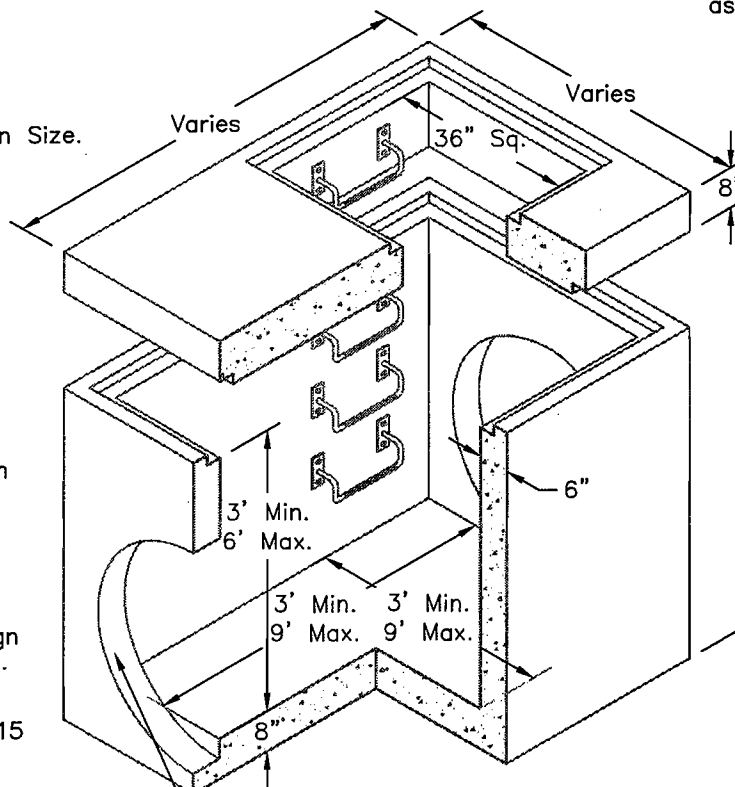
Weight - See Table  
 Item# - See Table



Varies as Req'd.

### Roof Slab

Weight - Varies Depending on Size.



### Bottom

Weight - Varies Depending on Size and Height.

#### SPECIFICATIONS:

- Concrete: Concrete Has a Design Strength of 5000 PSI. at 28 Days.
- Steel Reinforcement: ASTM A-615 Grade 60
- Loading: Designed for H-20 Loading
- C.I. Castings: ASTM A 48 CLASS 30/35.

Size and Location of Block-outs will Vary Per Cust. Spec.

#### GENERAL NOTES:

- Optional Opening Sizes Available.



### TYPE-M-MH

FILE NAME: 260DMMTYPE-M-MH.DWG

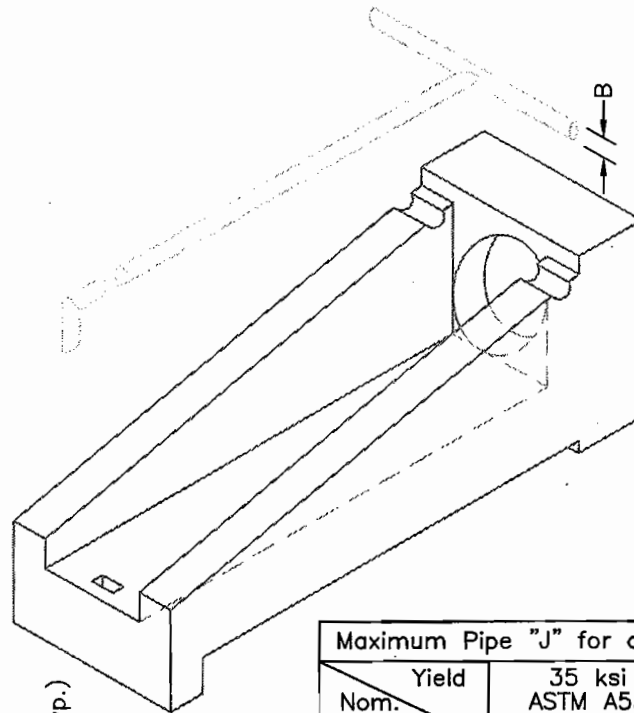
ISSUE DATE: August, 2001

www.oldcastleprecast.com

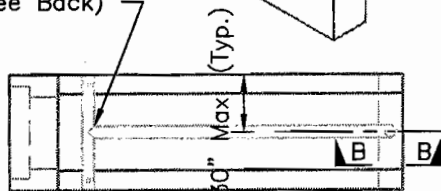
### Type M-Mod. Manhole

1100 Heritage Parkway, Mansfield, Texas 76063  
 Phone: 817.453.1054 Fax: 817.453.4007

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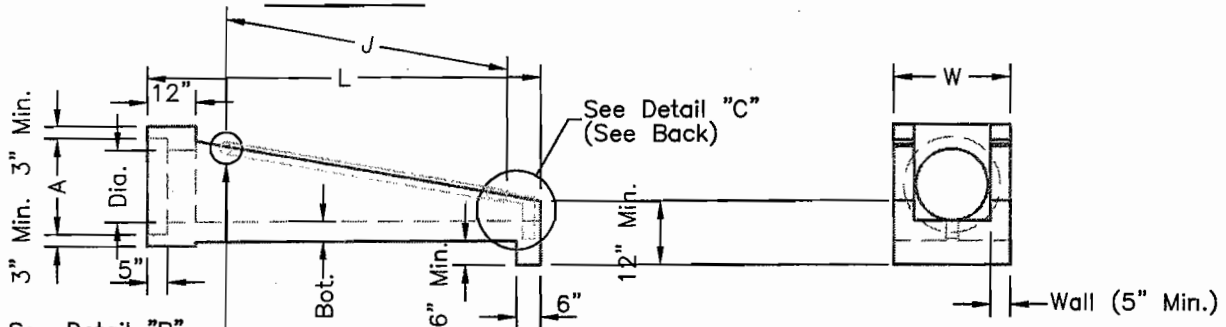
See Detail "A" (See Back)



**Plan View**

Maximum Pipe "J" for a Given Pipe Size and Yield			
Yield	35 ksi ASTM A53 Type E 8 S Gr. B	42 ksi ASTM A500 Gr. B	52 ksi API5LX52
Nom. Dia.			
OD = 3 1/2"	186"	223"	276"
OD = 4"	250"	300"	361"

Anchor Pipe May be any Above Materials and shall have an O.D. of 1/4" to 5/8" Less Than the I.D. of the Safety Pipe Runners



**Elevation View**

**End View**

Pipe I.D.	Slope	Weight	W	L	J	Wall	Bot.	A	B	Item#
36"	3:1	7455 Lbs.	52"	119"	96"	6"	6"	45 1/2"	4" O.D.	049110
	4:1	9410 Lbs.	52"	154"	130"	6"	6"	45 1/2"	4" O.D.	049120
	6:1	13,615 Lbs.	52"	228"	203"	6"	6"	45 1/2"	4 1/2" O.D.	049130
42"	3:1	11,510 Lbs.	61"	143"	117"	8"	6"	53"	4" O.D.	049140
	4:1	15,010 Lbs.	61"	186"	156"	8"	6"	53"	4" O.D.	049150
	6:1	23,895 Lbs.	61"	276"	246"	8"	6"	53"	4 1/2" O.D.	049160

**SPECIFICATIONS:**

1. Concrete: Concrete Has a Design Strength of 5000 PSI at 28 Days.
2. Steel Reinforcement: ASTM A-615 Grade 60
3. Loading: Designed for H-20 Loading
4. C.I. Castings: ASTM A 48 Class 30/35

**GENERAL NOTES:**

1. Class "C" Concrete
2. All Exposed Corners shall be Chamfered 3/4".

SCALE: 1/4" = 1'-0"



1100 Heritage Parkway, Mansfield, Texas 76063  
Phone: 817.453.1054 Fax: 817.453.4007

**TYP-C-SET**

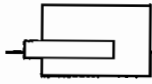
FILE NAME: 260DPTYP-C-SET.DWG

ISSUE DATE: August, 2001

www.oldcastleprecast.com

**Type "C" Safety-End-Treatment Variable (See Chart)**

Copyright © 2001 Oldcastle Precast, Inc.



*Site Development Engineering, Inc*

DALLAS, TEXAS

**INWOOD SOUTH QUORUM  
STORM DRAINAGE IMPROVEMENTS**

TRENCH SAFETY PLAN

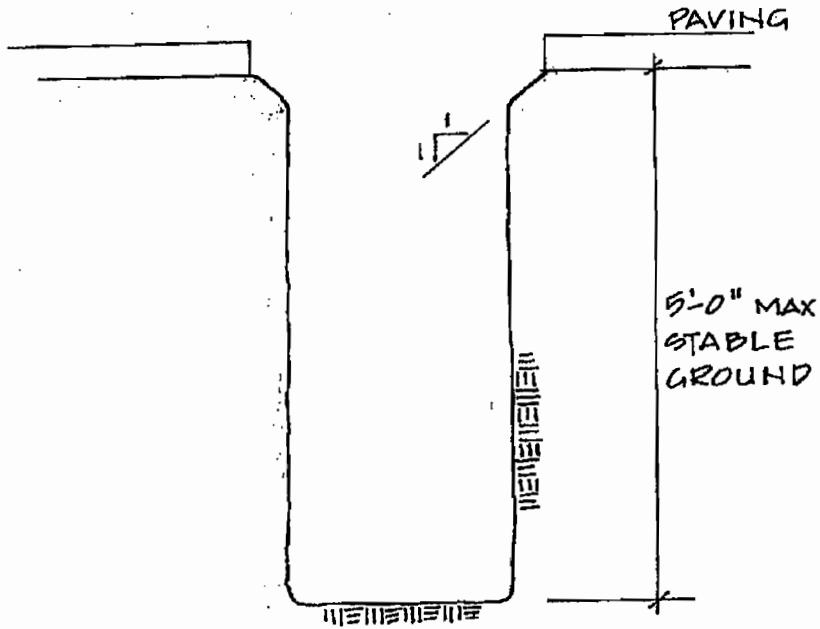
For

Larrett, Inc

SD03-105

Site Development Engineering, Inc

**INWOOD SOUTH QUORUM - DALLAS, TEXAS - STROM DRAINAGE IMPROVEMENTS**

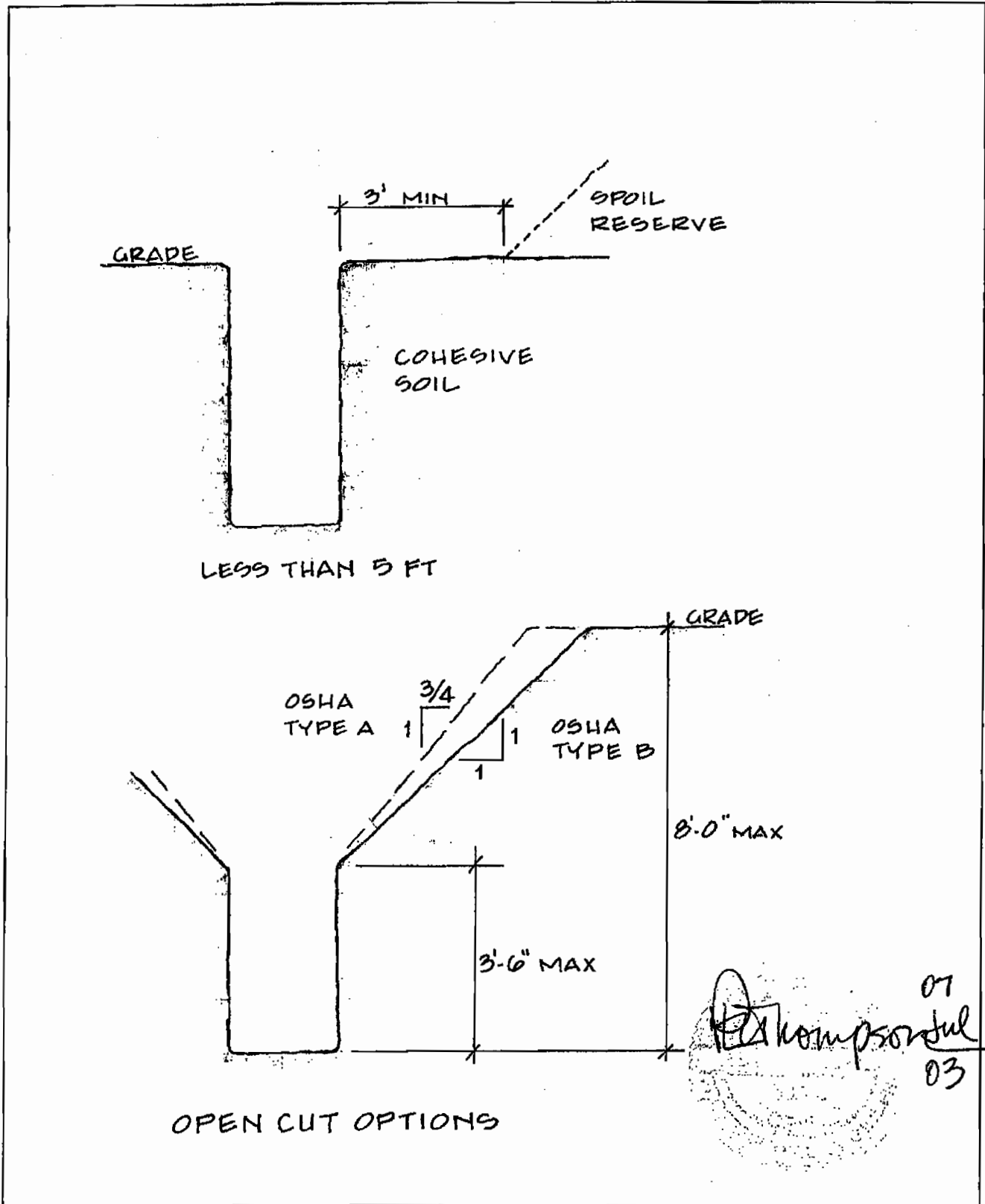


OPEN CUT

*H. Thompson* 07 Jul 03  
Professional Engineer  
No. 27540  
State of Texas

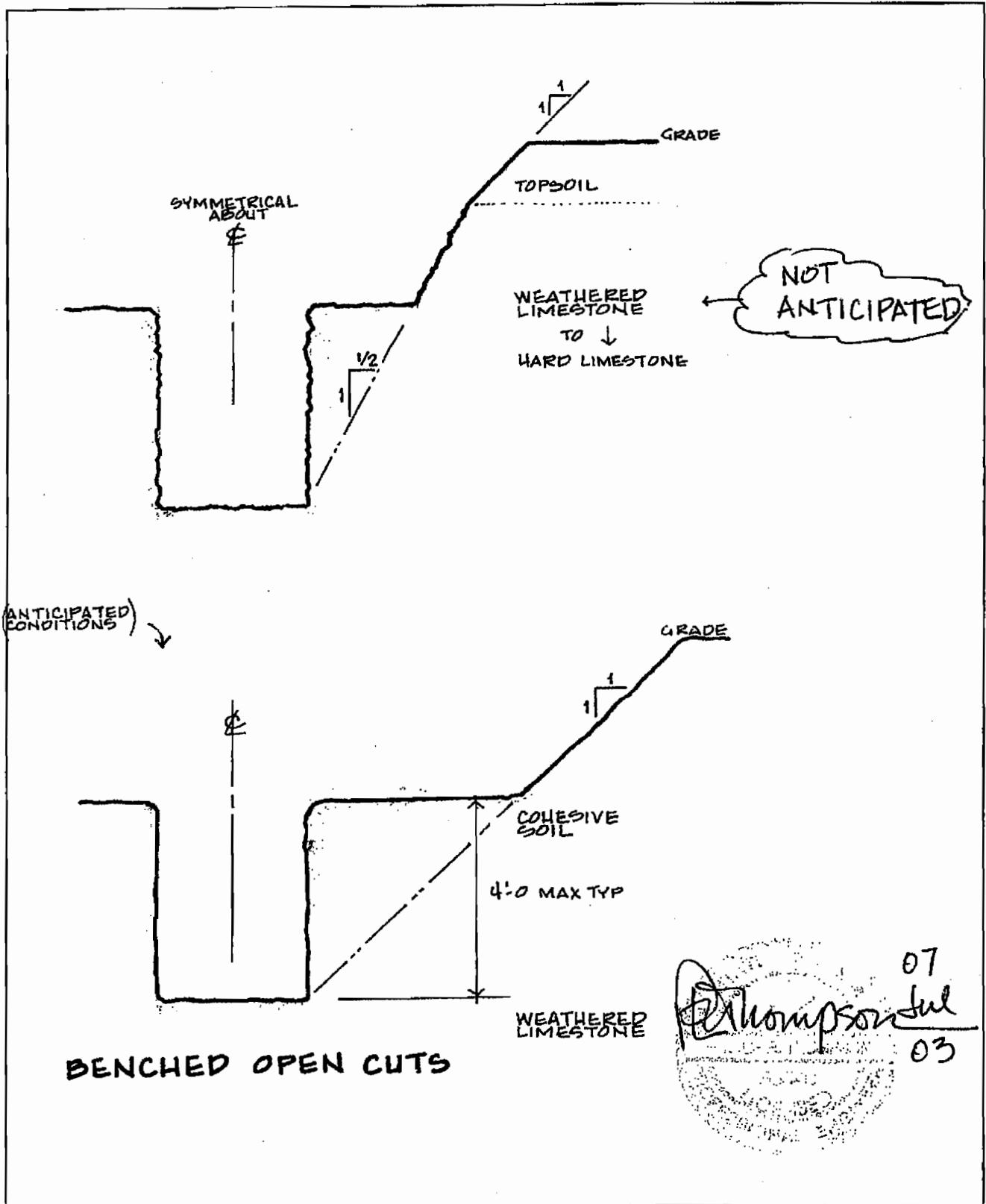
Site Development Engineering, Inc

INWOOD SOUTH QUORUM - DALLAS, TEXAS - STROM DRAINAGE IMPROVEMENTS



Site Development Engineering, Inc

INWOOD SOUTH QUORUM - DALLAS, TEXAS - STROM DRAINAGE IMPROVEMENTS



TRENCH SAFETY PLAN  
Larrett, Inc  
SD03-105

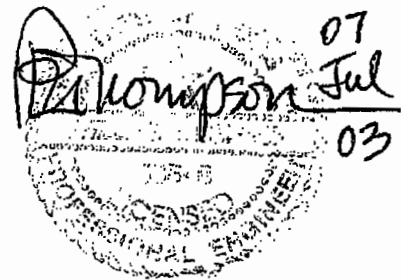


Site Development Engineering, Inc

**INWOOD SOUTH QUORUM – DALLAS, TEXAS – STROM DRAINAGE IMPROVEMENTS**

GENERAL NOTES

1. The details on this submittal are prepared in compliance with Federal Department of Labor Occupational Safety and Health Administration (OSHA) 2226 Federal Register 29 CFR Part 1926, Subpart P titled Excavations, Trenching and Shoring.
2. Recommendations and details on this submittal are for the referenced site and project specifically and are not for reuse.
3. Slope recommendations, unless noted, are for short term cuts in soil. Short term under this submittal shall mean 24 hours or less. When the contractor must use open cut slopes for longer periods, the slope shall be cut eight (8) degrees less incline from the horizontal than shown on the drawing included with this Trench Safety Plan. Shored cuts are not included under the short-term restrictions.
4. Ground water and surface drainage management, during construction are the responsibility of the contractor. In the event ground water and the resulting unstable conditions are encountered, **Site Development Engineering, Inc shall be called** to determine if modification to this submittal is required **512-219-4052** or **512-497-1147**.
5. Trench shield or shoring with sheeting shall be used for vertical cut trenches more than 5 ft depth when made in non-cohesive earth.
6. The method of trench protection used shall be as shown on the attached detail sheet(s). Sheeting shall be equal to the hardwood plywood as manufactured by Shor Form. Spacing between shoring frames shall not exceed eight (8) feet on center for cohesive soils. If conditions are encountered which require sheeting, the spacing shall be reduced to four (4) ft on center.
7. Contractor shall place ladders in trenches deeper than four (4) ft such that no more than 25 feet of lateral travel is required for a person in the excavation to reach a ladder for egress.
8. Periodic inspections of the site are to be made by the contractor's qualified representative (meeting Competent Person requirements under OSHA). These inspections shall be made daily or more frequently as conditions indicate is needed.
9. Shoring methods shown on this Trench Safety Plan are intended to be options available to the Contractor. More than one method may apply at a given location. The limitations, for each method, are given with that graphic presentation.



**TRENCH SAFETY PLAN**  
Larrett, Inc  
SD03-105

**After Recording Return To:**  
**Angela K. Washington**  
**Cowles & Thompson, P.C.**  
**901 Main Street, Suite 4000**  
**Dallas, Texas 75202**

**TOWN OF ADDISON**  
**DRAINAGE EASEMENT**

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

That **Friday Morning, Inc.**, hereinafter referred to as **Grantor**, for and in consideration of the sum of **Ten and no/100 (\$10.00)** and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, does by these presents grant, sell and convey unto the **Town of Addison** of the County of Dallas, State of Texas, its successors and assigns, hereinafter termed **Grantee**, a perpetual easement and right-of-way in, under, over, along and across the property described in attached **Exhibit A** (Field Note Description for DE-7) and depicted on attached **Exhibit B**, both of which exhibits are attached hereto and made a part hereof for all purposes.

This easement and right-of-way with all rights and privileges hereby granted may be used for the purpose of constructing, operating, repairing, reconstructing and perpetually maintaining storm drainage facilities in, over, through and under the premises hereinabove described. **Grantee**, its employees, agents, and licensees shall at all times have the right and privilege to access the perpetual easement herein granted. **Grantor** agrees not to construct or place within the premises described above any buildings, fences, shrubs, trees or other improvements, without the prior written consent of **Grantee**.

**To have and to hold** the same, together with all and singular the rights and hereditaments thereunto in anywise belonging unto **Grantee**, its successors and assigns, for the purposes of the perpetual easement herein granted.

And **Grantor** hereby binds itself, its heirs, executors, agents and assigns to warrant and defend all and singular the above described easement and rights unto **Grantee**, its successors and assigns, against every person whosoever lawfully claiming or to claim the same or any part thereof.

**EXECUTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2003.

**FRIDAY MORNING, INC.**

By \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_

STATE OF TEXAS  
COUNTY OF DALLAS

§  
§

**BEFORE ME**, the undersigned notary public in and for said county and state, on this \_\_\_\_\_ day of \_\_\_\_\_, 2003, personally appeared \_\_\_\_\_, \_\_\_\_\_ on behalf of Friday Morning, Inc., a Texas business corporation, and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument, the person or entity upon behalf of which he acted executed the instrument for the uses and purposes therein set forth.

**GIVEN UNDER** my hand and seal of office the day and year last above written.

\_\_\_\_\_  
Notary Public in and for the State of Texas

MY COMMISSION EXPIRES:

\_\_\_\_\_

[ S E A L ]

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);

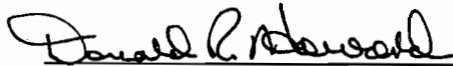
THENCE South 17°01'00" East along the said West Right-of-Way of Inwood Road, a distance of 111.82 feet to a point for the Northeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

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

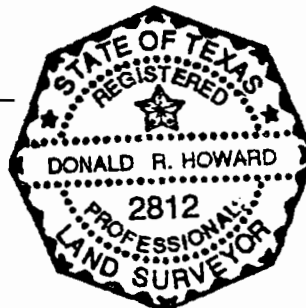
THENCE South 72°59'00" West departing said West Right-of-Way, a distance of 6.00 feet to a point for a corner;

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





**After Recording Return To:**  
**Angela K. Washington**  
**Cowles & Thompson, P.C.**  
**901 Main Street, Suite 4000**  
**Dallas, Texas 75202**

**TOWN OF ADDISON**  
**DRAINAGE EASEMENT**

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

That **Friday Morning, Inc.**, hereinafter referred to as **Grantor**, for and in consideration of the sum of **Ten and no/100 (\$10.00)** and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, does by these presents grant, sell and convey unto the **Town of Addison** of the County of Dallas, State of Texas, its successors and assigns, hereinafter termed **Grantee**, a perpetual easement and right-of-way in, under, over, along and across the property described in attached **Exhibit A** (Field Note Description for DE-6) and depicted on attached **Exhibit B**, both of which exhibits are attached hereto and made a part hereof for all purposes.

This easement and right-of-way with all rights and privileges hereby granted may be used for the purpose of constructing, operating, repairing, reconstructing and perpetually maintaining storm drainage facilities in, over, through and under the premises hereinabove described. **Grantee**, its employees, agents, and licensees shall at all times have the right and privilege to access the perpetual easement herein granted. **Grantor** agrees not to construct or place within the premises described above any buildings, fences, shrubs, trees or other improvements, without the prior written consent of **Grantee**.

**To have and to hold** the same, together with all and singular the rights and hereditaments thereunto in anywise belonging unto **Grantee**, its successors and assigns, for the purposes of the perpetual easement herein granted.

And **Grantor** hereby binds itself, its heirs, executors, agents and assigns to warrant and defend all and singular the above described easement and rights unto **Grantee**, its successors and assigns, against every person whosoever lawfully claiming or to claim the same or any part thereof.

**EXECUTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2003.

**FRIDAY MORNING, INC.**  
By \_\_\_\_\_  
Print Name \_\_\_\_\_  
Title \_\_\_\_\_

**STATE OF TEXAS**  
**COUNTY OF DALLAS**

§  
§

**BEFORE ME**, the undersigned notary public in and for said county and state, on this \_\_\_\_\_ day of \_\_\_\_\_, 2003, personally appeared \_\_\_\_\_, \_\_\_\_\_ on behalf of Friday Morning, Inc., a Texas business corporation, and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument, the person or entity upon behalf of which he acted executed the instrument for the uses and purposes therein set forth.

**GIVEN UNDER** my hand and seal of office the day and year last above written.

\_\_\_\_\_  
Notary Public in and for the State of Texas

MY COMMISSION EXPIRES:

\_\_\_\_\_  
[ S E A L ]

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);

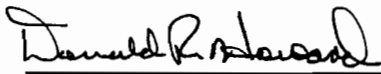
THENCE, South 17°01'00" East, along the West Right-of-Way of Inwood Road, a distance of 309.79 feet to the POINT OF BEGINNING;

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;

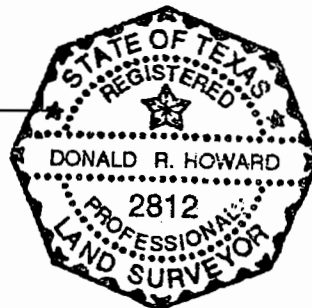
THENCE South 89°37'46" West, departing said Right-of-Way of Inwood Road and along the South line of said Lot 3, a distance of 6.26 feet to a point for a corner;

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





**After Recording Return To:**  
**Angela K. Washington**  
**Cowles & Thompson, P.C.**  
**901 Main Street, Suite 4000**  
**Dallas, Texas 75202**

**TOWN OF ADDISON**  
**DRAINAGE EASEMENT**

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

That **Friday Morning, Inc.**, hereinafter referred to as **Grantor**, for and in consideration of the sum of **Ten and no/100 (\$10.00)** and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, does by these presents grant, sell and convey unto the **Town of Addison** of the County of Dallas, State of Texas, its successors and assigns, hereinafter termed **Grantee**, a perpetual easement and right-of-way in, under, over, along and across the property described in attached **Exhibit A** (Field Note Description for DE-5) and depicted on attached **Exhibit B**, both of which exhibits are attached hereto and made a part hereof for all purposes.

This easement and right-of-way with all rights and privileges hereby granted may be used for the purpose of constructing, operating, repairing, reconstructing and perpetually maintaining storm drainage facilities in, over, through and under the premises hereinabove described. **Grantee**, its employees, agents, and licensees shall at all times have the right and privilege to access the perpetual easement herein granted. **Grantor** agrees not to construct or place within the premises described above any buildings, fences, shrubs, trees or other improvements, without the prior written consent of **Grantee**.

**To have and to hold** the same, together with all and singular the rights and hereditaments thereunto in anywise belonging unto **Grantee**, its successors and assigns, for the purposes of the perpetual easement herein granted.

And **Grantor** hereby binds itself, its heirs, executors, agents and assigns to warrant and forever defend all and singular the above described easement and rights unto **Grantee**, its successors and assigns, against every person whosoever lawfully claiming or to claim the same or any part thereof.

**EXECUTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2003.

**FRIDAY MORNING, INC.**

By \_\_\_\_\_

Print Name \_\_\_\_\_

Title \_\_\_\_\_

**STATE OF TEXAS**  
**COUNTY OF DALLAS**

§  
§

**BEFORE ME**, the undersigned notary public in and for said county and state, on this \_\_\_\_\_ day of \_\_\_\_\_, 2003, personally appeared \_\_\_\_\_, \_\_\_\_\_ on behalf of Friday Morning, Inc., a Texas business corporation, and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument, the person or entity upon behalf of which he acted executed the instrument for the uses and purposes therein set forth.

**GIVEN UNDER** my hand and seal of office the day and year last above written.

\_\_\_\_\_  
Notary Public in and for the State of Texas

MY COMMISSION EXPIRES:

\_\_\_\_\_  
[ S E A L ]

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"

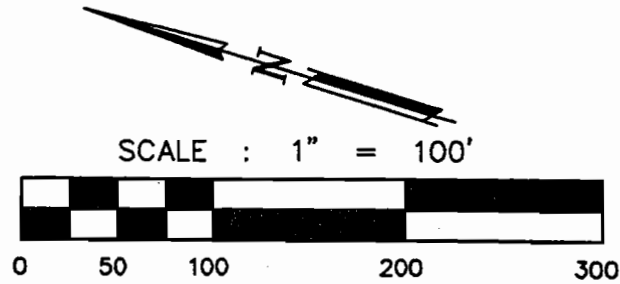
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-6)

*Donald R. Howard*

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

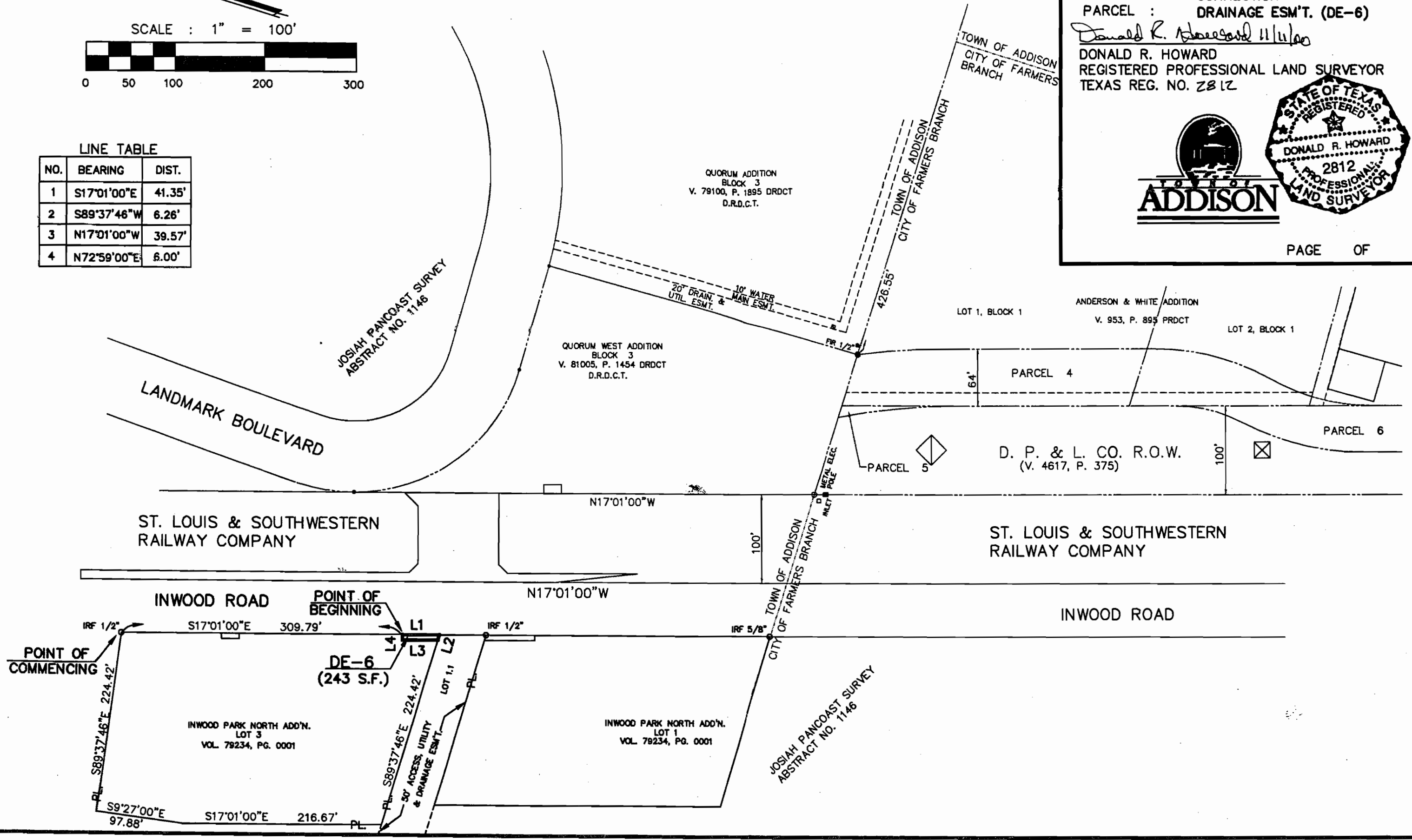


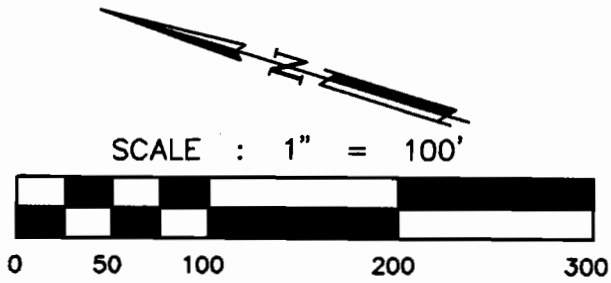
PAGE OF



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'





LINE TABLE

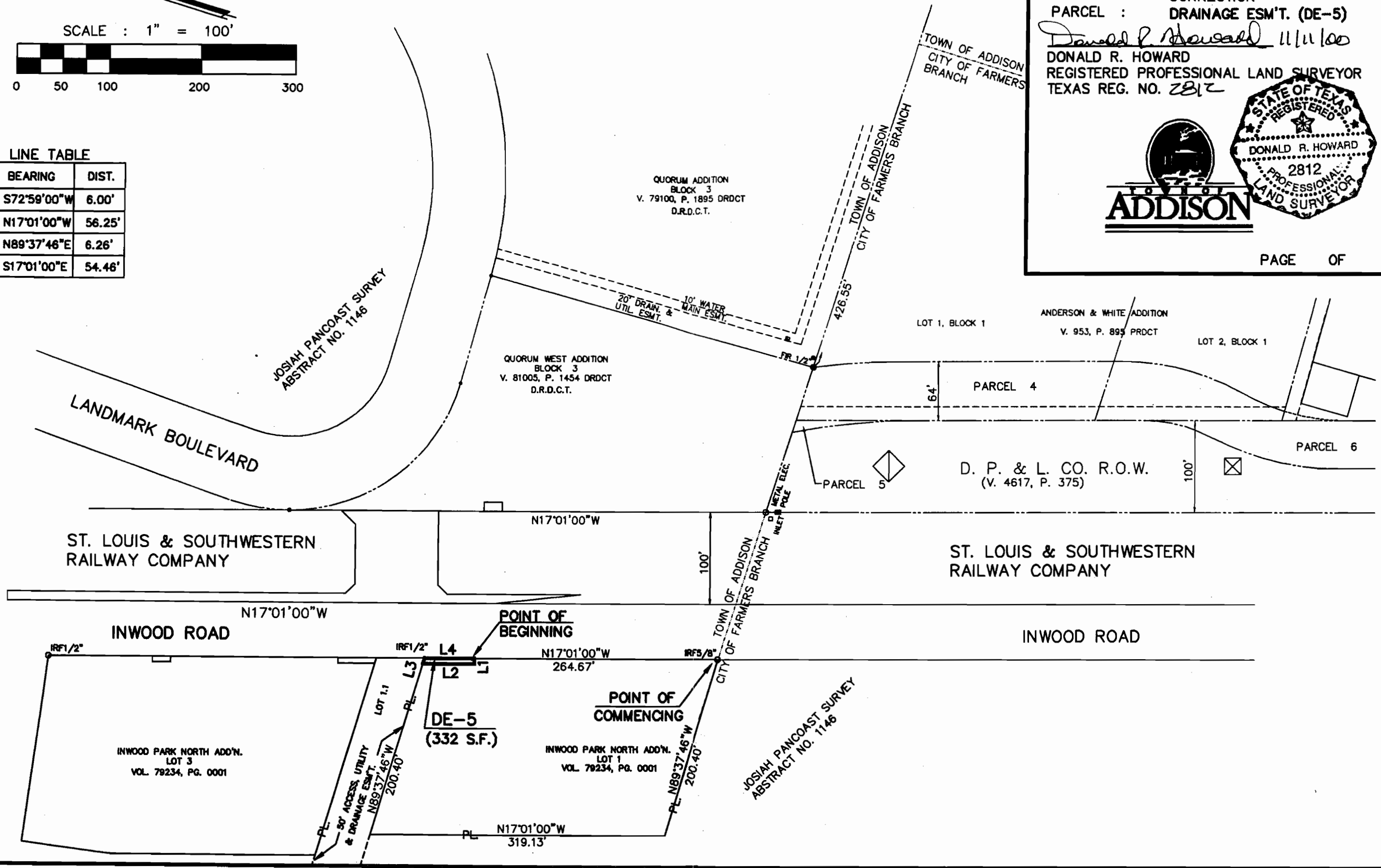
NO.	BEARING	DIST.
1	S72°59'00"W	6.00'
2	N17°01'00"W	56.25'
3	N89°37'46"E	6.26'
4	S17°01'00"E	54.46'

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

PAGE OF



DATE: 11-11-2000

MARK JARVIS

TUESDAY MORNING

972-934-7251

~~MID-AFTERNOON~~

WHEN FINAL PLANS ARE RECEIVED,

SEND COPIES TO FARMERS BRANCH  
FOR REVIEW & GIVE A COPY  
TO THE RAILROAD & HAVE A  
COORDINATION MTG.

# COWLES & THOMPSON

A Professional Corporation

ATTORNEYS AND COUNSELORS



ANGELA K. WASHINGTON  
214.672.2144  
AWASHINGTON@COWLESTHOMPSON.COM

February 21, 2003

**VIA FACSIMILE (214) 855-8898  
AND VIA REGULAR U.S. MAIL**

Ms. Janine Barber  
Republic Title Company  
2626 Howell Street, 10th Floor  
Dallas, Texas 75204

**RE: South Quorum/Inwood Road Connection Project  
Parcels 5 and 6**

Dear Janine:

Enclosed are property descriptions for two parcels of land in connection with the above-referenced Town of Addison project. Please prepare title commitments for both parcels. The Town is most anxious to close the transactions involving these parcels. Thus, I would appreciate your expediting this matter if possible.

Sincerely,

Angela K. Washington

AKW/yjr  
Enclosures

c(w/o Enclosures): Mr. Steve Chutchian, w/Town  
Mr. Ken Dippel, w/firm

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);

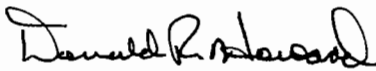
THENCE, South 17°01'00" East, along the West Right-of-Way of Inwood Road, a distance of 309.79 feet to the POINT OF BEGINNING;

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



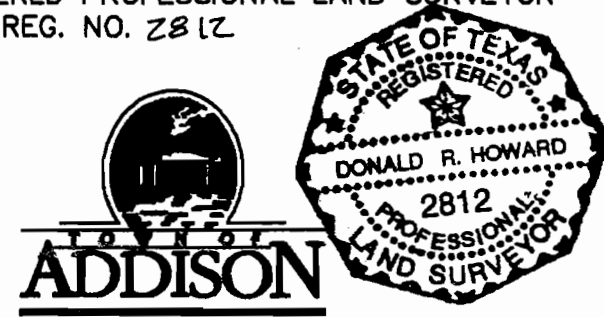


EXHIBIT "B"

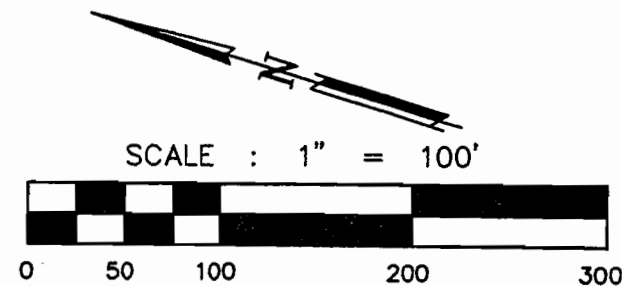
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-6)

*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'

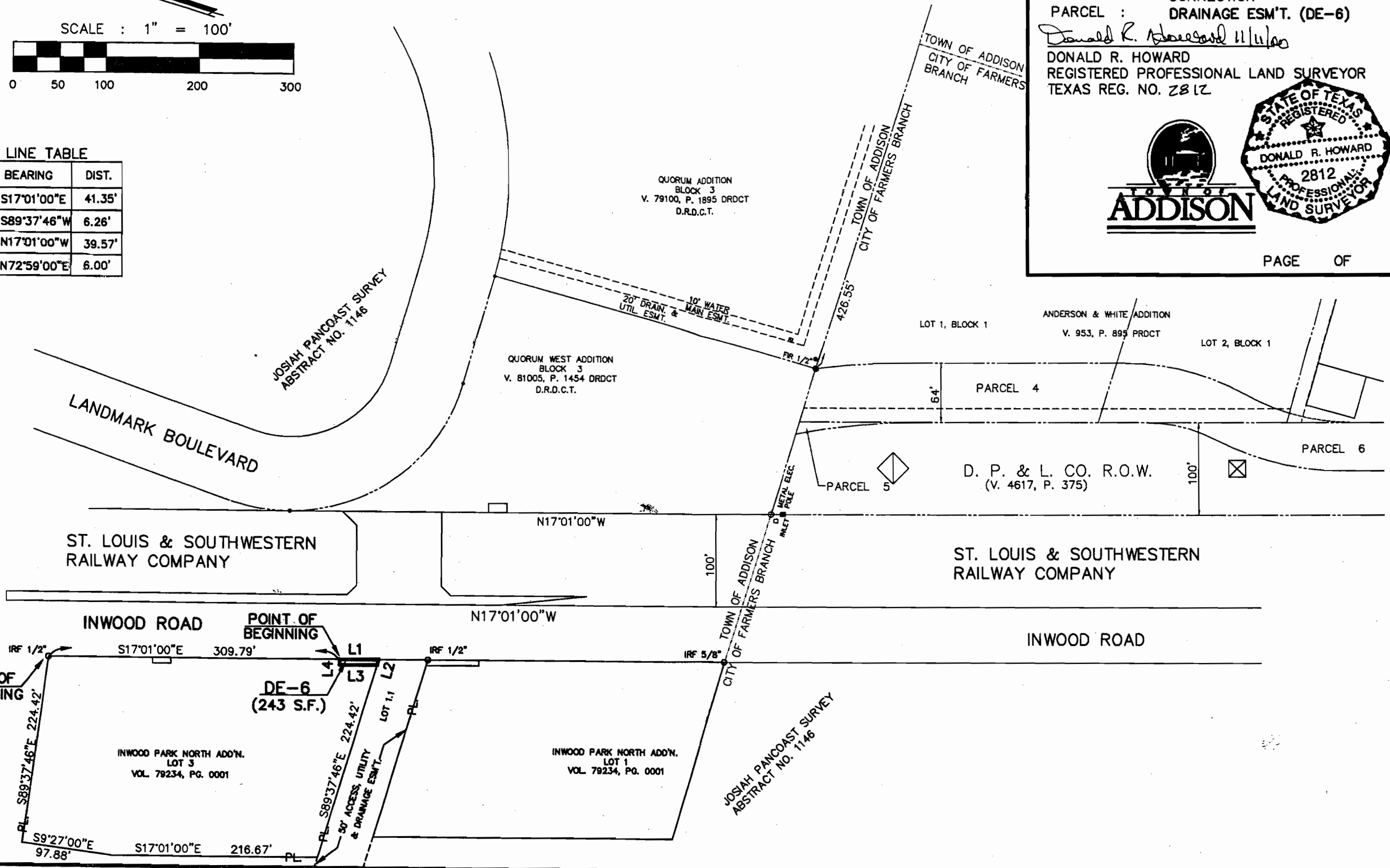


EXHIBIT "A"

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);

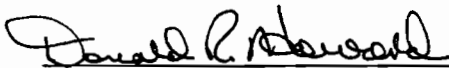
THENCE South 17°01'00" East along the said West Right-of-Way of Inwood Road, a distance of 111.82 feet to a point for the Northeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

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

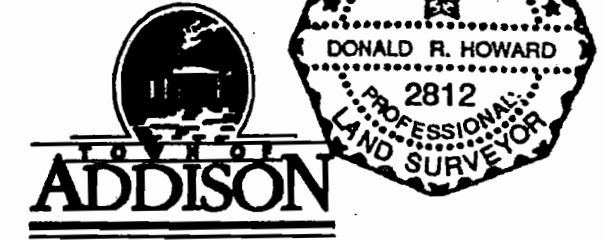
Donald R. Howard, P.E., R.P.L.S.  
Registered Professional Land Surveyor  
Texas Registration No. 2812



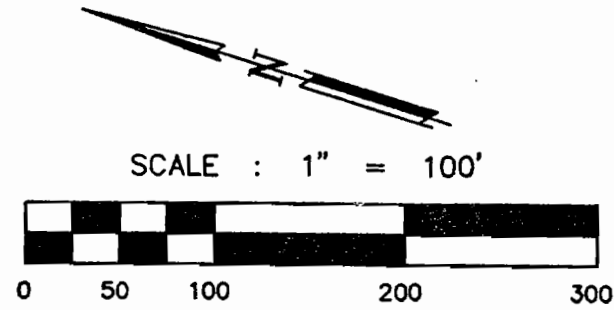
EXHIBIT "B"

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

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

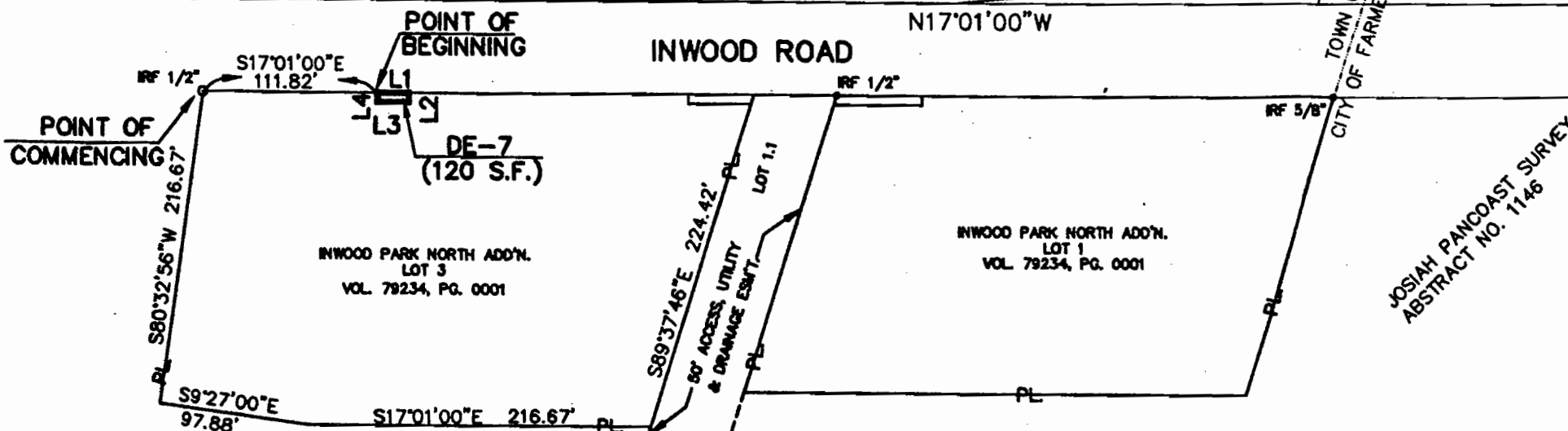
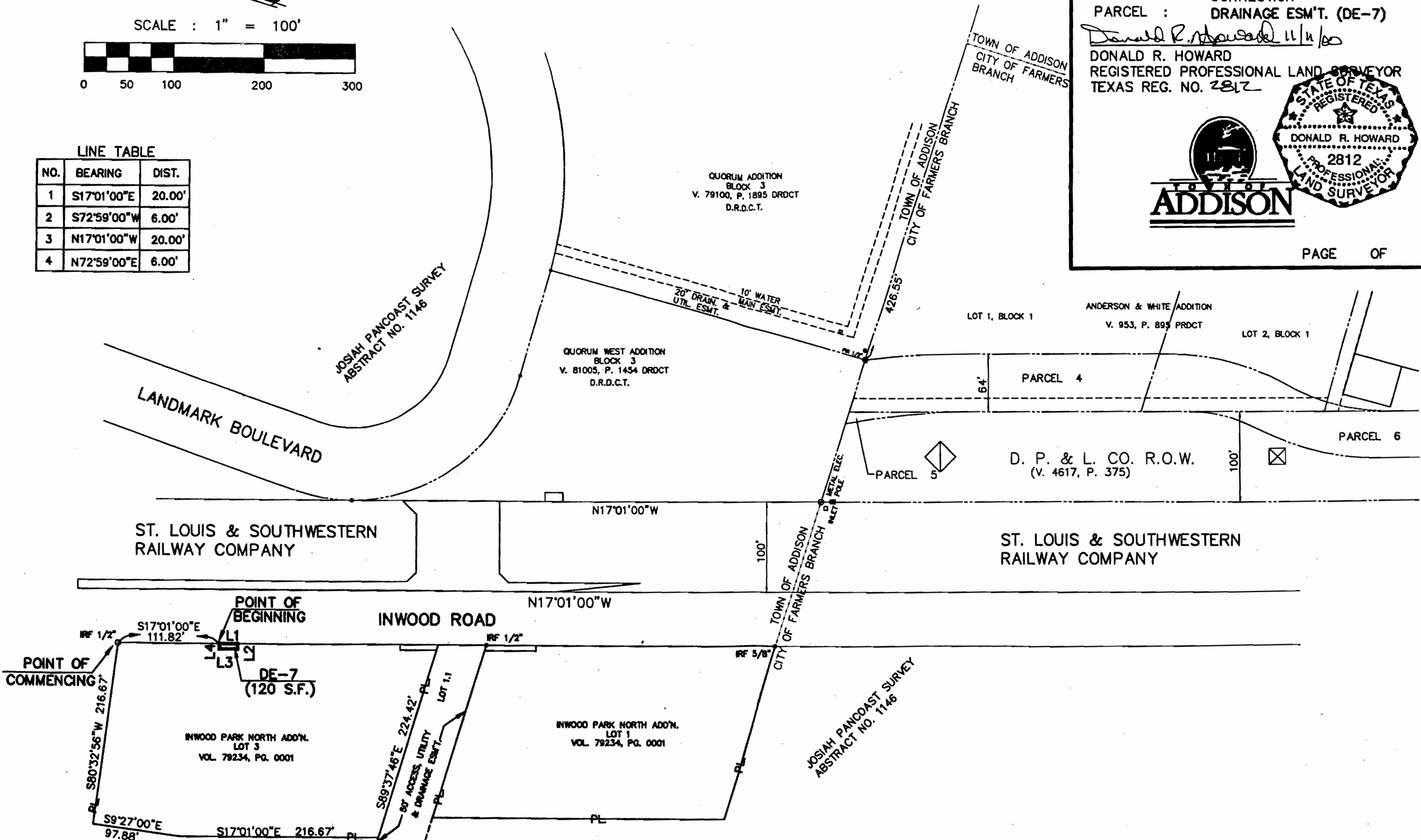


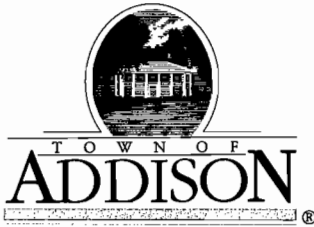
PAGE OF



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'





**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

**(972) 450-2871 FAX (972) 450-2837**  
**16801 Westgrove**

September 24, 2002

Kyle Bowman  
TXU Gas  
301 S. Harwood  
6<sup>th</sup> floor south  
Dallas, Texas 75201

Re: Inwood/S. Quorum, Phase II

Dear Mr. Bowman:

The Town of Addison has completed engineering design of the Inwood/ S. Quorum, Phase II project. These improvements will provide a new rail crossing and associated drainage improvements along Inwood Rd. The attached half-scale drawings are provided for your review of potential utility conflicts in this vicinity.

It is the intention of the Town to initiate the bidding process in December 2002. Please notify the Town of any conflicts regarding your utility and proceed to perform necessary relocation in a timely manner. Your assistance in this matter is greatly appreciated. Should you have any questions, please contact me at 972-450-2860. Thank you.

Sincerely,

Luke Jalbert  
Project Manager



Outside Plant Services  
2250 Lakeside Blvd.  
Richardson, TX 75082

October 10, 2002

Mr. Luke Jalbert  
Addison Public Works  
Post Office Box 9010  
Addison, TX 75001-9010

**RE: Inwood/S.Quorum, Phase II**

Dear Mr. Jalbert:

As discussed, please find enclosed, a copy of your drainage map with our fiber cable plotted and a copy of our as-built plan and profile.

I do not see a conflict with your proposed street work, but we are concerned with your storm drainage plan.

If you have any questions, or if I can be of further assistance, feel free to call me at 972-656-1759.

Sincerely,

A handwritten signature in cursive script that reads "Buddy Smith".

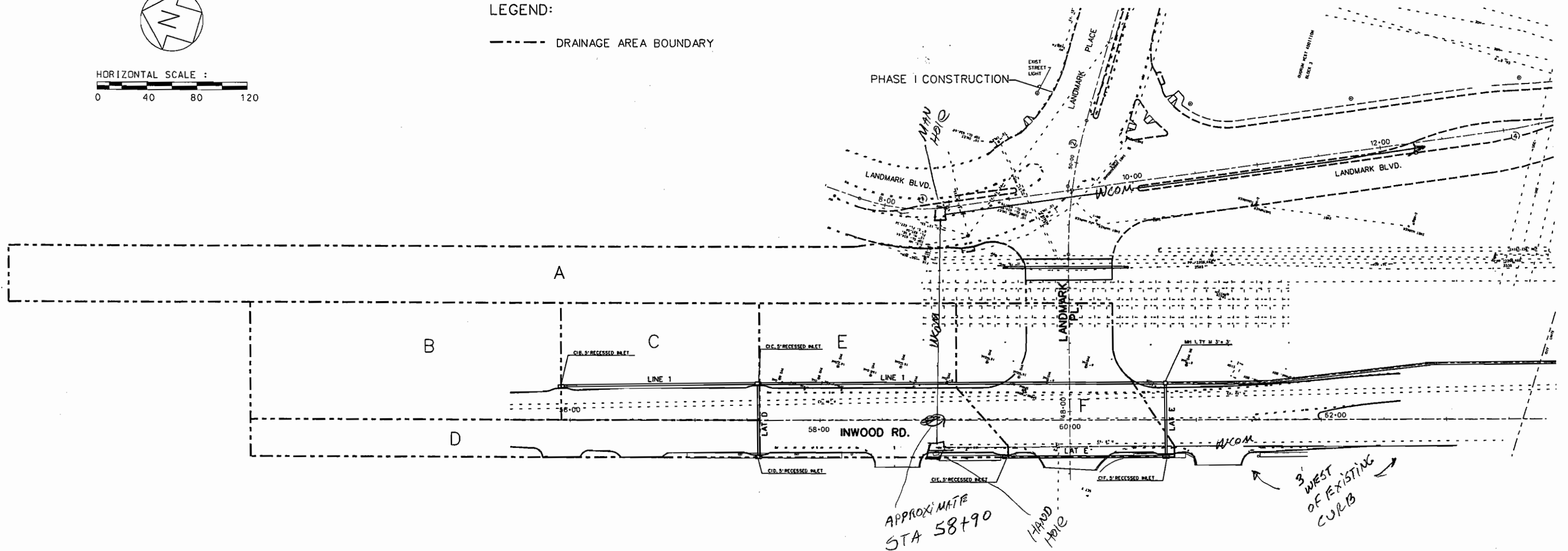
Buddy Smith  
Engineer  
Outside Plant Services  
FILE: C:\

cc: File



HORIZONTAL SCALE :  
0 40 80 120

LEGEND:  
----- DRAINAGE AREA BOUNDARY



RUNOFF COMPUTATIONS

DA ID	TOTAL AREA AC	Total CA	WEIGHTED C	SUB-AREA			Tc Min.	I-25 IN/HR	Q-25 CFS
				PAVING C-0.95 AC	COMMERCIAL C-0.95 AC	RAILROAD YARD C-0.40 AC			
A	0.847	0.339	0.40			0.847	15	7.77	2.63
B	0.536	0.284	0.53	0.126		0.410	15	7.77	2.21
C	0.341	0.194	0.57	0.105		0.236	15	7.77	1.51
D	0.280	0.266	0.95	0.219	0.060		15	7.77	2.06
E	0.481	0.314	0.65	0.206	0.015	0.260	15	7.77	2.44
F	0.378	0.314	0.83	0.289	0.007	0.081	15	7.77	2.44

STORM SEWER COMPUTATIONS

LINE	FROM	TO	DRAINAGE AREA NO	TOTAL D.A. (AC)	TOTAL C A	LGTH (FT)	TIME OF CONCENTRATION (MINUTES)		FREQ (YRS)	I-25 (IN/HR)	Q-25 (CFS)	DESIGN			REMARKS		
							ALONG SEWER LINE	INLET TIME				DIA. (IN)	SLOPE PIPE	VEL. (FPS)			
LINE 1	CIB	CIC	B	0.54	0.28	157.08		15.0	25	7.77	2.20	18	0.82	627.55	10.30	4.73	
	CIC	MH 1	B-D	1.16	0.74	326.00		15.0	25	7.77	5.78	18	0.86	627.49	10.53	5.94	
	MH 1	EX. MH	B-F	2.02	1.37	508.99		15.0	25	7.77	10.66	24	0.34	626.65	14.29	4.93	
LAT D	CID	CIC	D	0.28	0.27	59.33		15.0	25	7.77	2.06	18	0.84	627.51	10.43	4.63	
														627.49			
LAT E	CIE	CIF	E	0.48	0.31	128.09		15.0	25	7.77	2.44	18	0.46	626.82	7.72	3.83	
	CIF	MH 1	E-F	0.86	0.63	59.33		15.0	25	7.77	4.88	18	0.73	626.76	9.72	5.52	
														626.65			

100% REVIEW

THIS DOCUMENT IS RELEASED 09/06/02 FOR THE PURPOSE OF REVIEW ONLY UNDER THE AUTHORITY OF WEIDING L.P.E. 84718. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES.

INLET COMPUTATIONS

INLET NO.	LOCATION	DA NO.	CA	RUNOFF COMPUTATIONS				CURB INLET DESIGN														REMARKS		
				TIME OF CONCENTRATION ACTUAL (MIN)	DESIGN (MIN)	DESIGN FREQ. (YRS)	I (IN/HR)	Qo (CFS)	CARRY OVER (CFS)	TOTAL Qo (CFS)	Z	Z/N	S (%)	Y (FT)	PONDED WIDTH Y*Z (FT)	A (FT)	QI (CFS)	Lo-Qo/QI	L (FT)	L/Lo	A/Y		Q/Qo	Q (CFS)
B	55+93.00, 25.55' LT	B	0.284	15.0	25	7.77	2.20	0.00	2.20	50	3846	0.80	0.19	9.4	0.42	0.65	3.4	5	1.47	2.25	1.00	2.20	0.00	
C	57+50.00, 28.00' LT	C	0.194	15.0	25	7.77	1.51	0.00	1.51	50	3846	0.80	0.16	8.1	0.42	0.62	2.4	5	2.06	2.59	1.00	1.51	0.00	
D	57+50.00, 28.00' RT	D	0.266	15.0	25	7.77	2.06	0.00	2.06	50	3846	0.80	0.18	9.1	0.42	0.64	3.2	5	1.56	2.30	1.00	2.06	0.00	
E	59+48.00, 28.00' RT	E	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.18	9.0	0.42	0.64	3.8	5	1.31	2.32	1.00	2.44	0.00	
F	60+76.00, 27.63' RT	F	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.18	9.0	0.42	0.64	3.8	5	1.31	2.33	1.00	2.44	0.00	

DRAINAGE AREA MAP  
INWOOD ROAD  
DRAINAGE AREA MAP  
DEPARTMENT OF PUBLIC WORKS  
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	3/01	1"=80'H			10

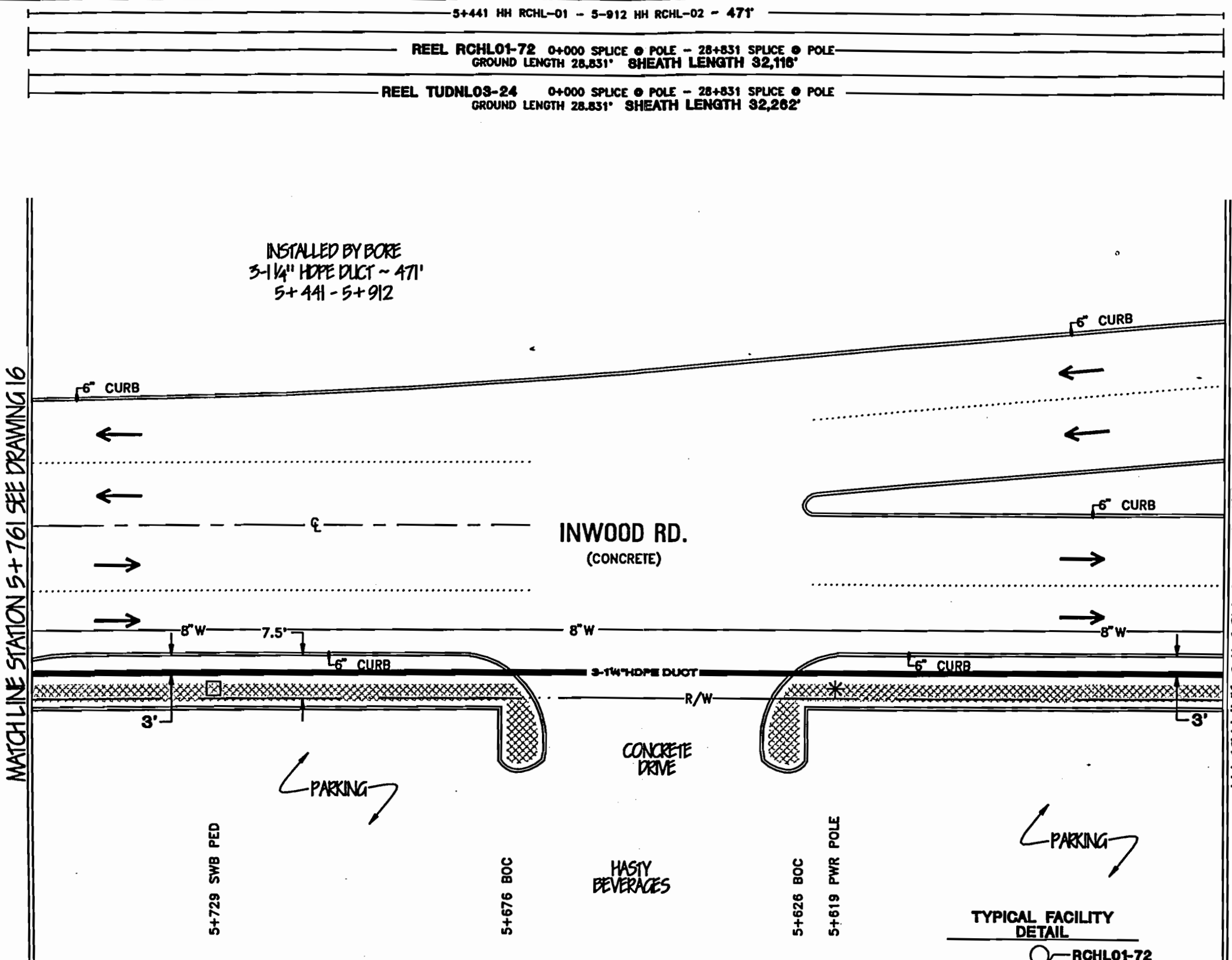
Fig: DM

PREPARED BY: FREE GRAPHICS, INC.

SEE DRAWING 15A FOR PROFILE VIEW



DIRECTION OF ENGINEERING  
←



INSTALLED BY BORE  
3-1/4" HDPE DUCT ~ 471'  
5+441 - 5+912

MATCHLINE STATION 5+761 SEE DRAWING 16

MATCHLINE STATION 5+551 SEE DRAWING 14B

LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION!

DIGRESS 1-800-344-8377



**BROOKS FIBER COMMUNICATIONS OF TEXAS, INC.**

PLAN  
1" = 20'

**PROPRIETARY**  
INFORMATION NOT FOR DISCLOSURE

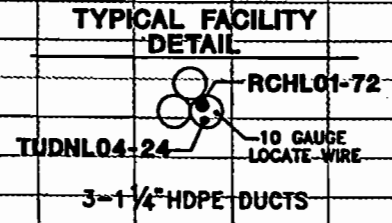
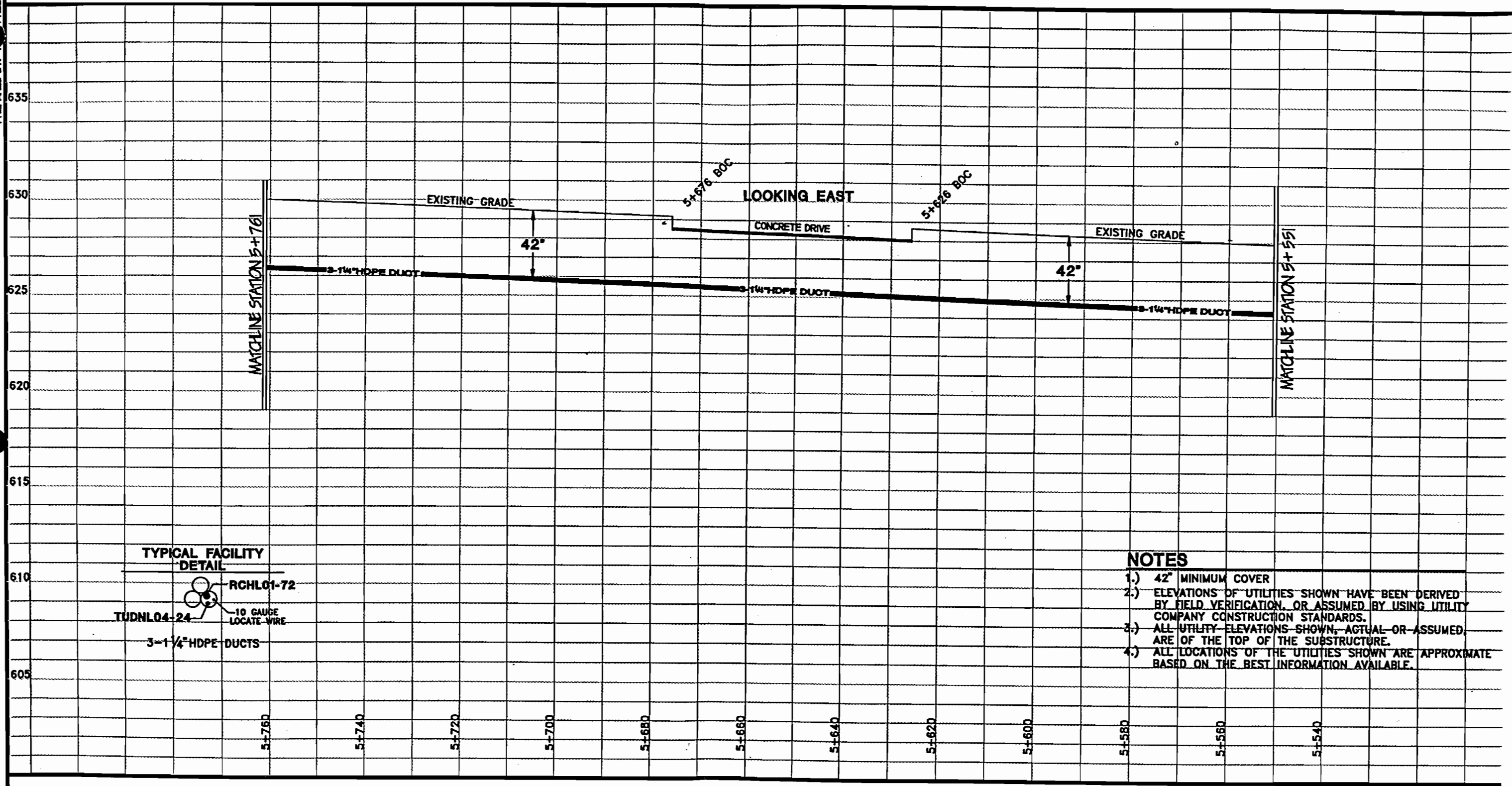
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"DRAFT"  
**AS-BUILT**  
4/23/98  
DALLAS COUNTY  
ADDISON CITY LIMITS

**SAFETY FIRST**

FORT WORTH - DALLAS ALTERNATE ACCESS TELECOMMUNICATIONS SYSTEM

FILE NAME: RSLP1015	RICHARDSON LOOP PART I	DWG. NO. 15 OF 1:
DATE: 15 SEP 97		



- NOTES**
- 1.) 42" MINIMUM COVER
  - 2.) ELEVATIONS OF UTILITIES SHOWN HAVE BEEN DERIVED BY FIELD VERIFICATION, OR ASSUMED BY USING UTILITY COMPANY CONSTRUCTION STANDARDS.
  - 3.) ALL UTILITY ELEVATIONS SHOWN, ACTUAL OR ASSUMED, ARE OF THE TOP OF THE SUBSTRUCTURE.
  - 4.) ALL LOCATIONS OF THE UTILITIES SHOWN ARE APPROXIMATE BASED ON THE BEST INFORMATION AVAILABLE.

**LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION!**  
 DITNESS 1-800-344-8377



**BROOKS FIBER COMMUNICATIONS OF TEXAS, INC.**

**PROFILE SCALE**  
 1" = 20' HORIZONTAL  
 1" = 5' VERTICAL

**PROPRIETARY**  
INFORMATION NOT FOR DISCLOSURE  
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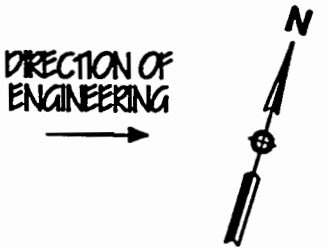
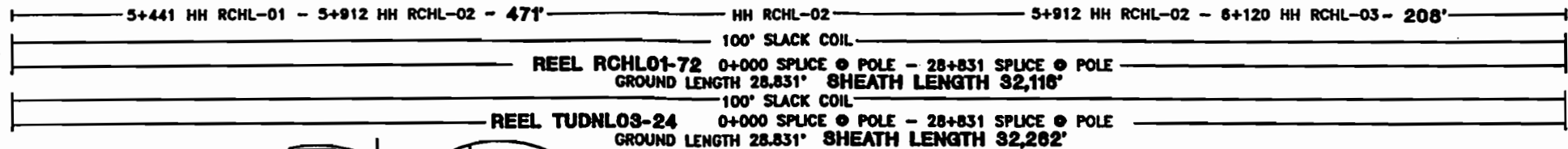
**"DRAFT" AS-BUILT**  
 4/23/98  
 DALLAS COUNTY  
 ADDISON CITY LIMITS

FORT WORTH - DALLAS ALTERNATE ACCESS TELECOMMUNICATIONS SYS		RICHARDSON LOOP PART I	DWG. NO. 15A
FILE NAME: RSLP115A	DATE: 15 SEP 97		

**SAFETY FIRST**



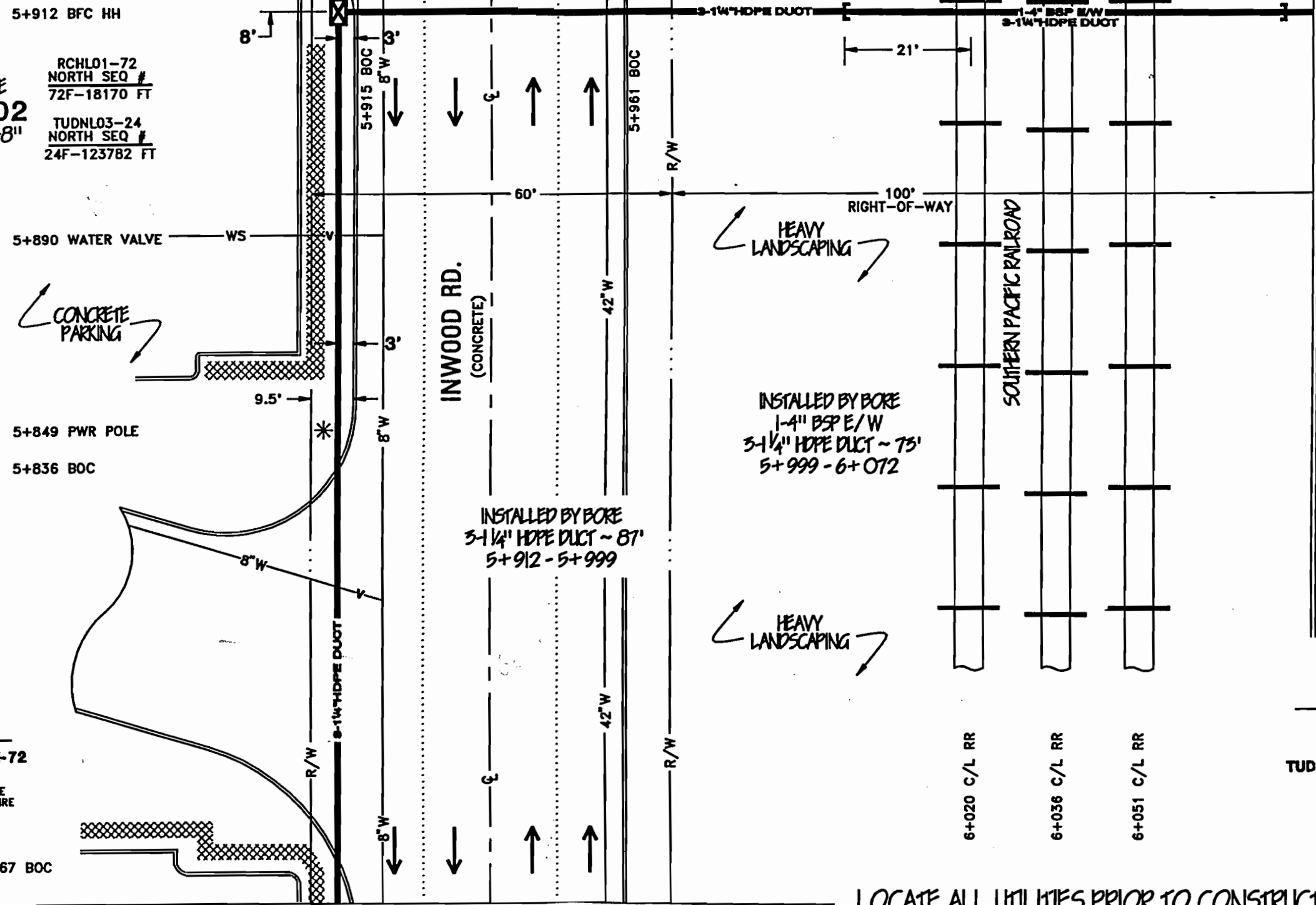
SEE DRAWING 16A FOR PROFILE VIEW



RCHL01-72 SOUTH SEQ # 72F-18070 FT  
 TUDN03-24 SOUTH SEQ # 24F-12272 FT

**HANDHOLE RCHL-02**  
 30"X42"X48"  
 5+912

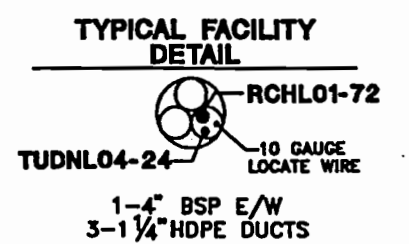
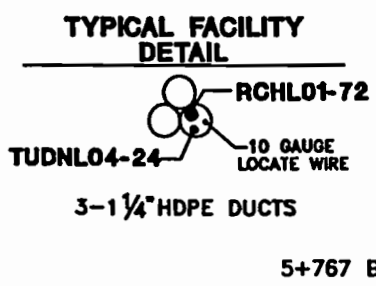
RCHL01-72 NORTH SEQ # 72F-18170 FT  
 TUDN03-24 NORTH SEQ # 24F-123782 FT



INSTALLED BY BORE  
 3-1/4" HDPE DUCT  
 5+441 - 5+912

INSTALLED BY BORE  
 1-4" BSP E/W  
 3-1/4" HDPE DUCT ~ 75'  
 5+999 - 6+072

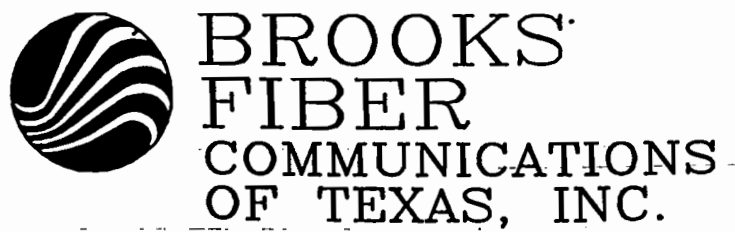
INSTALLED BY BORE  
 3-1/4" HDPE DUCT ~ 87'  
 5+912 - 5+999



LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION!

DIGRESS 1-800-344-8377

SAFETY FIRST



PLAN  
 1"=20'

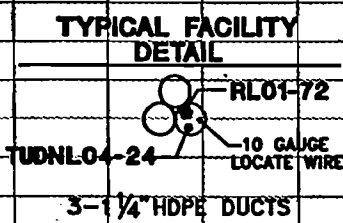
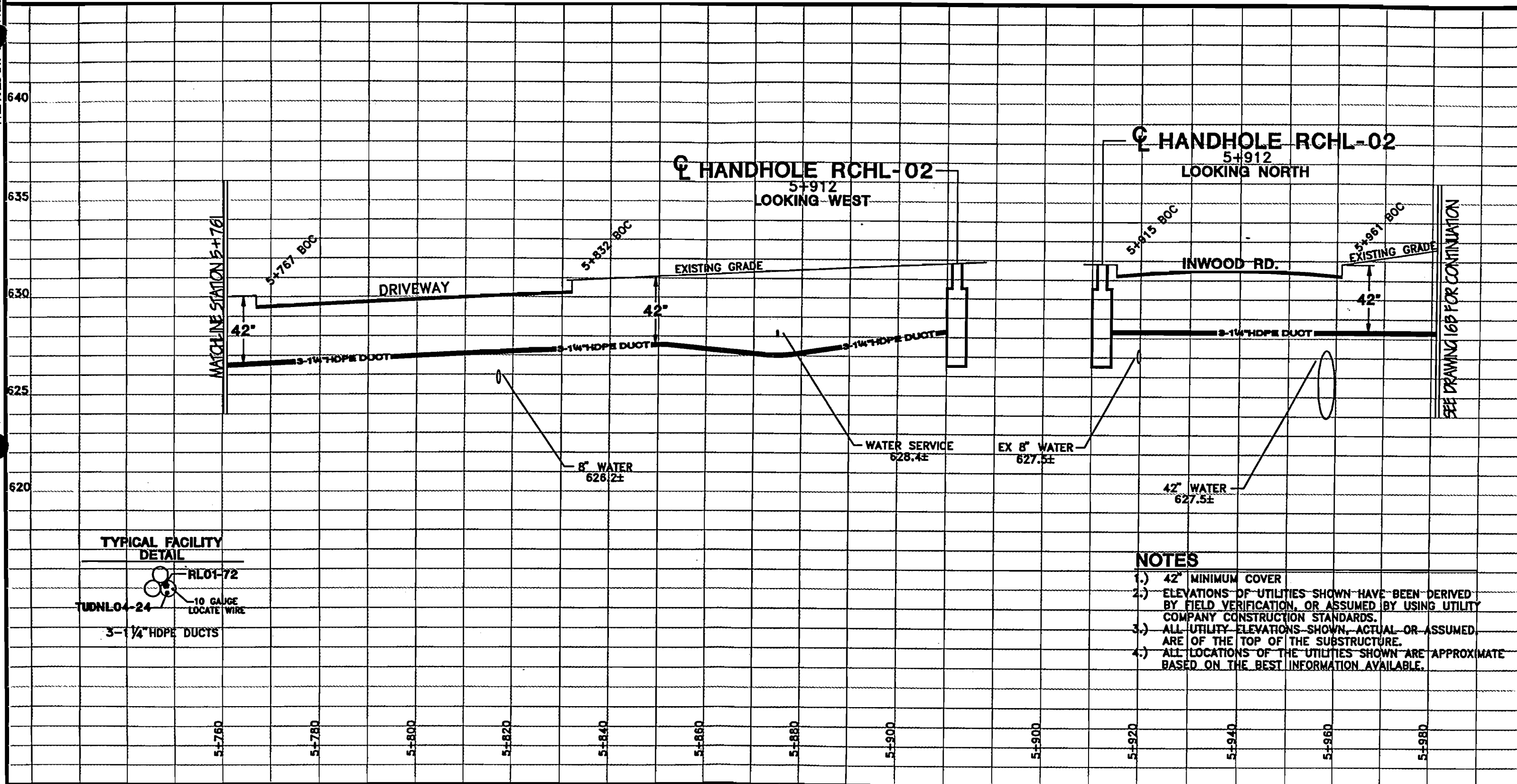
PROPRIETARY

INFORMATION NOT FOR DISCLOSURE  
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"DRAFT"  
**AS-BUILT**  
 4/23/98  
 DALLAS COUNTY  
 ADDISON CITY LIMITS

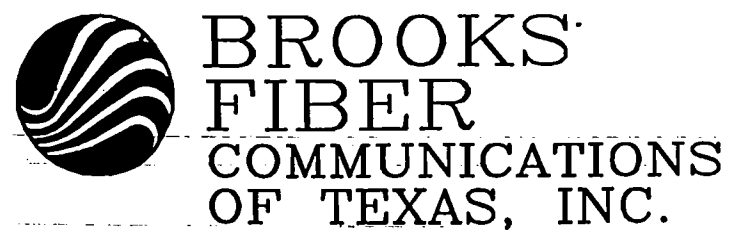
FORT WORTH - DALLAS ALTERNATE ACCESS TELECOMMUNICATIONS SYS

FILE NAME: RSLP1016	RICHARDSON LOOP PART I	DWG. NO. 16 OF 1
DATE: 15 SEP 97		



- NOTES**
- 1.) 42" MINIMUM COVER
  - 2.) ELEVATIONS OF UTILITIES SHOWN HAVE BEEN DERIVED BY FIELD VERIFICATION, OR ASSUMED BY USING UTILITY COMPANY CONSTRUCTION STANDARDS.
  - 3.) ALL UTILITY ELEVATIONS SHOWN, ACTUAL OR ASSUMED, ARE OF THE TOP OF THE SUBSTRUCTURE.
  - 4.) ALL LOCATIONS OF THE UTILITIES SHOWN ARE APPROXIMATE BASED ON THE BEST INFORMATION AVAILABLE.

**LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION!**  
 DIAL 1-800-344-8377



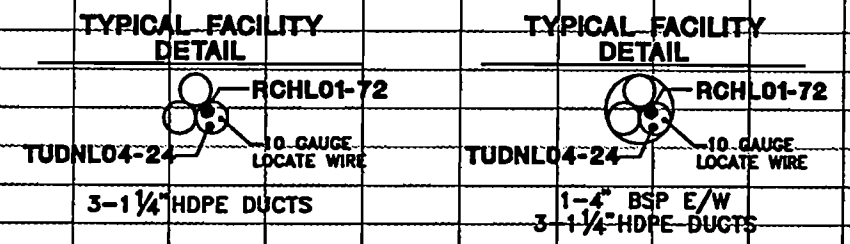
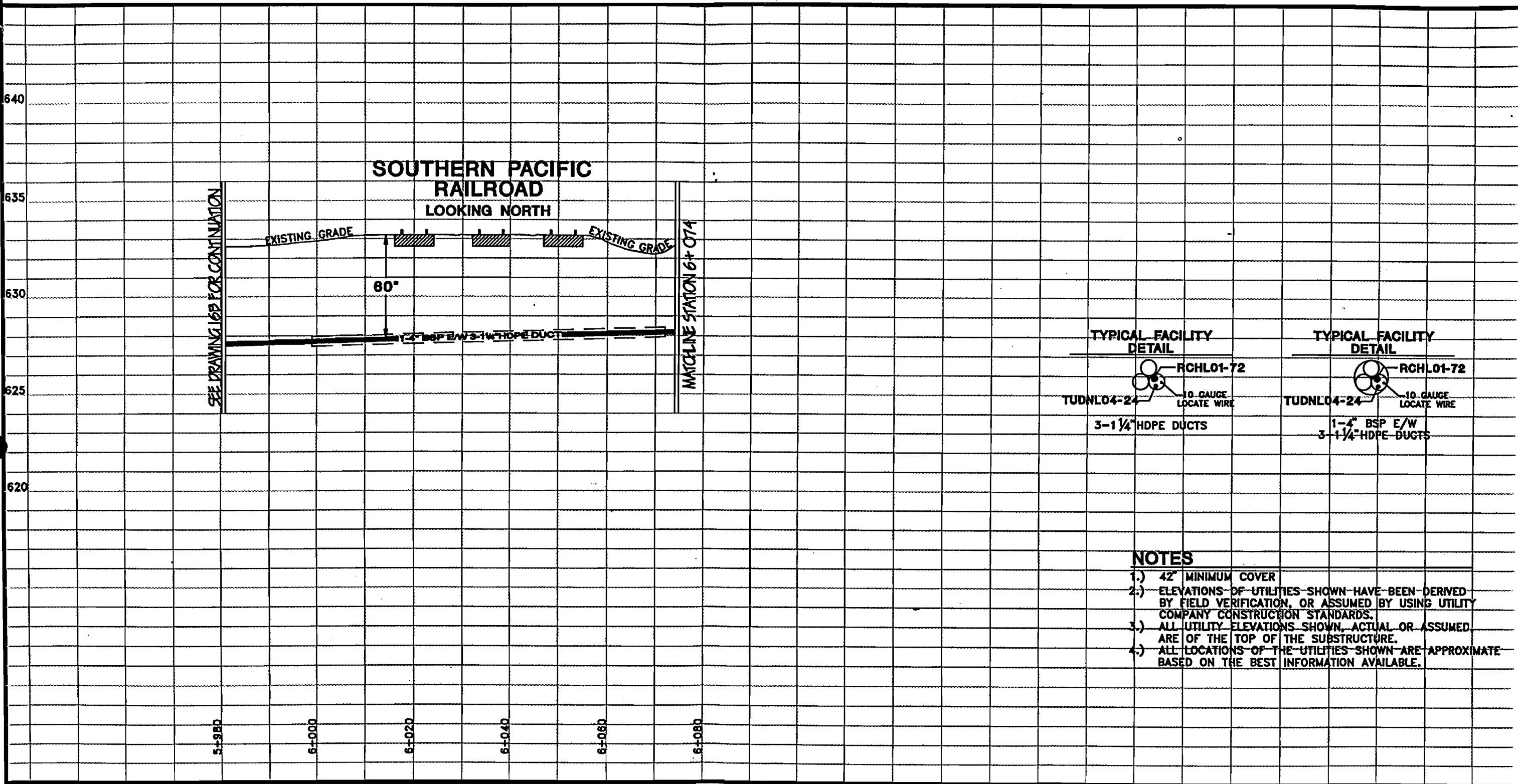
**PROFILE SCALE**  
 1" = 20' HORIZONTAL  
 1" = 5' VERTICAL

**PROPRIETARY**  
INFORMATION NOT FOR DISCLOSURE  
 This set of plans contains confidential or proprietary information and the recipient must not disclose, copy, re-create, or distribute the plans or the information contained therein, either directly or indirectly, to other entities or individuals without written or express permission from Brooks Fiber Communications of Texas, Inc.

**"DRAFT"**  
**AS-BUILT**  
 4/23/98  
 DALLAS COUNTY  
 ADDISON CITY LIMITS

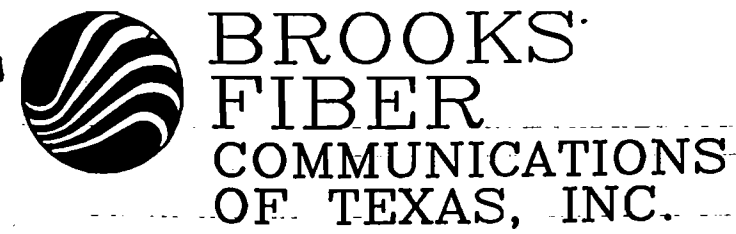
FORT WORTH - DALLAS ALTERNATE ACCESS TELECOMMUNICATIONS SYS		RICHARDSON LOOP PART I	DWG. NO. 16A
FILE NAME: RSLP116A	DATE: 15 SEP 97		

**SAFETY FIRST**



- NOTES**
- 1.) 42" MINIMUM COVER
  - 2.) ELEVATIONS OF UTILITIES SHOWN HAVE BEEN DERIVED BY FIELD VERIFICATION, OR ASSUMED BY USING UTILITY COMPANY CONSTRUCTION STANDARDS.
  - 3.) ALL UTILITY ELEVATIONS SHOWN, ACTUAL OR ASSUMED ARE OF THE TOP OF THE SUBSTRUCTURE.
  - 4.) ALL LOCATIONS OF THE UTILITIES SHOWN ARE APPROXIMATE BASED ON THE BEST INFORMATION AVAILABLE.

**LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION!**  
DIGEST 1-800-344-8377



**PROFILE SCALE**  
1" = 20' HORIZONTAL  
1" = 5' VERTICAL

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**"DRAFT"**  
**AS-BUILT**  
4/23/98  
DALLAS COUNTY  
ADDISON CITY LIMITS

FORT WORTH - DALLAS ALTERNATE ACCESS TELECOMMUNICATIONS SYS		RICHARDSON LOOP PART I	DWG. NO. 16B
FILE NAME: RSLP116B	DATE: 15 SEP 97		

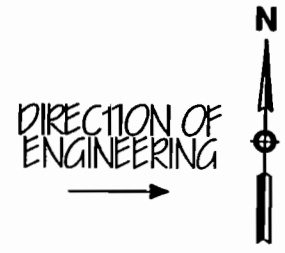
**SAFETY FIRST**

5+912 HH RCHL-02 - 6+120 HH RCHL-03 - 208'      HH RCHL-03      6+120 HH RCHL-03 - 6+962 HH RCHL-04 - 842'

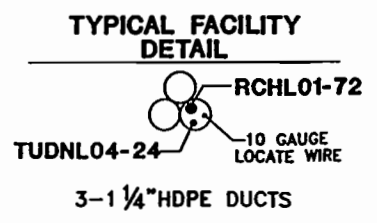
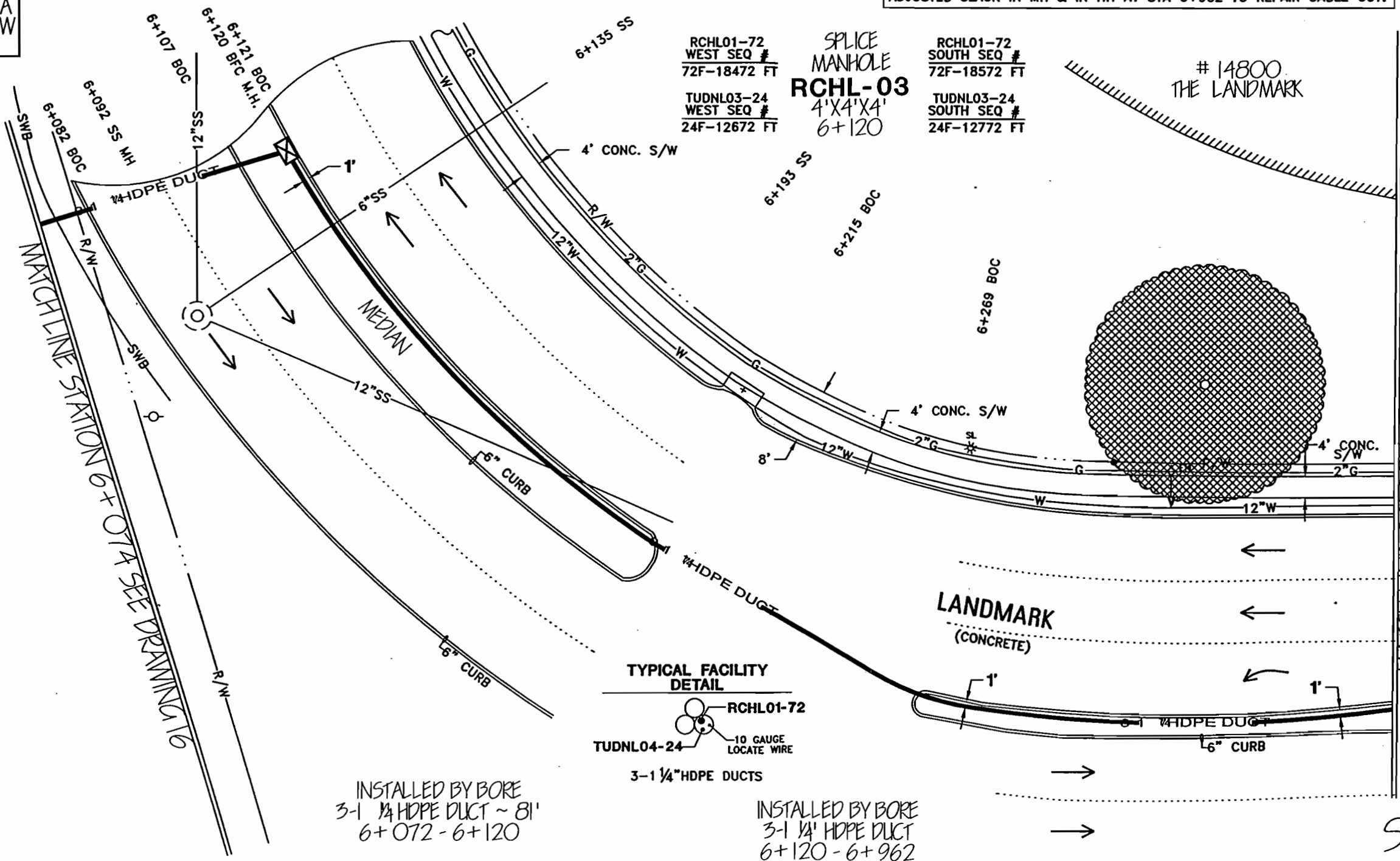
REEL RCHL01-72 0+000 SPLICE @ POLE - 28+831 SPLICE @ POLE  
GROUND LENGTH 28,831' SHEATH LENGTH 32,118'  
102' SLACK COIL

REEL TUDN03-24 0+000 SPLICE @ POLE - 28+831 SPLICE @ POLE  
GROUND LENGTH 28,831' SHEATH LENGTH 32,262'

MAINT# 90810B: REPLACED EXISTING HH WITH NEW MH AT STA 6+120.  
ADJUSTED SLACK IN MH & IN HH AT STA 6+962 TO REPAIR CABLE CUT.



SEE DRAWING 17A  
OR PROFILE VIEW



INSTALLED BY BORE  
3-1 1/4" HDPE DUCT ~ 81'  
6+072 - 6+120

INSTALLED BY BORE  
3-1 1/4" HDPE DUCT  
6+120 - 6+962

**SAFETY FIRST!**

LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION!  
DIGITEST-800-344-8377



PLAN  
1" = 20'

**PROPRIETARY**  
INFORMATION NOT FOR DISCLOSURE  
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"DRAFT"  
**AS-BUILT**  
4/23/98  
DALLAS COUNTY  
ADDISON CITY LIMITS

FORT WORTH - DALLAS ALTERNATE ACCESS TELECOMMUNICATIONS SYSTEM  
REVISION 1: MAINT# 90810B 10/16/01 CD

FILE NAME:  
RSLP1017  
DATE:  
15 SEP 97

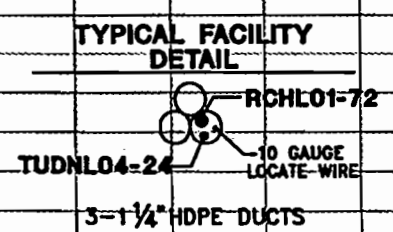
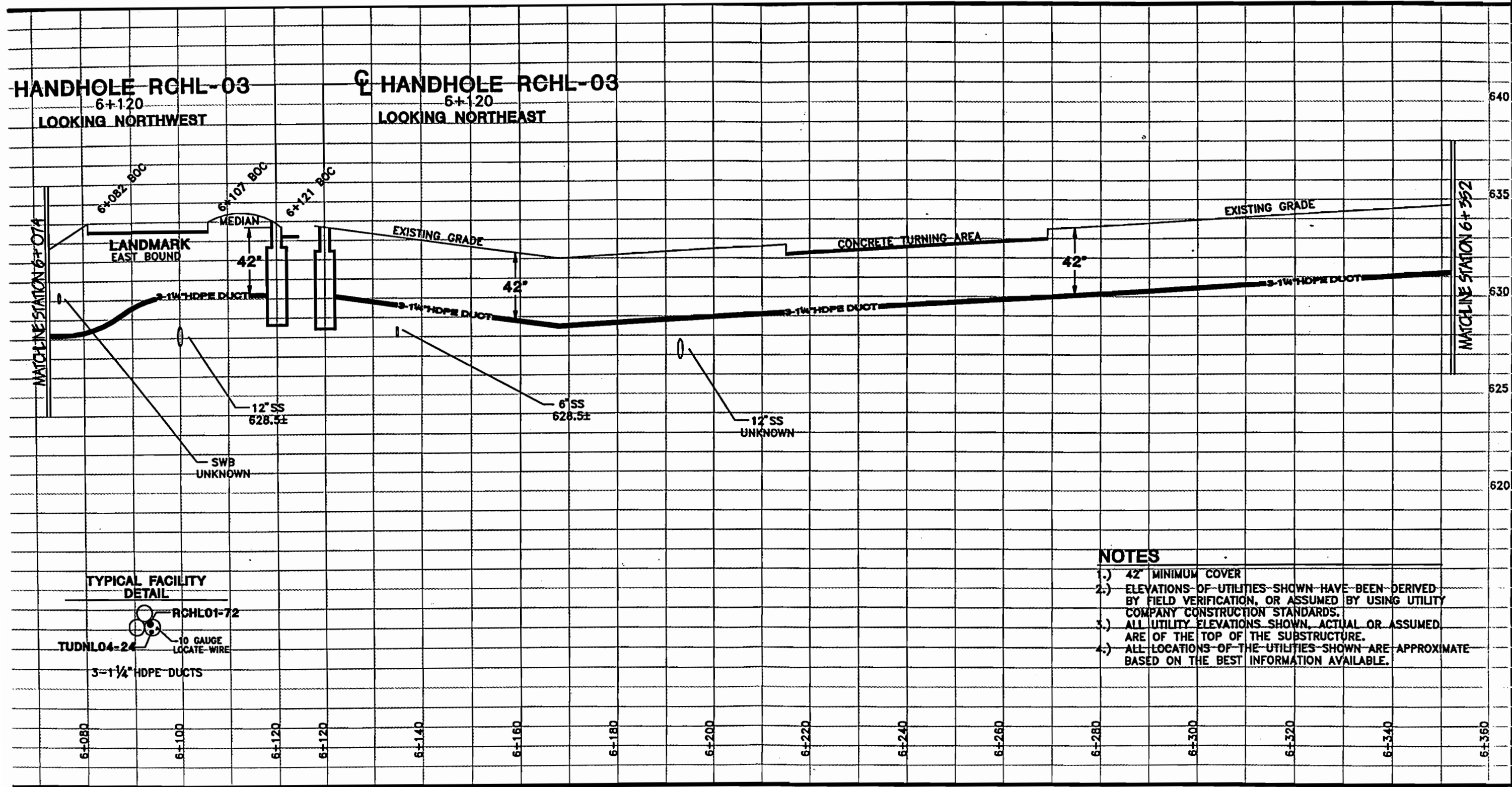
RICHARDSON LOOP  
PART I

DWG. NO.  
17 OF 129

MATCHLINE STATION 6+352 SEE DRAWING 18

MATCHLINE STATION 6+074 SEE DRAWING 16

DIRECTION OF ENGINEERING  
→



- NOTES**
- 1.) 42" MINIMUM COVER
  - 2.) ELEVATIONS OF UTILITIES SHOWN HAVE BEEN DERIVED BY FIELD VERIFICATION, OR ASSUMED BY USING UTILITY COMPANY CONSTRUCTION STANDARDS.
  - 3.) ALL UTILITY ELEVATIONS SHOWN, ACTUAL OR ASSUMED ARE OF THE TOP OF THE SUBSTRUCTURE.
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**LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION!**

DIGRESS 1-800-344-8377

"DRAFT"

**AS-BUILT**

4/23/98

DALLAS COUNTY  
ADDISON CITY LIMITS

**SAFETY FIRST!**



**PROFILE SCALE**

1" = 20' HORIZONTAL  
1" = 5' VERTICAL

**PROPRIETARY**

Information Not For Disclosure  
This set of plans contains confidential or proprietary information and the recipient must not disclose, copy, re-create, or distribute the plans or the information contained therein, either directly or indirectly, to other entities or individuals without written or express permission from Brooks Fiber Communications of Texas, Inc.

FORT WORTH - DALLAS ALTERNATE ACCESS TELECOMMUNICATIONS SYSTEM

FILE NAME:  
RSLP117A  
DATE:  
15 SEP 97

RICHARDSON LOOP  
PART I

DWG. NO.  
17A

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 ½ 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.

*Donald R. Howard* 11/11/00

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

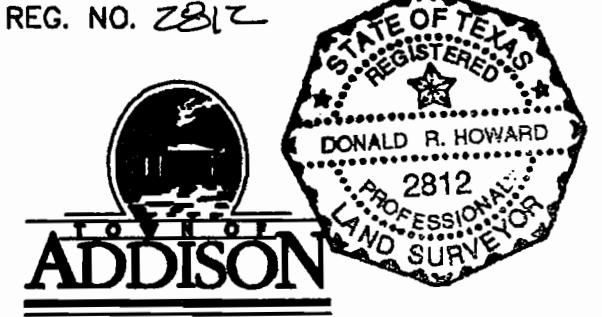




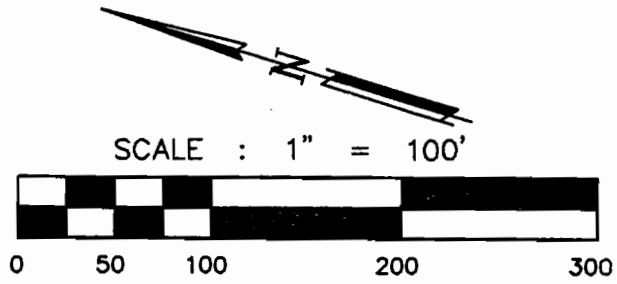
EXHIBIT "B"

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

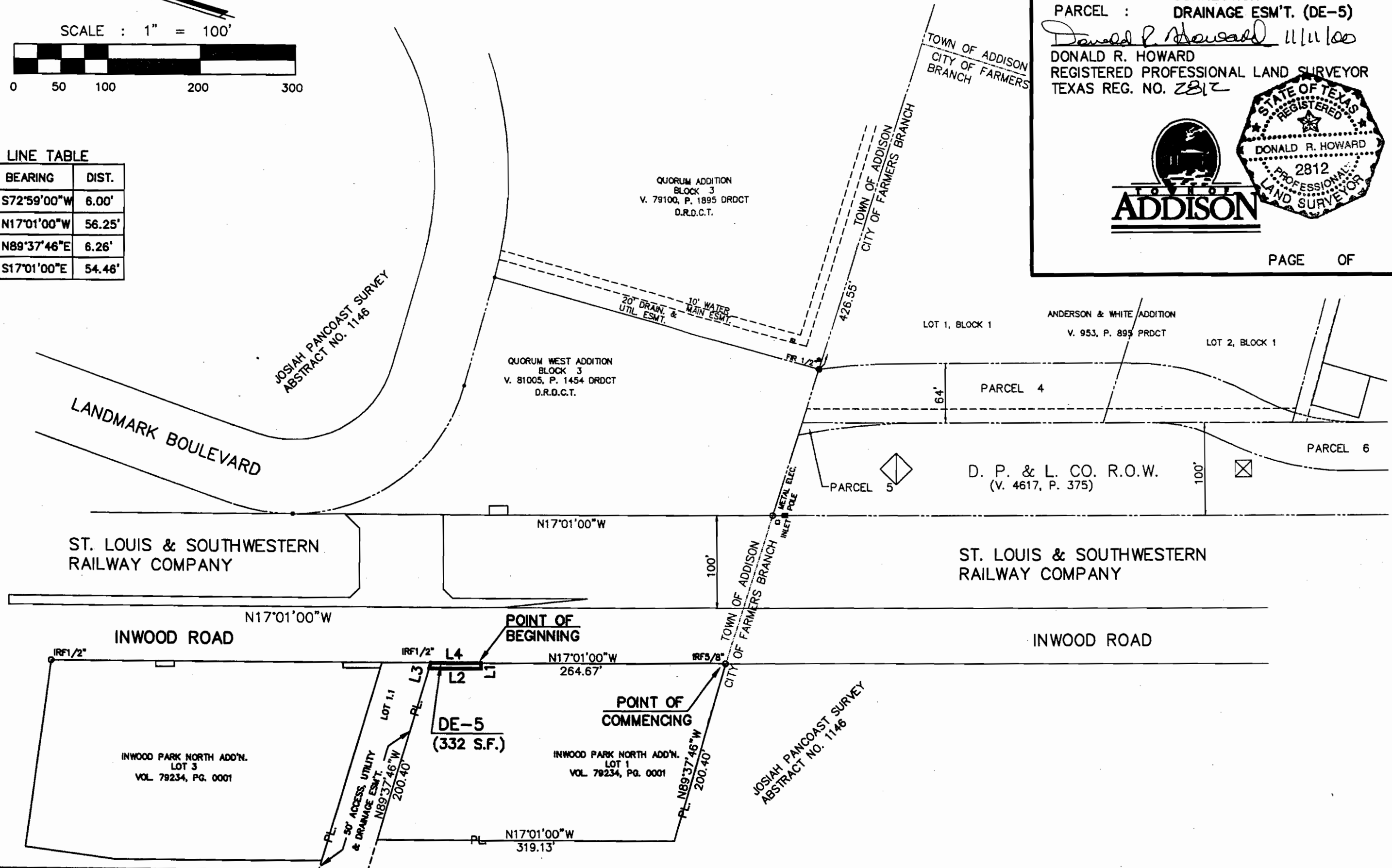


PAGE OF



LINE TABLE

NO.	BEARING	DIST.
1	S72°59'00"W	6.00'
2	N17°01'00"W	56.25'
3	N89°37'46"E	6.26'
4	S17°01'00"E	54.46'



ST. LOUIS & SOUTHWESTERN RAILWAY COMPANY

ST. LOUIS & SOUTHWESTERN RAILWAY COMPANY

INWOOD ROAD

INWOOD ROAD

DE-5 (332 S.F.)

POINT OF COMMENCING

POINT OF BEGINNING

INWOOD PARK NORTH ADD'N. LOT 3 VOL. 79234, PG. 0001

INWOOD PARK NORTH ADD'N. LOT 1 VOL. 79234, PG. 0001

JOSIAH PANCOAST SURVEY ABSTRACT NO. 1146

JOSIAH PANCOAST SURVEY ABSTRACT NO. 1146

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

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

LOT 1, BLOCK 1

LOT 2, BLOCK 1

PARCEL 4

PARCEL 6

PARCEL 5

TOWN OF ADDISON CITY OF FARMERS BRANCH

TOWN OF ADDISON CITY OF FARMERS BRANCH

TOWN OF ADDISON CITY OF FARMERS BRANCH

20" DRAIN, UTIL. ESM'T.

10" WATER MAIN ESM'T.

METAL ELEC. INLET POLE

50' ACCESS, UTILITY & DRAINAGE ESM'T. N89°37'46"W 200.40'

IRF1/2"

IRF1/2"

L4

L2

L3

PL

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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





EXHIBIT "B"

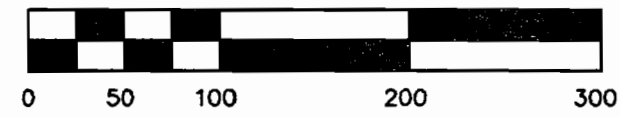
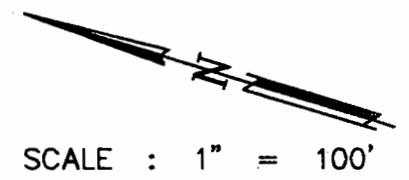
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : ROADWAY ESM'T. (RE-7)

*Donald R. Howard 11/1/00*

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

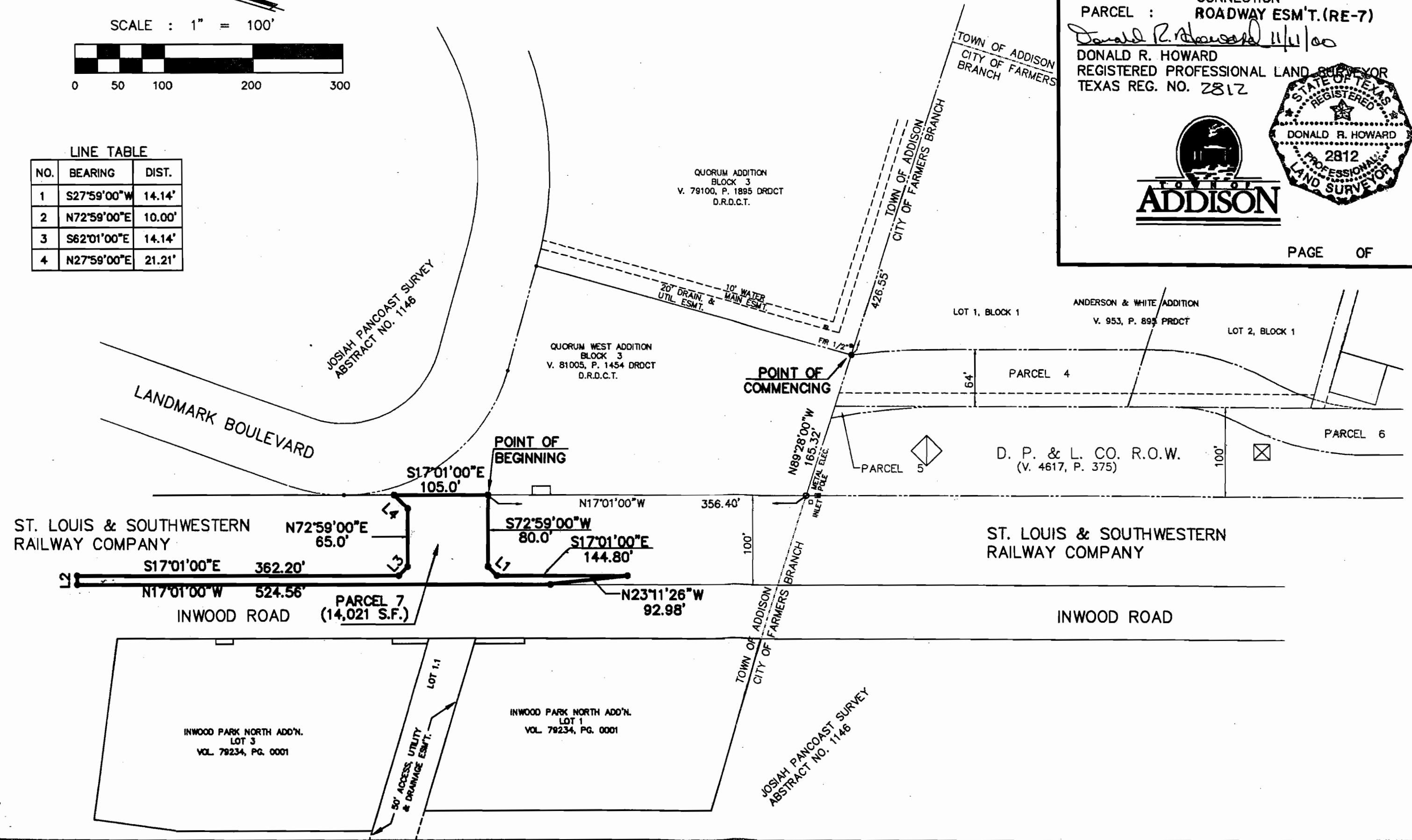


PAGE OF



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'



PL 1997 QUORUM VADP PARCEL FROM 4/01

## Steve Chutchian

---

**From:** Michael Murphy  
**Sent:** Tuesday, December 31, 2002 11:06 AM  
**To:** Cowles & Thompson (E-mail)  
**Cc:** Jim Pierce; Steve Chutchian  
**Subject:** Landmark Crossing

John,

Steve and I have both looked over the two documents in connection with the City of Farmers Branch, referred to in your Dec. 27th, 2002 letter, and determined that they have no impact on our crossing proposal. They are both near the site but neither are immediately adjacent to or are connected to our crossing site.

Please call with any questions....

*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*

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 12/30/02

Claim # \_\_\_\_\_

Check \$ 1900.00

Vendor No. \_\_\_\_\_  
 Vendor Name HIPES & ASSOCIATES  
 Address P.O. BOX 600142  
 Address DALLAS, TEXAS 75360-0142  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	58110	42303		1900.00

TOTAL \$ 1900.00

EXPLANATION S. QUORUM / INWARD APPRAISALS  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Steve Chute  
 Authorized Signature

Finance

# HIPES & ASSOCIATES

REAL ESTATE  
APPRAISERS/CONSULTANTS

OFFICE ADDRESS:  
7557 RAMBLER RD #260  
LOCK BOX 25  
DALLAS, TEXAS 75231

MAILING ADDRESS:  
P.O. BOX 600142  
DALLAS, TEXAS 75360-0142  
214-739-5941

December 20, 2002

TOWN OF ADDISON  
c/o Mr. Michael Murphy - Director of Public Works  
16801 Westgrove Drive  
P.O. Box 9010  
Addison, Texas 75001-9010

## INVOICE

\*\*\*\*\*

Vendor Number: N/A

Purchase Order #: Per Steve Chutchian

C.I.P. Number: N/A

Appraisal Fee: South Quorum/Inwood Connection ..... \$2,000.00  
Parcels DE-5, & DE-6/DE-7  
(two reports)  
Restaurant & Motel

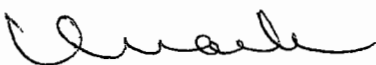
Amount of Contracts: \$ N/A  
Amount Bill to Date: \$ N/A  
Amount of Current Invoice: \$2,000.00

Total Due ..... \$2,000.00

Discount: If paid on, or before, 01/03/03, less 5%, ..... \$ 100.00

Net Amount, with discount, ..... \$1,900.00 - *O.K. to PAY  
SZC  
12/30/02*

Thank you.



**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 12/20/02

Claim # \_\_\_\_\_

Check \$ 9,128.25

Vendor No. \_\_\_\_\_

Vendor Name PARSONS TRANSPORTATION GROUP, INC.

Address 15770 NORTH DALLAS PKWY.

Address SUITE 500

Address DALLAS, TEXAS

Zip Code 75248

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
# 01683404	41	000	56570	42303		9128.25

TOTAL \$ 9,128.25

EXPLANATION

Inwood / S. Quorum Connection Design

Steve Chatham  
Authorized Signature

Finance

# PARSONS

15770 North Dallas Parkway, Suite 500 • Dallas, Texas 75248 • (972) 991-1900 • Fax: (972) 490-9261 • www.parsons.com

December 11, 2002

Mr. Steven Z. Chutchian, P.E.  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

Subject: *Inwood Connection*  
*Invoice No. 01683404*

Dear Steven,

Attached is our invoice number 01683404 for the above referenced project. This invoice covers work performed during the period from December 30, 2000 through November 29, 2002.

During this period, we have completed the following tasks:

1. Prepared and submitted 100% design plans.
2. Met with the town engineers and incorporated 100% review comments to the design plans and resubmitted plans.
3. Provided plans and documents for the process of the railroad right of way.
4. Completed signal timing plans for the two intersections on the Quorum Connector.
5. Completed additional topographic survey for design at Inwood/South Quorum connection.
6. Revised Landmark Place Plan and Profile.
7. Addressed additional review comments on the 100% plans.

If you have questions or comments on the invoice, please call or email me, so that we can discuss them. Thank you for processing this bill for payment.

Very truly yours,

**PARSONS TRANSPORTATION GROUP INC.**



Weidong Li, P.E.  
Project Manager



# PARSONS

## PARSONS TRANSPORTATION GROUP INC.

15770 N. Dallas Parkway • Suite 500, LB #21 • Dallas, Texas 75248 USA • 972.991.1900 • 972.490.9261 Fax

INVOICE

December 11, 2002

CLIENT REF.:  
INVOICE NO.: 01683404  
PROJECT NO.: 643314  
CLIENT NO.: 51663

TO: TOWN OF ADDISON  
P.O. BOX 9010  
ADDISON, TX 75001-9010

ATTN: MR. STEVEN CHUTCHIAN, P.E.

PLEASE REMIT TO:  
PARSONS TRANSPORTATION GROUP INC.  
C/O BANK OF AMERICA  
LOCKBOX 96922  
CHICAGO, IL 60693

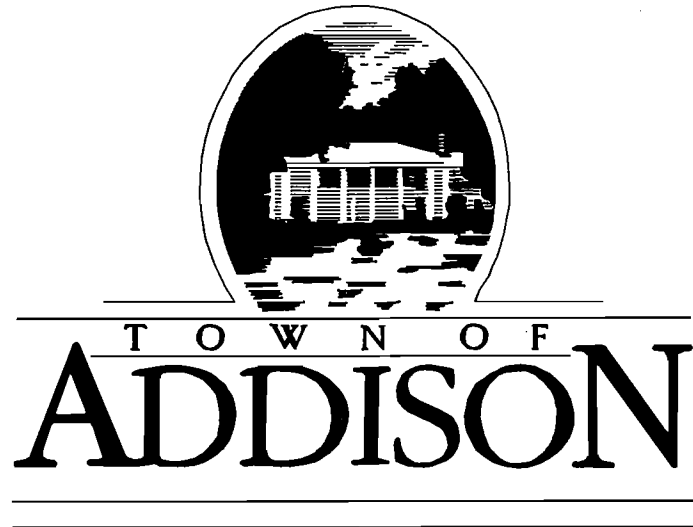
FOR: SOUTH QUORUM/INWOOD CONNECTION  
ENGINEERING DESIGN

	<u>CURRENT PERIOD</u> <u>THROUGH 11/29/02</u>	<u>CUMULATIVE-TO-DATE</u> <u>THROUGH 11/29/02</u>
BASIC ENGINEERING FEE \$62,500 PERCENT COMPLETE: 100%	1,875.00	62,500.00
SIGNAL TIMING PLAN \$3,600 PERCENT COMPLETE: 100%	180.00	3,600.00
SURVEYING/EXPENSE \$23,000 PERCENT COMPLETE: 100%	0.00	23,000.00
GEOTECHNICAL REPORT \$6,000 PERCENT COMPLETE: 100%	0.00	6,000.00
S/A 1-SIGNAL PLAN ADJUSTMENTS \$3,605 PERCENT COMPLETE: 100%	0.00	3,605.00
S/A 2-SURVEYING \$3,600 PERCENT COMPLETE: 100%	0.00	3,600.00
S/A 3-RR CROSSING \$4,585 PERCENT COMPLETE: 100%	229.25	4,585.00
S/A 4-INWOOD/SOUTH QUORUM ACCESS PHASE II \$4,585 PERCENT COMPLETE: 40%	6,844.00	6,844.00

TOTAL THIS INVOICE: 9,128.25 113,734.00

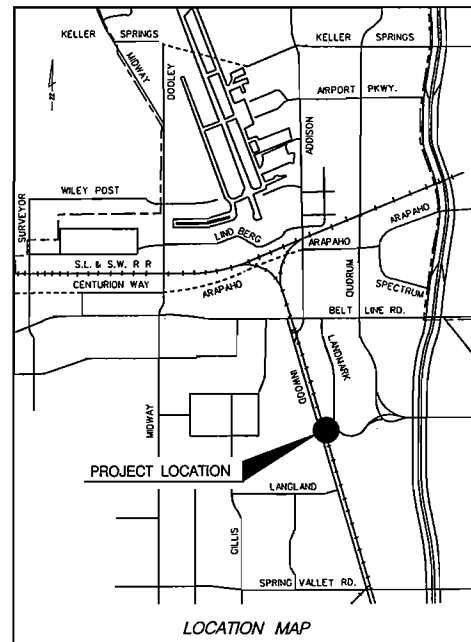
MAXIMUM BILLABLE: \$124,000.00  
TOTAL BILLED ITD: \$113,734.00  
REMAINING TO BILL: \$10,266.00





ROADWAY, DRAINAGE AND TRAFFIC SIGNAL DESIGN PLANS  
 INWOOD / SOUTH QUORUM ACCESS - PHASE II  
 INWOOD CONNECTION

BID No.



MAYOR  
 R. Scott Wheeler

CITY COUNCIL  
 Bob Barrett  
 Frank Klein  
 Diane Mallory  
 Fred Silver  
 Glynda Turner  
 Cathy Ways

CITY MANAGER:  
 Ron Whitehead

DIRECTOR OF PUBLIC WORKS  
 Michael E. Murphy, P.E.

INDEX OF DRAWINGS

SHEET No.	TITLE
1	COVER SHEET
2-3	TYPICAL SECTIONS
4	GENERAL NOTES / QUANTITY SUMMARY
5-6	SEQUENCE OF CONSTRUCTION / TRAFFIC CONTROL PLANS
7-9	PLAN AND PROFILE SHEETS
10	DRAINAGE AREA MAP
11-12	DRAINAGE PLAN AND PROFILE SHEETS
13	SIGNING AND PAVEMENT MARKINGS
14	MISCELLANEOUS DETAILS SHEET
15	SIDEWALK RAMPS (SRD-FW-99)
16	MANHOLE TYPE M (MH-M)
17	PAVEMENT MARKINGS (PM-WA(FTW))
18	TEMPORARY EROSION CONTROL (EC(1)-93)
19-20	CROSS SECTIONS
21	SIGNAL LAYOUT PLAN
22	SIGNAL LAYOUT TABLES
23	TRAFFIC SIGNAL HEAD DETAILS
24	TRAFFIC SIGNAL POLE FOUNDATIONS
25	CONTROLLER FOUNDATION / GROUND BOX INSTALLATION
26	TRANSFORMER BASE DETAILS

100% REVIEW

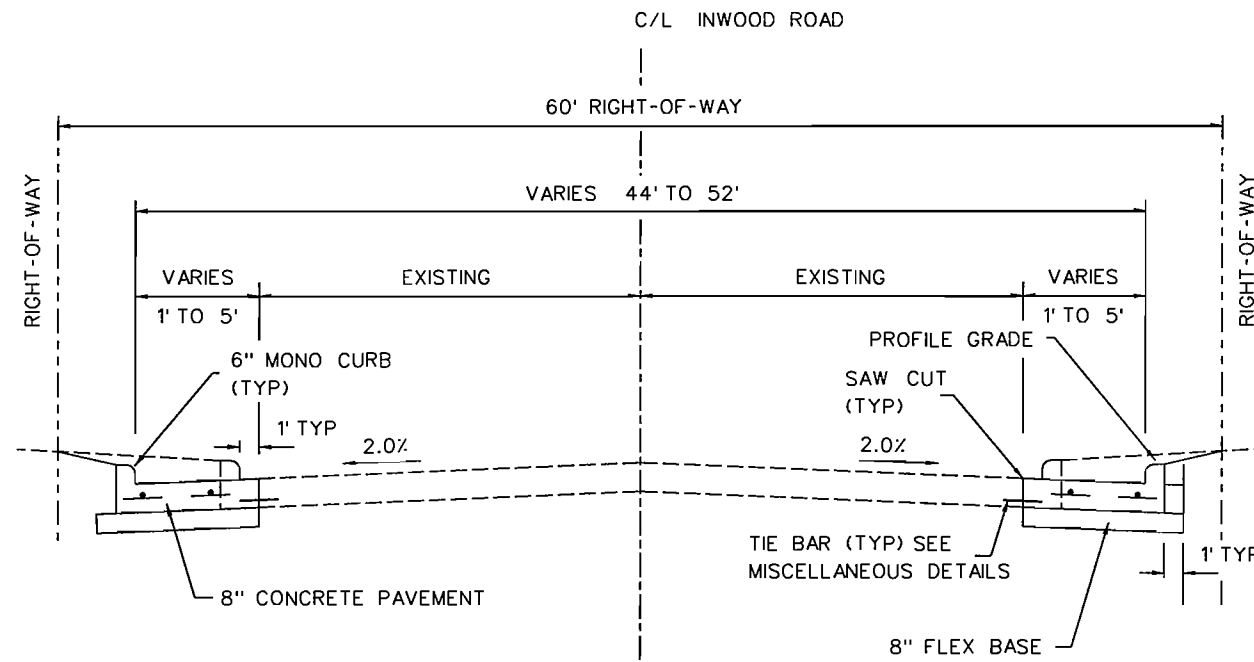
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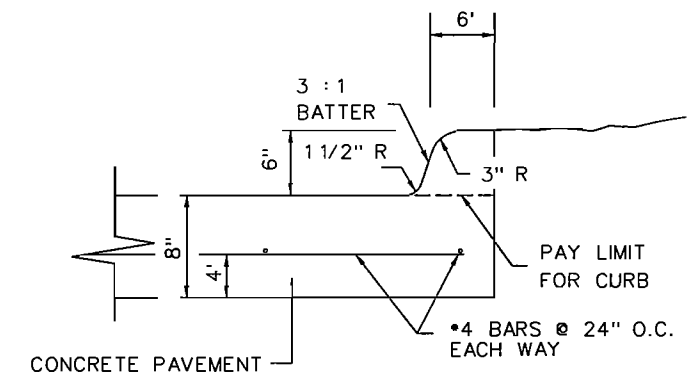
PARSONS TRANSPORTATION GROUP, INC.

5485 BELT LINE ROAD, SUITE 199 • DALLAS, TEXAS 75240  
 (972) 991-1900 • FAX: (972) 490-9261

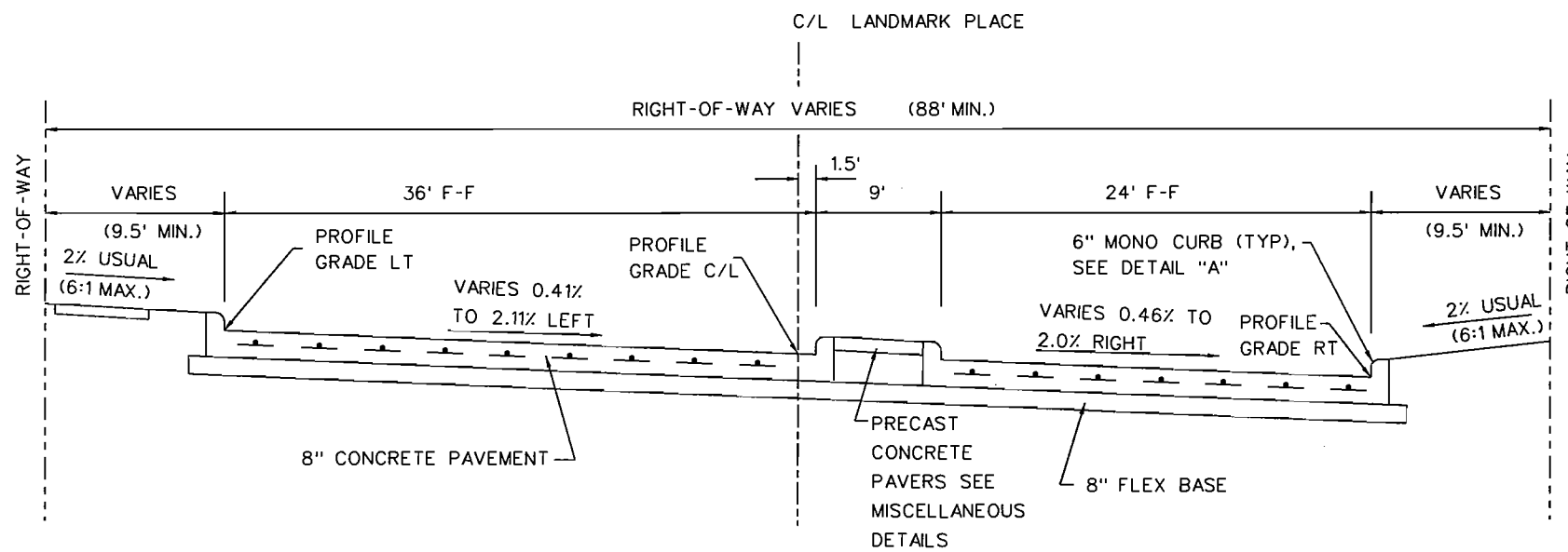




INWOOD ROAD - STA. 55+52.00 TO STA. 56.52.00



DETAIL "A"

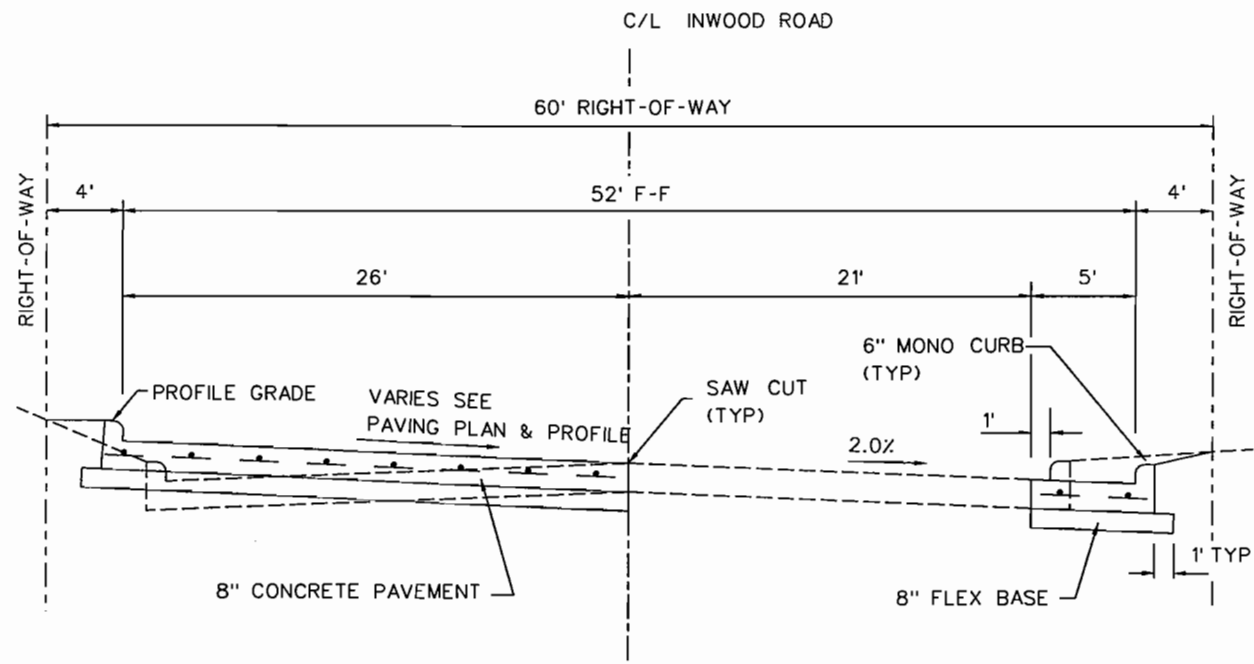


LANDMARK PLACE - STA. 48+19.15 TO STA. 48+68.65  
STA. 49+05.83 TO STA. 49+22.70

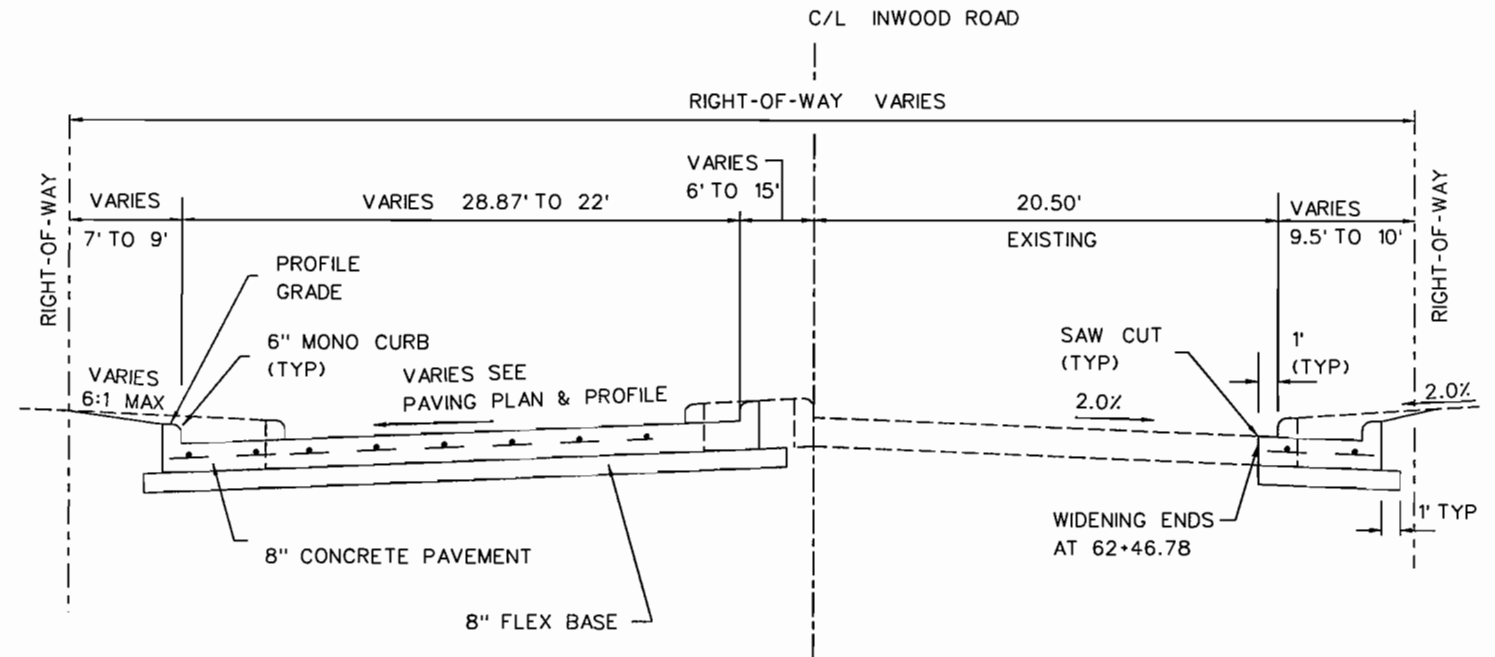
100% REVIEW

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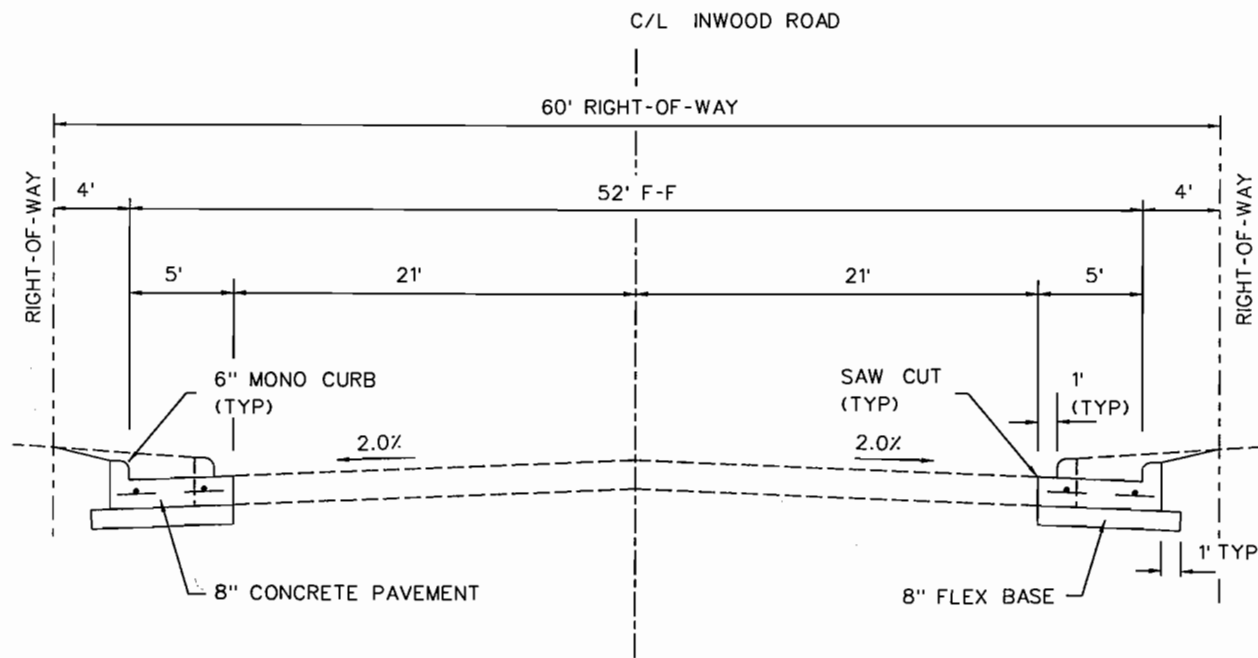
TYPICAL SECTIONS						
INWOOD CONNECTION						
SHEET 1 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	3/01	N. T. S.			2



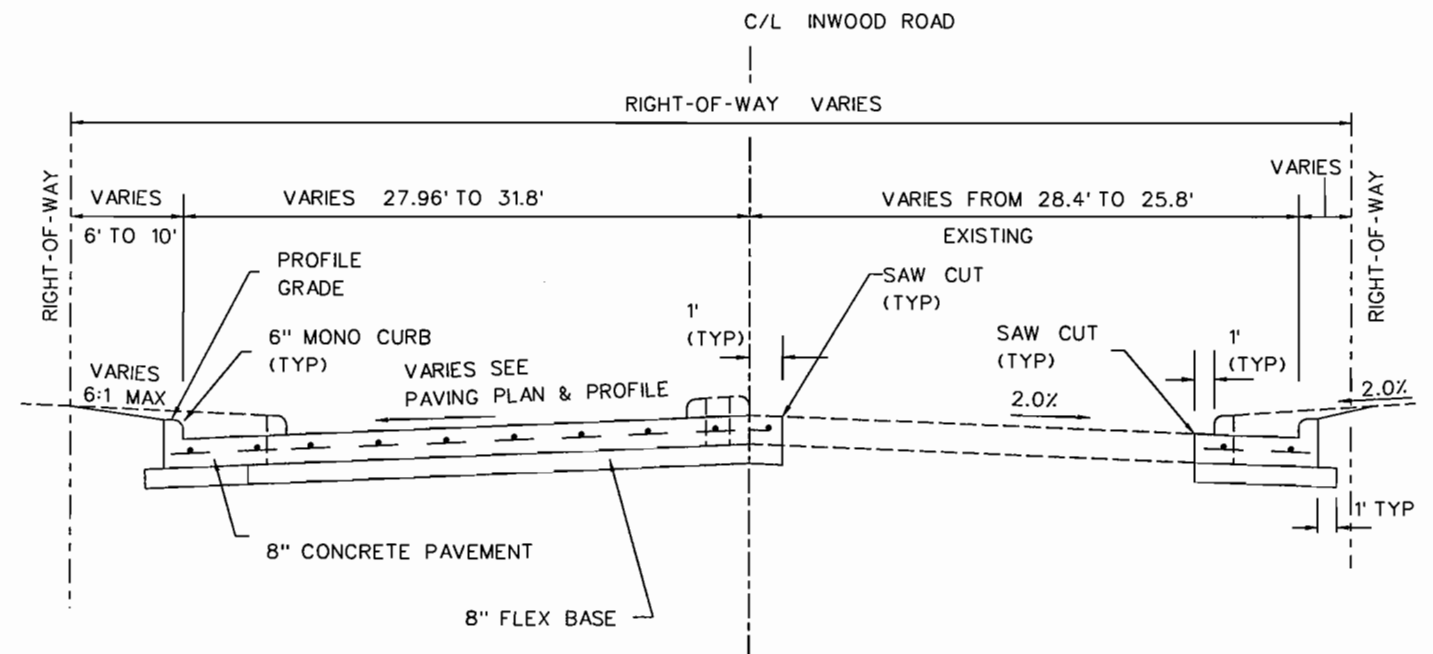
INWOOD ROAD - STA. 57+45.50 TO STA. 61+45.56



INWOOD ROAD - STA. 61+97.75 TO STA. 62+63.21



INWOOD ROAD - STA. 56+52.00 TO STA. 57+45.50



INWOOD ROAD - STA. 61+45.56 TO STA. 61+97.75

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TYPICAL SECTIONS						
INWOOD CONNECTION						
SHEET 2 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	3/01	N. T. S.			3

## GENERAL NOTES

1. Contractor shall apply hydromulch with common Bermuda to the entire right of way and shall provide temporary watering until acceptance of the work.
2. The contractor shall conduct his operations in such manner as not to interfere with, hinder or obstruct the Railroad Company in any manner whatsoever in the use or operation of its trains or other property. In the performance of said work no construction material or equipment shall be stored on the Railroad's right of way nearer than 26 feet from the centerline of any tracks.
3. The Railroad Company will furnish and install standard crossing plank and automatic warning devices for the railroad crossing. The contractor shall coordinate construction with the Railroad Company for installation.
4. Contractor shall dispose of excess or unsuitable excavated material offsite.
5. Contractor will clean existing and completed pavements by sweeping as a means of dust control. Sweeping equipment shall be capable of picking up debris and dirt from the pavement by vacuum.
6. Until acceptance of the work, Contractor shall promptly repair all potholes or utility cuts in Inwood Road. No cold patches will be allowed for pavement repairs.
7. A Traffic Control Plan has been prepared for this project. Any changes or revisions to the Traffic Control Plan must be approved in advance. Contractor must maintain at least two lanes of traffic at all times on existing Inwood Road.
8. Contractor shall be responsible for furnishing, installing, moving, replacing, maintaining, and removing all barricades and warning devices used in traffic control. Barricades and warning signs shall be double-weighted to prevent tipping or shall be staked or pinned in a positive manner.
9. Contractor shall remove all construction debris before placing backfill behind curbs and in parkways. The top four inches of backfill in parkways and medians shall be topsoil from the project site and capable of sustaining vegetation. Backfill and compaction shall be in accordance with the specifications and special provision.
10. Reinforcing steel and dowels shall be supported by approved highchairs or blocks sufficient to maintain their location during concrete placement. Required bar lap shall be 30 diameters minimum.
11. All trenches, ditches and excavations shall be backfilled and compacted as directed by owners.
12. Contractor shall provide two project signs to show pertinent information about the project. Signs shall be 4' x 8' plywood with blue lettering on white background. The Owner will provide an electronic file showing the Addison logo. Signs shall be mounted on skids for use in various locations. Provide sandbags to keep signs upright. The Contractor shall place and move signs as directed by Owner. Contractor shall submit shop drawings for project signs.
13. When working in Farmers Branch, contact the City of Farmers Branch Engineering Department for inspection of the work. Provide two working days advance notice. Phone 972-919-2588.
14. Install "Infil-pan" manhole inserts in sanitary manholes remaining in paved streets. Cost shall be subsidiary to adjusting manholes and valve boxes.
15. Items shown on the plans to be constructed without an associated pay item shall be considered incidental to the contract.
16. The contractor shall maintain all irrigation systems within the limits of the project during the duration of the contract. The contractor is responsible for the prompt repair or replacement of any damage to irrigation lines, valves, and controllers, sprinklers, wiring and appurtenances that are damaged during construction.
17. Contractor shall protect the existing pavement and prepare it at his own expense should damage occurs.
18. Trees marked as to be removed shall be removed and hauled off by the contractor. The Town of Addison shall restore the parking with new tree plantings and other landscaping items.

## SUMMARY OF QUANTITIES

Item	Description	Unit	Quantity
101	Barricodes, Signing, and Traffic Control	MO	6
102	Prepare Right of Way	STA	8
103	Remove Exist Conc Pavement	SY	1289
104	Remove Exist Conc Curb	LF	639
105	Unclassified Street Excavation	CY	217
106	Roadway Embankment	CY	149
107	Hydromulch Bermuda Grass, Water and Fertilizer	SY	1338
108	8" Reinforced Concrete Pavement	SY	2293
109	8" Lime Stabilized Subgrade	SY	2414
110	Hydrated Lime (42 lbs per square yard)	TON	50.7
111	6" Integral Concrete Curb	LF	1307.89
112	4" Reinforced Concrete Walk	SF	133
113	Reinforced Concrete Sidewalk Ramps	EA	2
114	Reinforced Concrete Driveway	SY	106.3
115	Landscape Pavers	SF	472
116	4" Reflective Pavement Marker, Type II-CR	EA	34
117	4" Round Pavement Marker, Type P-7	EA	102
118	4" Reflective Pavement Marker, Type II-A-A	EA	42
119	4" Round Pavement Marker, Type P-7YR	EA	160
120	6" x 6" White Jiggle Bars (White) Type 6-1	EA	43
121	24" Wide White Thermoplastic Stop Bar	LF	134
122	12" Wide White Thermoplastic Crosswalk Line	LF	130
123	Thermoplastic Pavement Arrows	EA	8
124	4" Wide Temporary Lane Stripe	LF	3961
125	6" Dia PVC Irrigation Sleeve	LF	88
126	Project Signs	EA	2
201	18" Class III RCP	LF	710
202	24" Class III RCP	LF	500
203	Type M Manhole	EA	1
204	5' Recessed Inlet	EA	5
205	Adjust Utility Manhole, Valve Box, Etc.	EA	6
206	Trench Safety Design	LS	1
207	Furnish and Install Trench Safety	LF	1210
208	Inlet Protection	EA	5
209	Straw Bole Dike	LF	50
210	Silt Fence	LF	50
301	3" PVC Conduit (Sch 40)(Trenched)	LF	40
302	4" PVC Conduit (Sch 40)(Bored)	LF	250
303	4" RM Conduit (Bored)	LF	90
304	No. 6 AWG Bare Wire	LF	440
305	Ground Box (Type A) W/ Apron	EA	4
306	Traffic Sign (SR3-1)(Mast Arm Mount)(F.O. Blankout)	EA	2
307	Traffic Sign (SR3-4)(Mast Arm Mount)	EA	4
308	Traffic Sign (SR3-8)(Mast Arm Mount)	EA	2
309	Traffic Sign (R3-5)(Mast Arm Mount)	EA	1
310	Traffic Sign (R10-12S)(Mast Arm Mount)	EA	1
311	Signal Pole Concrete Foundation (Type 30-A)	EA	3
312	Signal Pole Concrete Foundation (Type 36-A)	EA	1
313	12" - 3 Section Signal Head (Type V3)	EA	10
314	12" - 4 Section Signal Head (Type V4LT)	EA	3
315	12" - 4 Section Signal Head (Type V4LT/RT (F))	EA	3
316	Vacuum Formed Backplate (3 Sec)(12 in)	EA	10
317	Vacuum Formed Backplate (4 Sec)(12 in)	EA	6
318	3 Section Astro Broc w/29" Bands	EA	10
319	4 Section Astro Broc w/29" Bands	EA	6
320	Pedestrian Signal Head with Mounting Hardware	EA	2
321	4 Conductor Opticom Cable	LF	800
322	5 Cndr Signal Cable (16 AWG)(MSA 20-1)	LF	550
323	7 Cndr Signal Cable (16 AWG)(MSA 20-1)	LF	265
324	16 Cndr Signal Cable (12 AWG)(MSA 20-1)	LF	970
325	Pedestrian Push Button & R10-4b Sign Assembly	EA	2
326	Opticom Directional Sensors with Mounting Bracket	EA	3
327	Opticom Discriminator Module	EA	1
328	Belden 8281 Coaxial Cable	LF	1270
329	3 Cndr Signal Cable (14 AWG)(MSA 20-1)	LF	1270
330	19' T-Base Pole w/30' Mast Arm	EA	1
331	19' T-Base Pole w/35' Mast Arm	EA	1
332	28' T-Base Pole w/35' Mast Arm	EA	1
333	28' T-Base Pole w/40' Mast Arm	EA	1
334	Video Camero & Mounting Hardware	EA	5

100% REVIEW

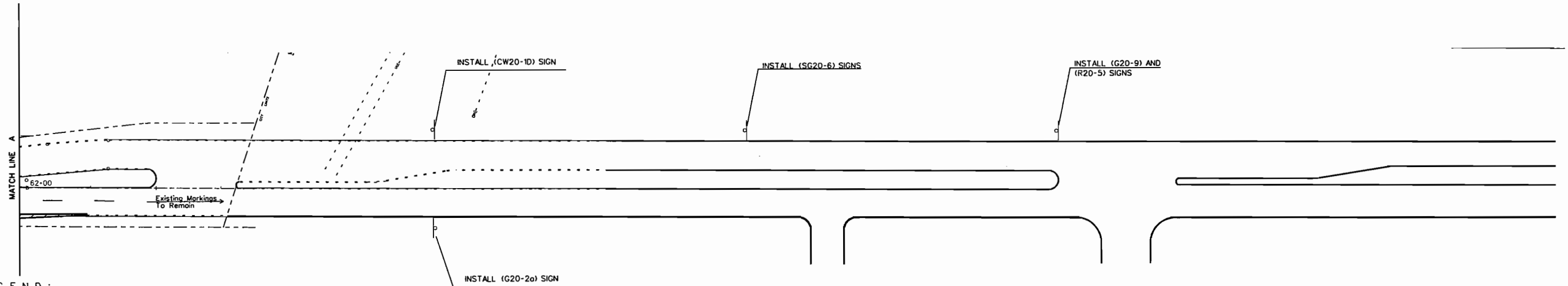
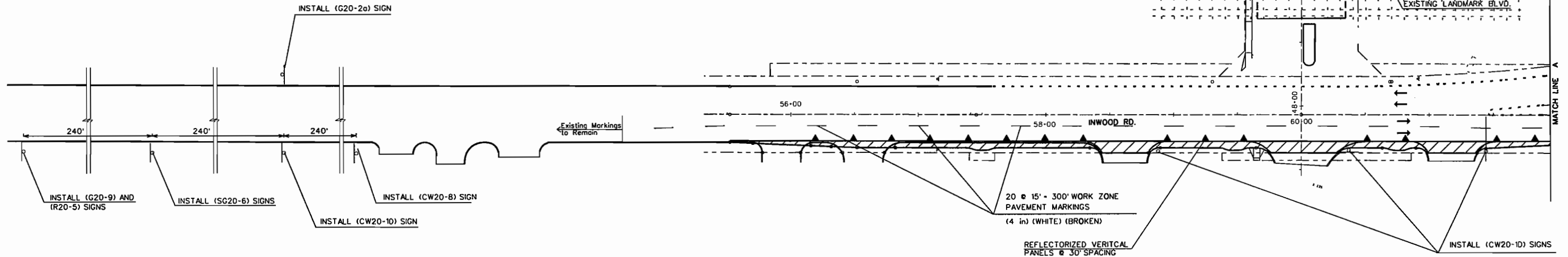
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### GENERAL NOTES AND QUANTITY SUMMARY

INWOOD CONNECTION

DEPARTMENT OF PUBLIC WORKS  
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	C.W.W. E.C.S.	3/01	N.T.S.			4



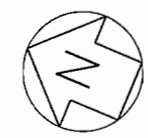
**LEGEND :**

	PROPOSED ROADWAY EDGE
	EXISTING ROADWAY EDGE
	CONSTRUCTION WORK AREA
	REFLECTORIZED PLASTIC DRUM
	REFLECTORIZED VERTICAL PANEL
	SIGN LOCATION
	TRAVEL LANE

<b>SIGNS</b>	
CW20-1D	ROAD WORK AHEAD
G20-2a	END ROAD WORK
G20-9	WORK ZONE
R20-5	TRAFFIC FINES DOUBLE
SG20-6	CONTRACTOR INFO
CW20-8	NARROW LANES AHEAD

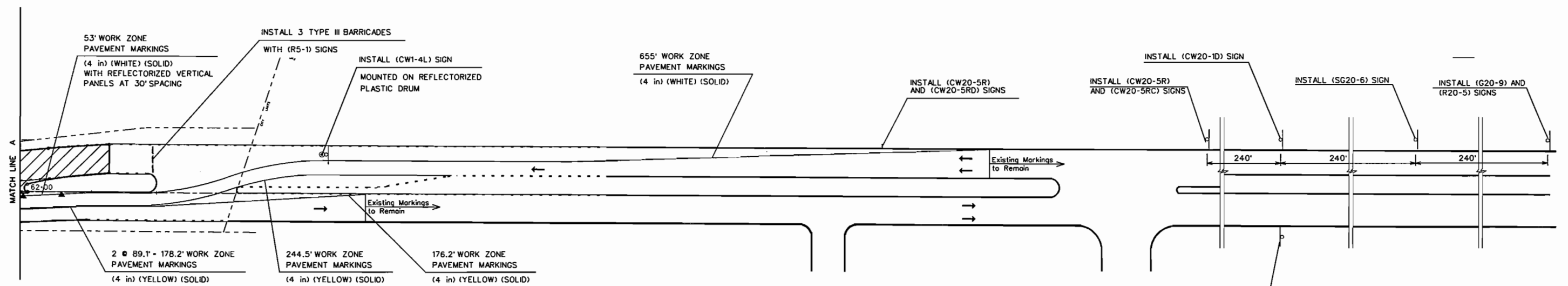
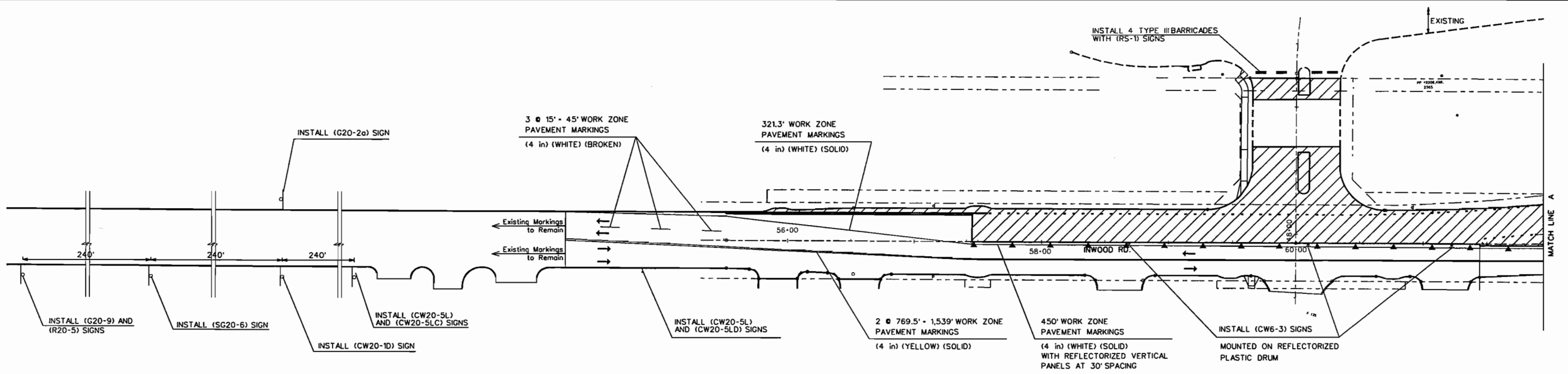
- NOTES :**
- CONSTRUCTION IS LIMITED TO THE SOUTHBOUND DIRECTION ONLY.
  - CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED TO THEIR ORIGINAL CONDITION OR BETTER.
  - ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH TYPE A WARNING LIGHTS.



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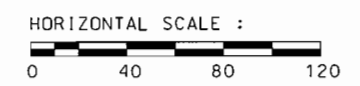
TRAFFIC CONTROL PLAN						
INWOOD CONNECTION						
PHASE 1						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
D.J.S.	E.C.S.	3/01	1"=80'			5



**LEGEND :**

	PROPOSED ROADWAY EDGE		
	EXISTING ROADWAY EDGE		
	CONSTRUCTION WORK AREA		
	REFLECTORIZED PLASTIC DRUM		
	REFLECTORIZED VERTICAL PANEL		
	SIGN LOCATION		
	TRAVEL LANE		
	<b>SIGNS</b>		
	CW1-4R/L	REVERSE TURN RIGHT OR LEFT	
	CW6-3	TWO-WAY TRAFFIC	
	CW20-1D	ROAD WORK AHEAD	
	G20-2a	END ROAD WORK	
	G20-9	WORK ZONE	
	R5-1	DO NOT ENTER	
	R20-5	TRAFFIC FINES DOUBLE	
	SG20-6	CONTRACTOR INFO	
	CW20-5R/L	LANE CLOSED RIGHT OR LEFT	
	CW20-5R/LC	500 FT	
	CW20-5R/LD	AHEAD	

- NORTHBOUND INWOOD IS BEING RECONSTRUCTED DURING THIS PHASE, RESULTING IN TWO-WAY TRAFFIC ON THE SOUTHBOUND TRAVEL LANES.
- CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED TO THEIR ORIGINAL CONDITION OR BETTER.
- ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH TYPE A WARNING LIGHTS.

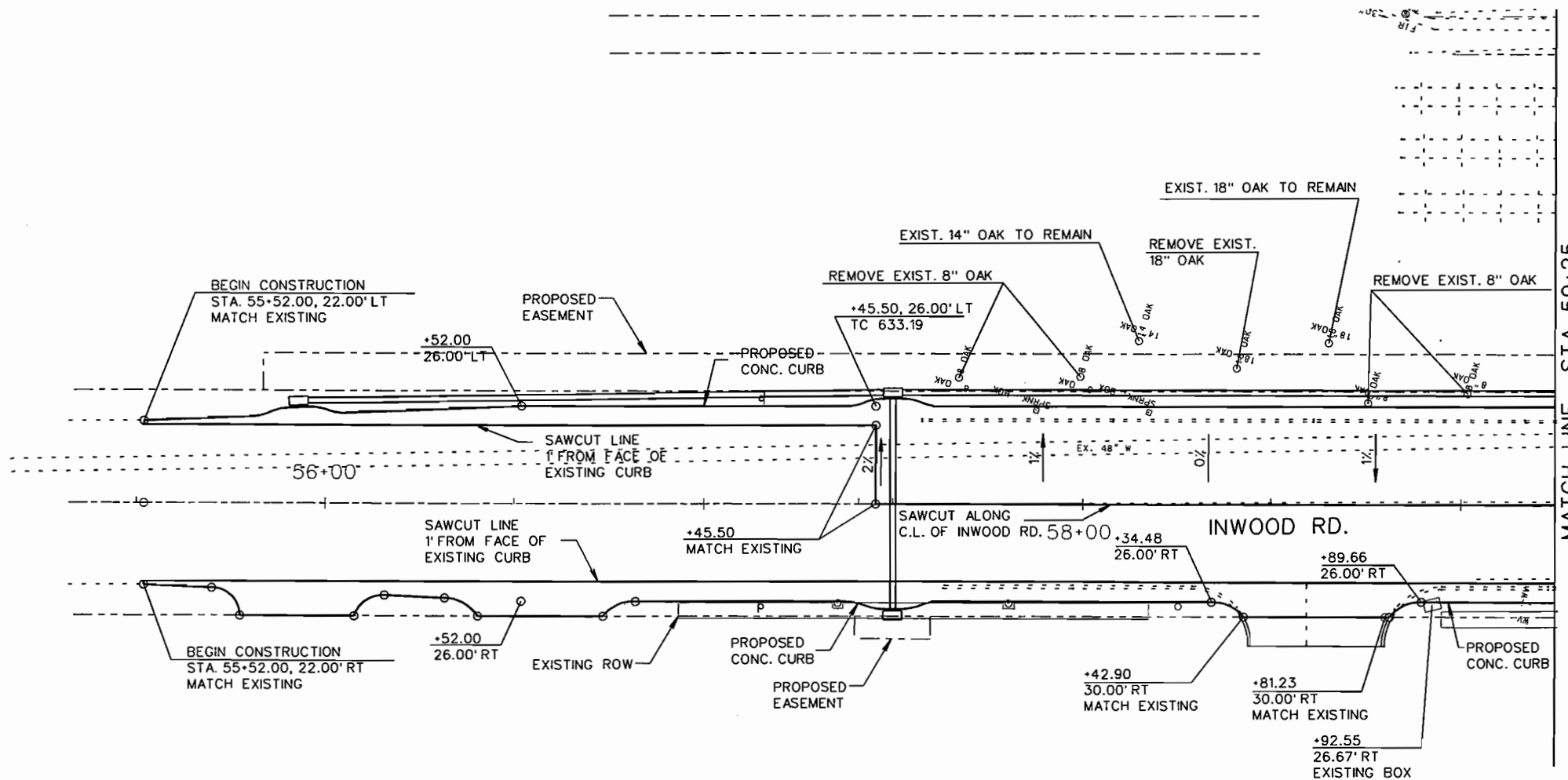
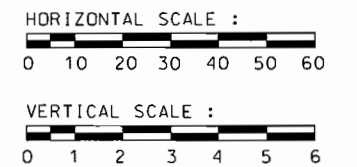
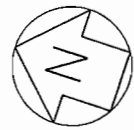


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INWOOD CONNECTION						
PHASE 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
D.J.S.	E.C.S.	3/01	1"=80'			6

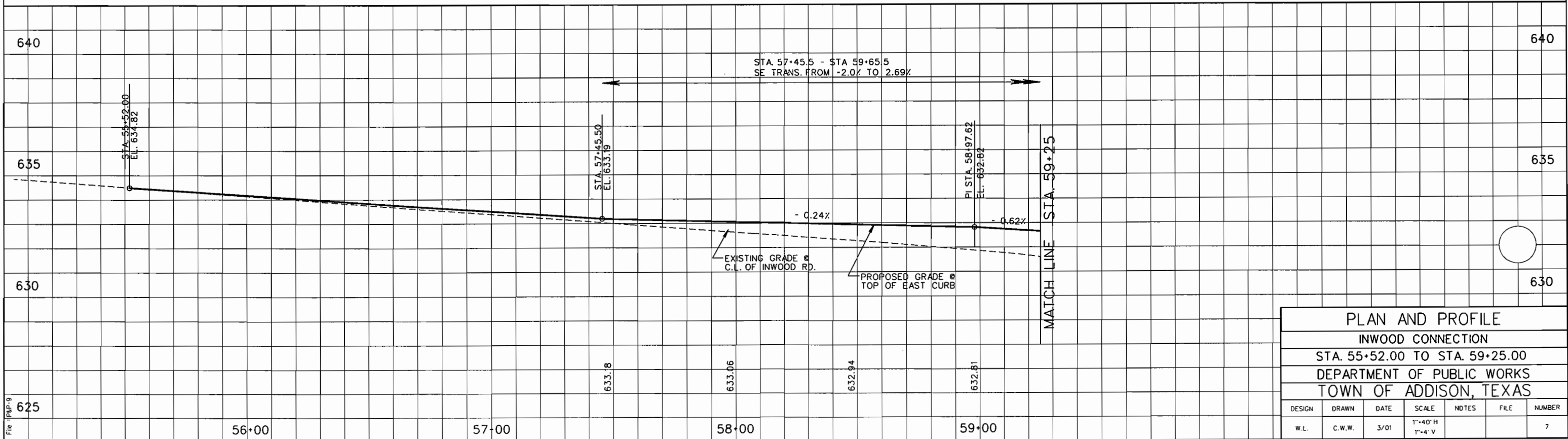
File : INWOOD-CP2



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. FOR WIDENING, CONTRACTOR IS TO SAWCUT EXISTING PAVEMENT 1' FROM FACE OF EXISTING CURB AND CONSTRUCT NEW PAVEMENT TO LIMITS AS SHOWN ON THE PLAN USING A CROSS SLOPE OF 2%.
  3. ALL EXISTING TREES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND HAULED OFF BY THE CONTRACTOR. THE TOWN OF ADDISON SHALL RESTORE THE PARKWAYS WITH NEW TREE PLANTINGS AND OTHER LANDSCAPING ITEMS.

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PLAN AND PROFILE

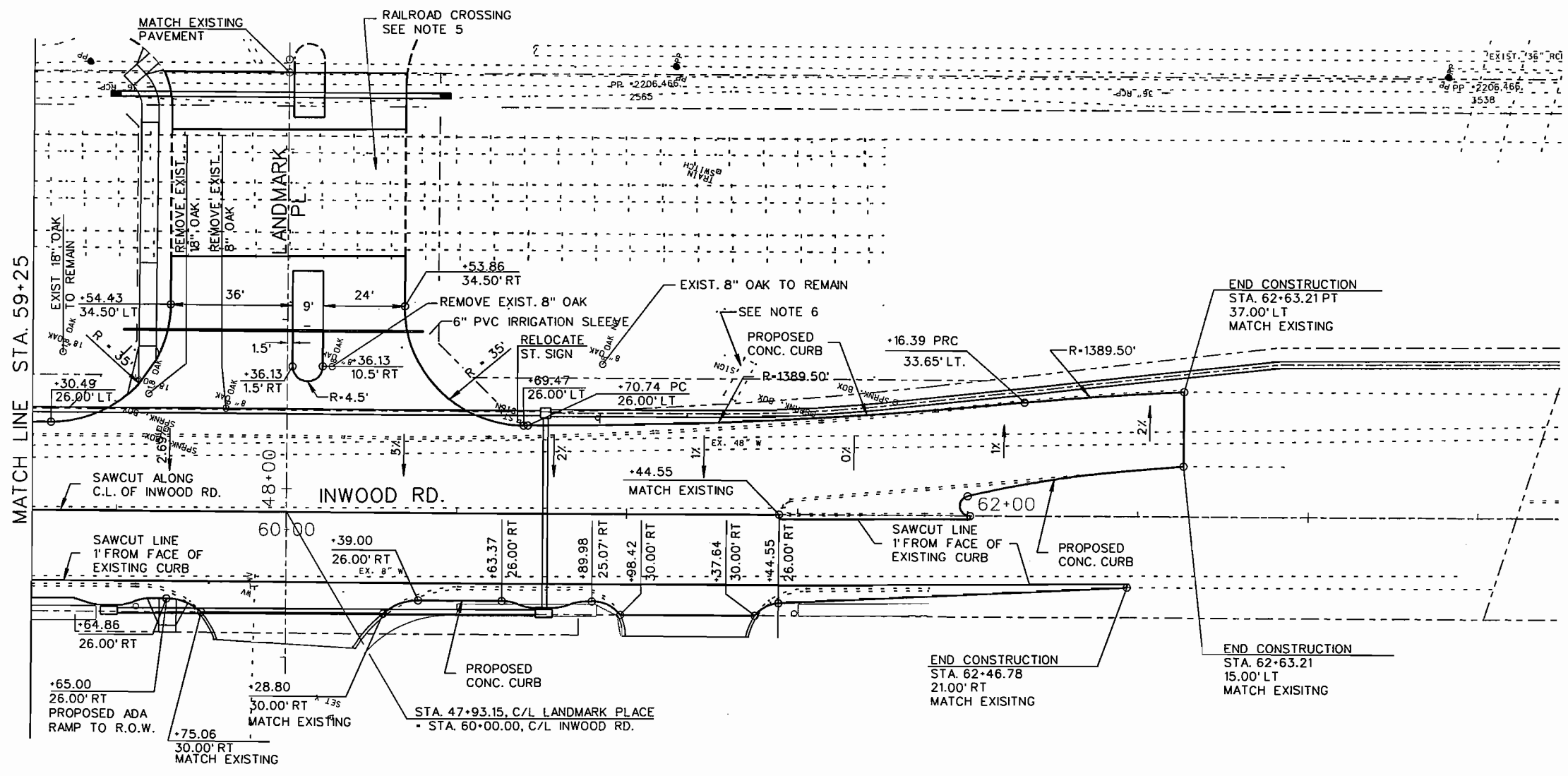
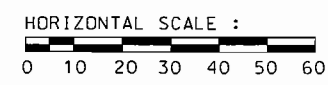
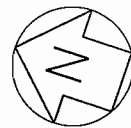
INWOOD CONNECTION

STA. 55+52.00 TO STA. 59+25.00

DEPARTMENT OF PUBLIC WORKS

TOWN OF ADDISON, TEXAS

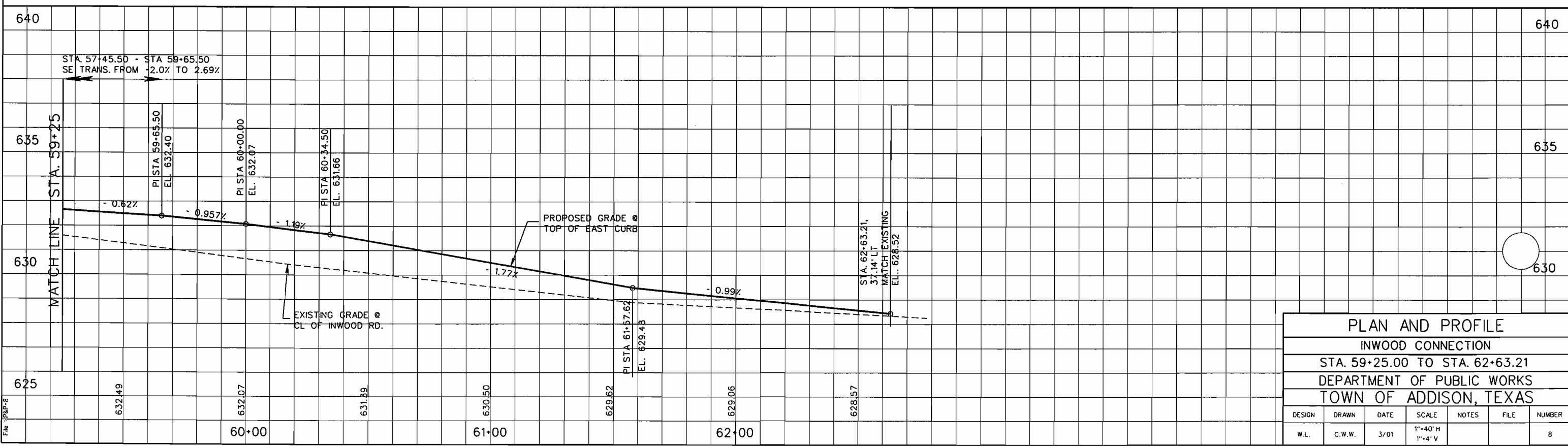
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	3/01	1"=40'H 1"=4'V			7



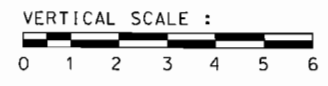
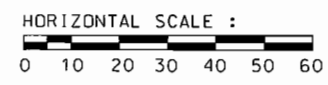
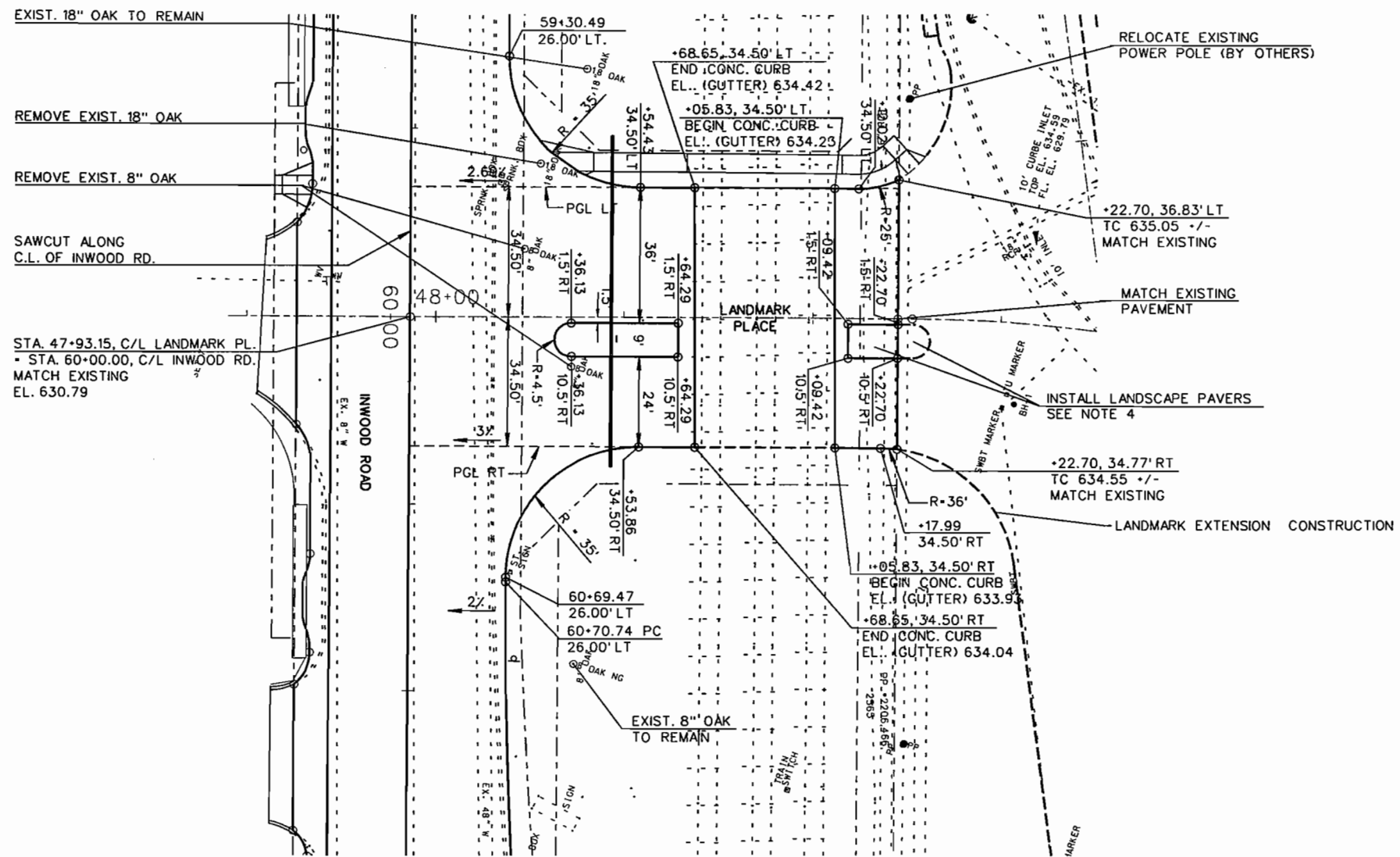
- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. FOR WIDENING, CONTRACTOR IS TO SAWCUT EXISTING PAVEMENT 1' FROM FACE OF EXISTING CURB AND CONSTRUCT NEW PAVEMENT TO LIMITS AS SHOWN ON THE PLAN USING A CROSS SLOPE OF 2%.
  3. SEE PLAN AND PROFILE SHEET 9 FOR PAVING DETAILS ON LANDMARK PLACE RAIL ROAD CROSSING.
  4. SEE TYPICAL SECTIONS FOR CONSTRUCTION JOINT DETAIL ON LANDMARK PLACE.
  5. CONCRETE CROSSING ON RAILROAD TRACKS ARE TO BE PROVIDED BY OTHERS.
  6. CONTRACTOR SHALL PROTECT EXISTING TOWN OF ADDISON SIGN AND FOUNDATION AND REPAIR IT AT HIS/HER OWN EXPENSE. SHOULD ANY DAMAGE OCCURS.

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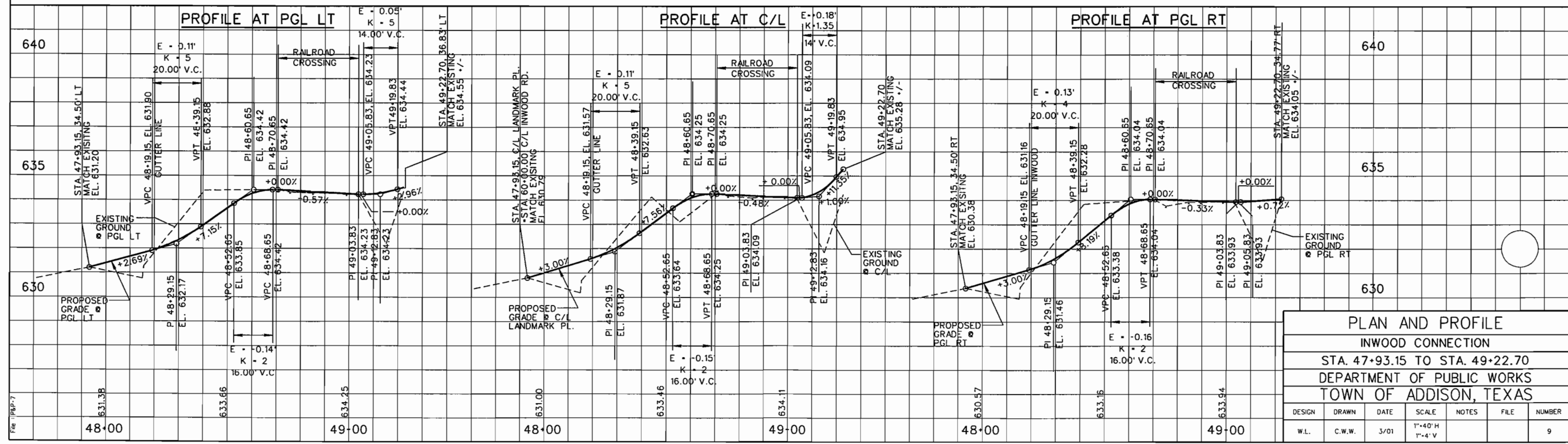
PLAN AND PROFILE						
INWOOD CONNECTION						
STA. 59+25.00 TO STA. 62+63.21						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	3/01	1"=40'H 1"=4' V			8



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. SEE PLAN AND PROFILE SHEETS 8 & 9 FOR PAVING DETAILS ON INWOOD ROAD.
  3. SEE TYPICAL SECTIONS FOR CONSTRUCTION JOINT DETAIL ON LANDMARK PLACE
  4. INSTALL LANDSCAPE PAVERS IN MEDIAN ON LANDMARK PLACE FROM STA. 48+31.63 TO STA. 48+64.29 AND STA. 49+09.37 TO STA. 49+31.18. SEE MISCELLANEOUS DETAILS.

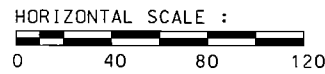
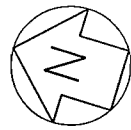
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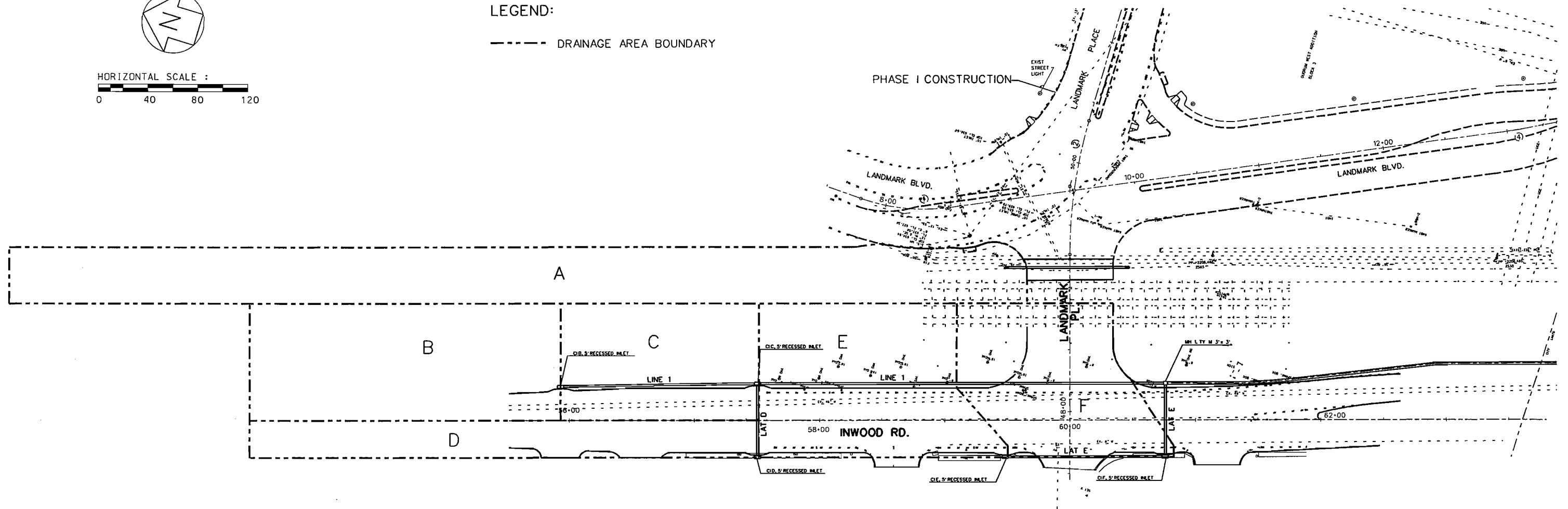


PLAN AND PROFILE						
INWOOD CONNECTION						
STA. 47+93.15 TO STA. 49+22.70						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	3/01	1"=40'H 1"=4' V			9





LEGEND:  
 ----- DRAINAGE AREA BOUNDARY



RUNOFF COMPUTATIONS

DA ID	TOTAL AREA AC	Total CA	WEIGHTED C	SUB-AREA			Tc Min.	I-25 IN/HR	Q-25 CFS
				PAVING C-0.95 AC	COMMERCIAL C-0.95 AC	RAILROAD YARD C-0.40 AC			
A	0.847	0.339	0.40			0.847	15	7.77	2.63
B	0.536	0.284	0.53	0.126		0.410	15	7.77	2.21
C	0.341	0.194	0.57	0.105		0.236	15	7.77	1.51
D	0.280	0.266	0.95	0.219	0.060		15	7.77	2.06
E	0.481	0.314	0.65	0.206	0.015	0.260	15	7.77	2.44
F	0.378	0.314	0.83	0.289	0.007	0.081	15	7.77	2.44

STORM SEWER COMPUTATIONS

LINE	FROM	TO	DRAINAGE AREA NO	TOTAL D.A. (AC)	TOTAL C A	LGTH (FT)	TIME OF CONCENTRATION (MINUTES)		FREQ (YRS)	I-25 (IN/HR)	Q-25 (CFS)	DESIGN				REMARKS	
							ALONG SEWER LINE	USED IN DES				DIA. (IN)	SLOPE PIPE	% H.G.	CAP. (CFS)		VEL. (FPS)
LINE 1	CIB	CIC	B	0.54	0.28	157.08		15.0	25	7.77	2.20	18	0.82	627.55	10.30	4.73	
	CIC	MH 1	B-D	1.16	0.74	326.00		15.0	25	7.77	5.78	18	0.86	627.49	10.53	5.94	
	MH 1	EX. MH	B-F	2.02	1.37	508.99		15.0	25	7.77	10.66	24	0.34	626.65	14.29	4.93	
														625.69			
LAT D	CID	CIC	D	0.28	0.27	59.33		15.0	25	7.77	2.06	18	0.84	627.51	10.43	4.63	
														627.49			
LAT E	CIE	CIF	E	0.48	0.31	128.09		15.0	25	7.77	2.44	18	0.46	626.82	7.72	3.83	
	CIF	MH 1	E-F	0.86	0.63	59.33		15.0	25	7.77	4.88	18	0.73	626.76	9.72	5.52	
														626.65			

100% REVIEW

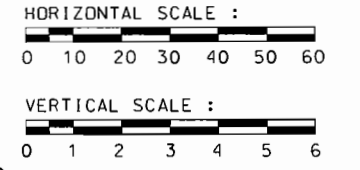
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INLET COMPUTATIONS

INLET NO.	LOCATION	DA NO.	CA	RUNOFF COMPUTATIONS				CURB INLET DESIGN														REMARKS		
				TIME OF CONCENTRATION (MIN)	DESIGN (MIN)	DESIGN FREQ. (YRS)	I (IN/HR)	Q <sub>a</sub> (CFS)	CARRY OVER (CFS)	TOTAL Q <sub>a</sub> (CFS)	Z	Z/N	S (%)	Y (FT)	PONDED WIDTH Y*Z (FT)	A (FT)	Q <sub>i</sub> (CFS)	La-Q <sub>a</sub> /Q <sub>i</sub>	L (FT)	L/L <sub>a</sub>	A/Y		Q/Q <sub>a</sub>	Q (CFS)
B	55+93.00, 25.55' LT	B	0.284	15.0	25	7.77	2.20	0.00	2.20	50	3846	0.80	0.19	9.4	0.42	0.65	3.4	5	1.47	2.25	1.00	2.20	0.00	
C	57+50.00, 28.00' LT	C	0.194	15.0	25	7.77	1.51	0.00	1.51	50	3846	0.80	0.16	8.1	0.42	0.62	2.4	5	2.06	2.59	1.00	1.51	0.00	
D	57+50.00, 28.00' RT	D	0.266	15.0	25	7.77	2.06	0.00	2.06	50	3846	0.80	0.18	9.1	0.42	0.64	3.2	5	1.56	2.30	1.00	2.06	0.00	
E	59+48.00, 28.00' RT	E	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.18	9.0	0.42	0.64	3.8	5	1.31	2.32	1.00	2.44	0.00	
F	60+76.00, 27.63' RT	F	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.18	9.0	0.42	0.64	3.8	5	1.31	2.33	1.00	2.44	0.00	

DRAINAGE AREA MAP  
 INWOOD ROAD  
 DRAINAGE AREA MAP  
 DEPARTMENT OF PUBLIC WORKS  
 TOWN OF ADDISON, TEXAS

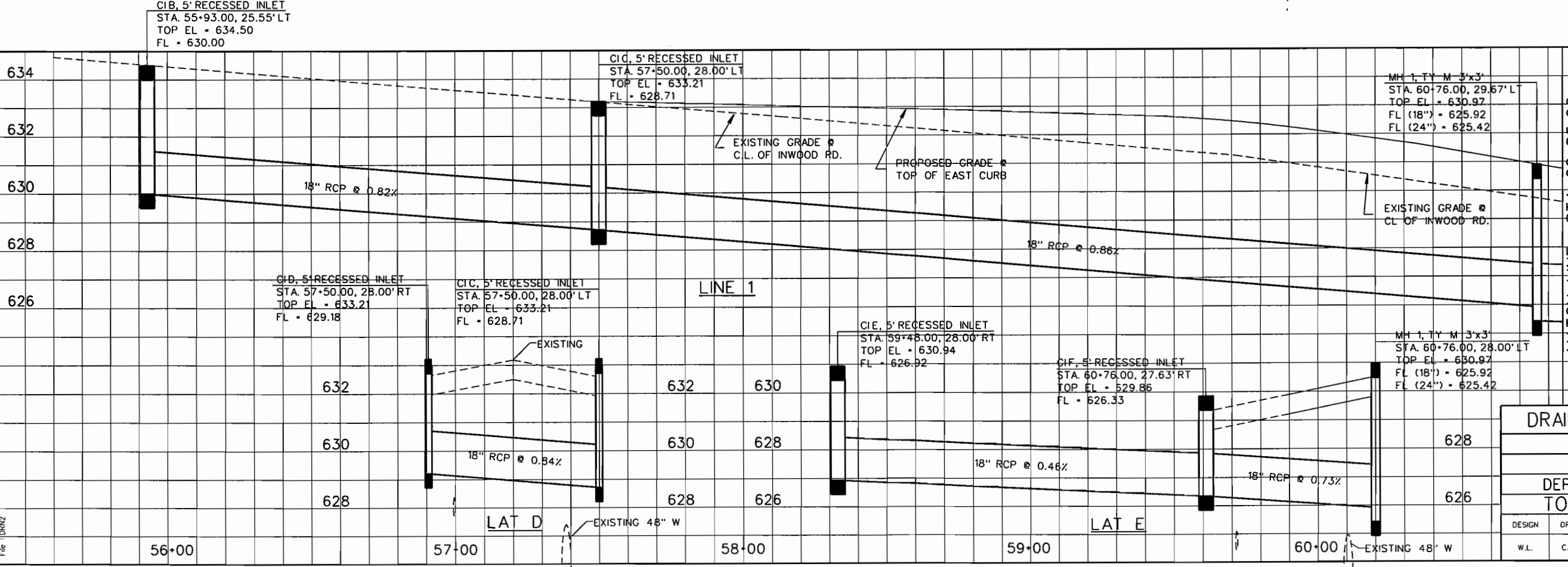
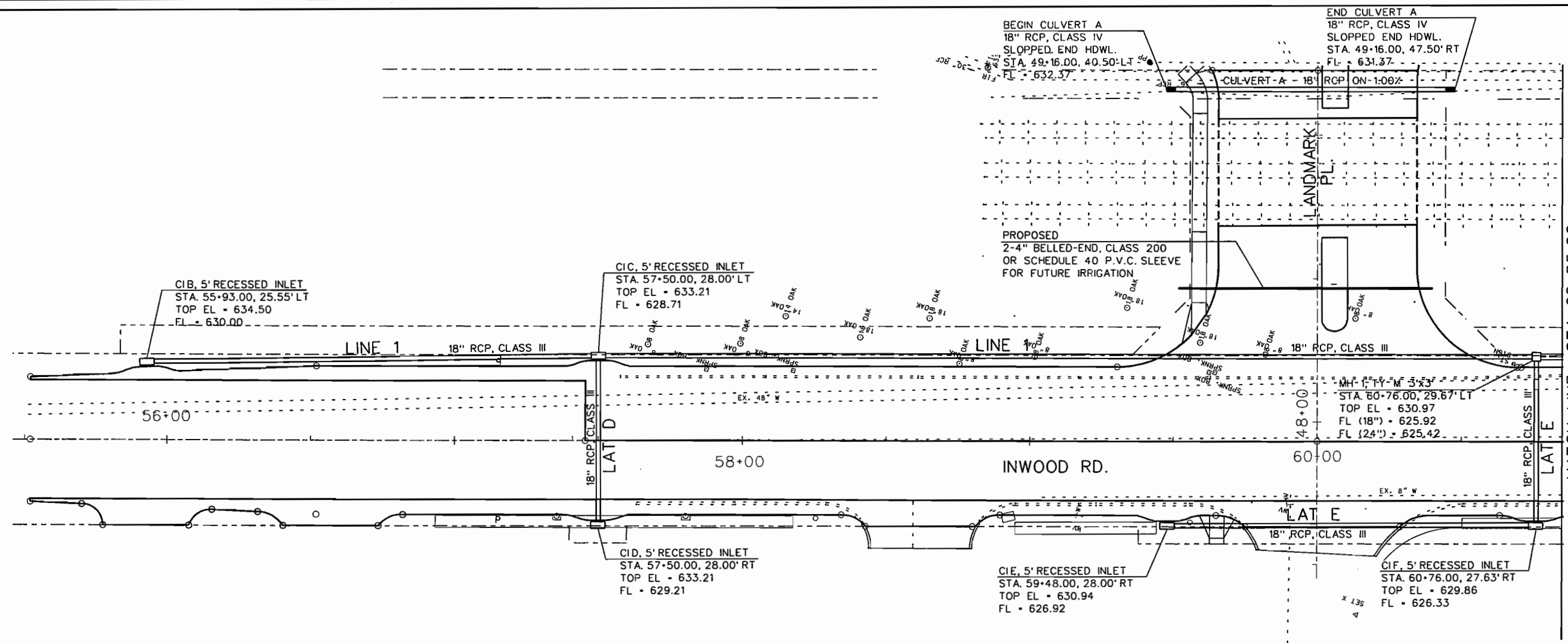
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	3/01	1"=80'H			10



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. CONTRACTOR TO VERIFY LOCATION OF 48" WATER MAIN AT LATERAL D AND E CROSSINGS.
  3. INDICATE TO CUT AND PLUG EXISTING IRRIGATION SYSTEM AT LANDMARK PLACE, AS DIRECTED BY OWNER.

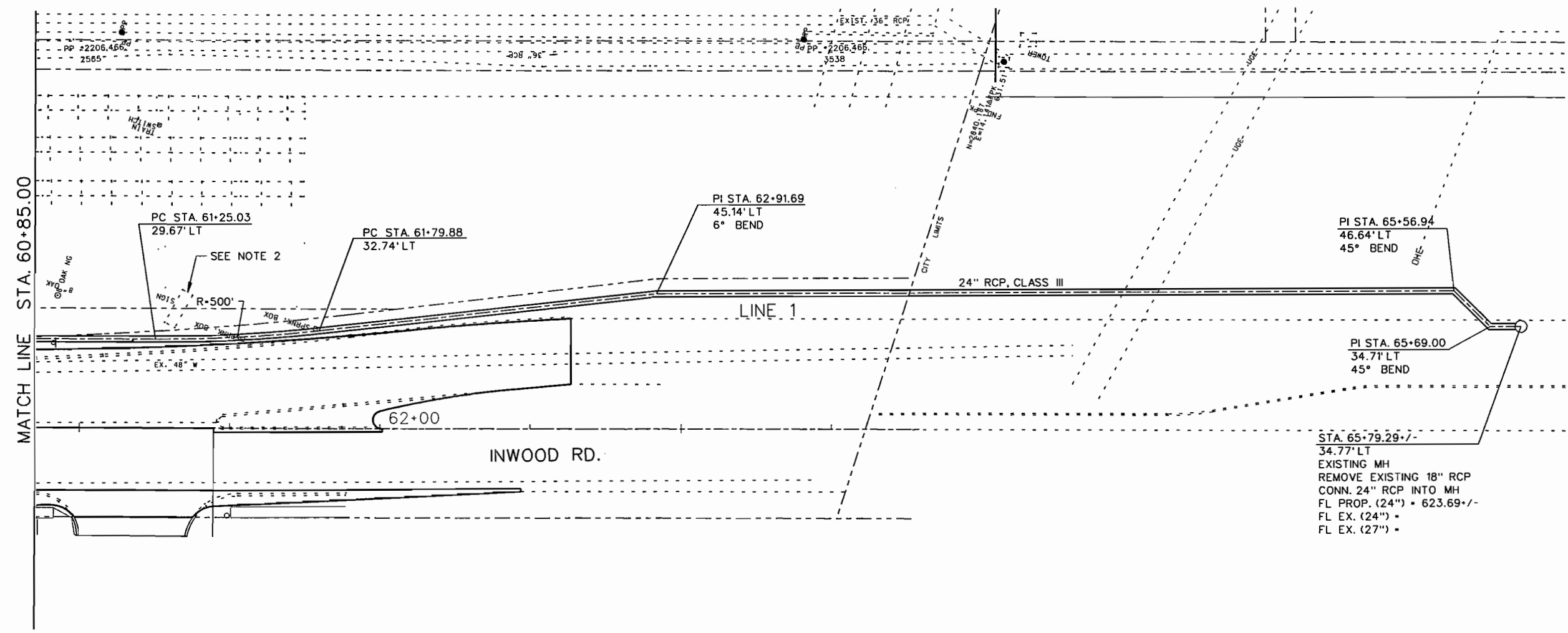
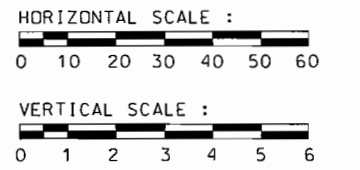
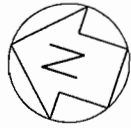
100% REVIEW

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DRAINAGE PLAN AND PROFILE						
INWOOD CONNECTION						
SHEET 1 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	3/01	1"=40'H 1"=4'V			11

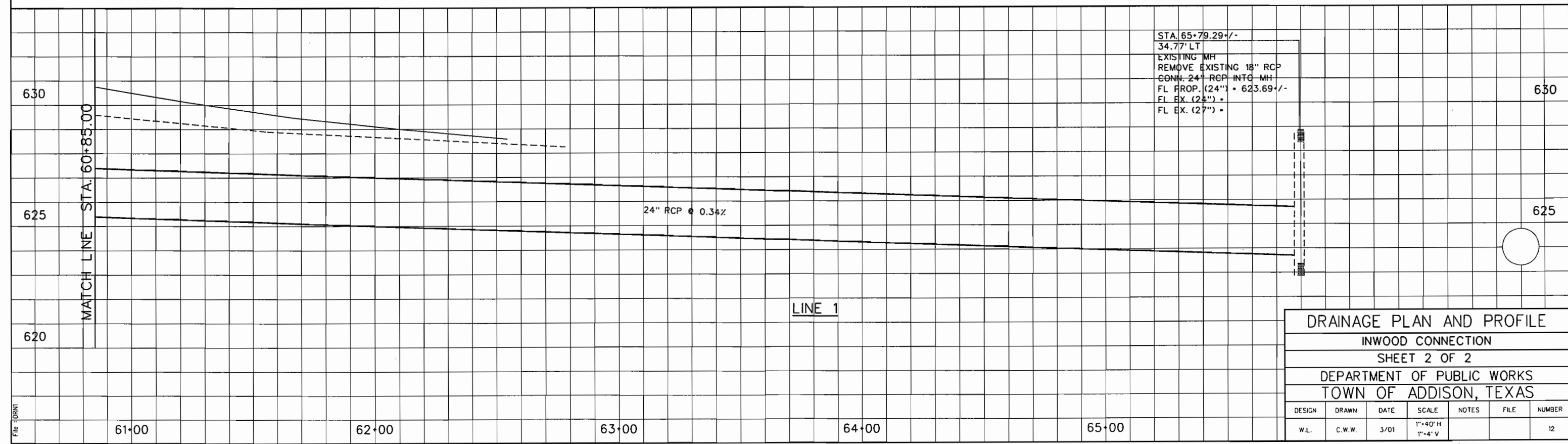
File: DRN2



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. CONTRACTOR SHALL PROTECT EXISTING "TOWN OF ADDISON" SIGN AND FOUNDATION AND REPAIR IT AT HIS/HER OWN EXPENSE SHOULD DAMAGE OCCURS.

100% REVIEW

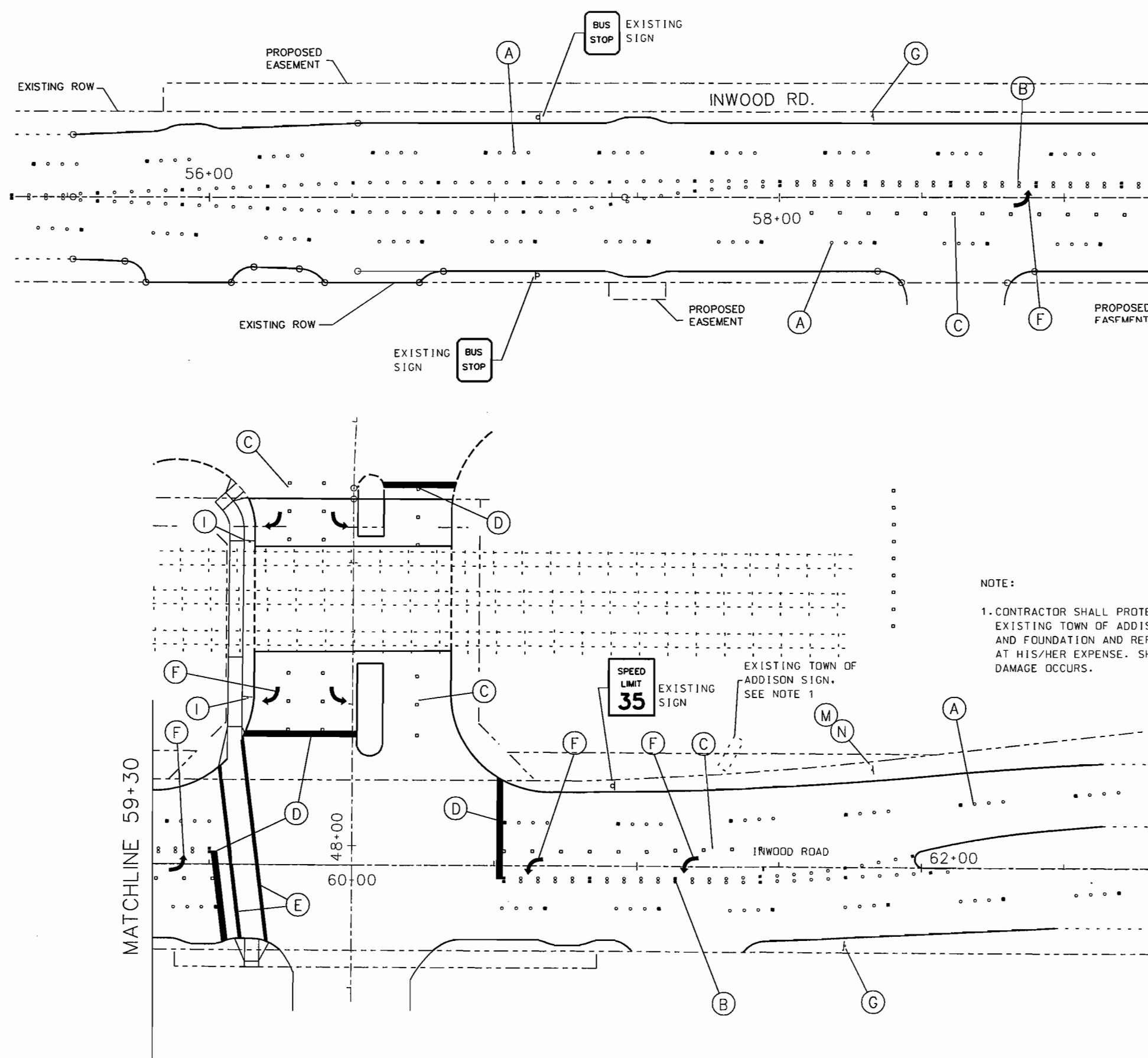
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STA. 65+79.29+/-  
 34.77' LT  
 EXISTING MH  
 REMOVE EXISTING 18" RCP  
 CONN. 24" RCP INTO MH  
 FL PROP. (24") = 623.69+/-  
 FL EX. (24") =  
 FL EX. (27") =

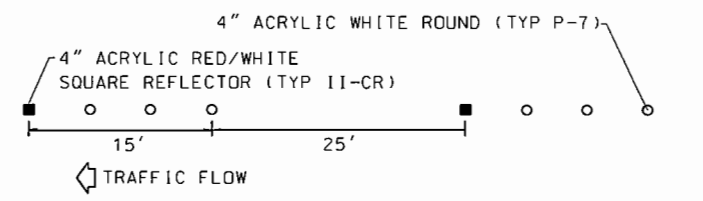
DRAINAGE PLAN AND PROFILE						
INWOOD CONNECTION						
SHEET 2 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	3/01	1"=40'H 1"=4'V			12

FILE: DRDN1

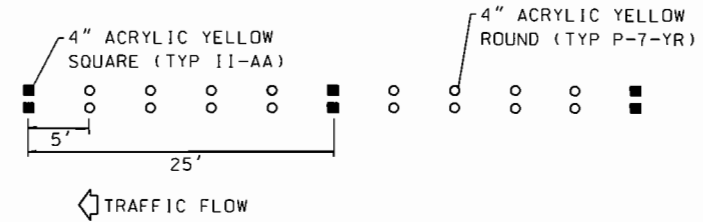


MATCHLINE 59+30

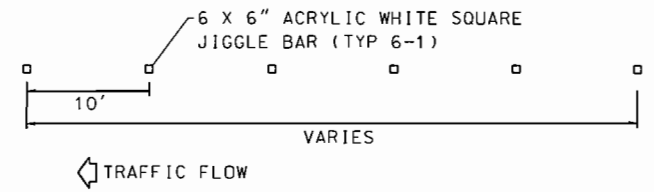
MATCHLINE 59+30



(A) LANE LINES DETAIL



(B) CENTER LINE DETAIL



(C) LEFT TURN BAY DETAIL

NOTE:  
 1. CONTRACTOR SHALL PROTECT EXISTING TOWN OF ADDISON SIGN AND FOUNDATION AND REPAIR IT AT HIS/HER EXPENSE. SHOULD ANY DAMAGE OCCURS.

PAVEMENT MARKINGS

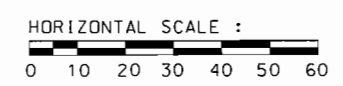
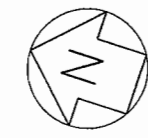
- A LANE LINES
- B CENTER LINE
- C LEFT TURN CHANNELIZATION
- D 24" WHITE THERMOPLASTIC STOP BAR
- E 12" WHITE THERMOPLASTIC CROSSWALK
- F WHITE THERMOPLASTIC ARROWS

SIGNS

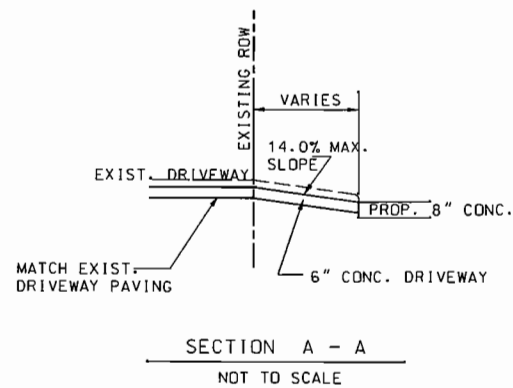
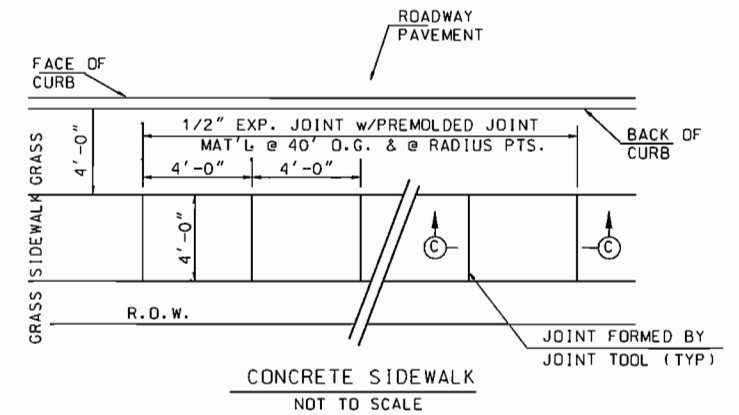
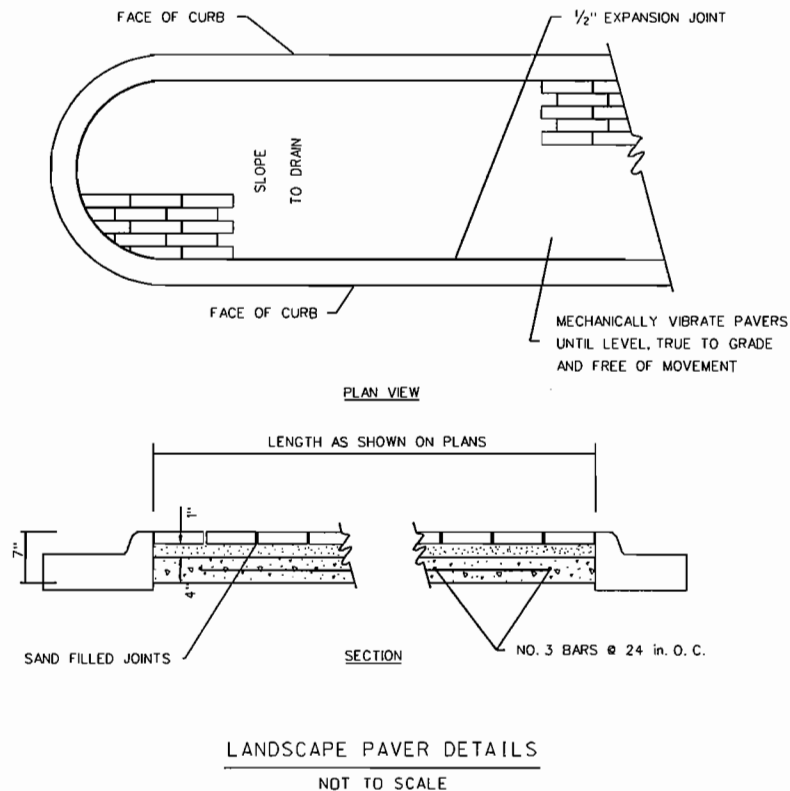
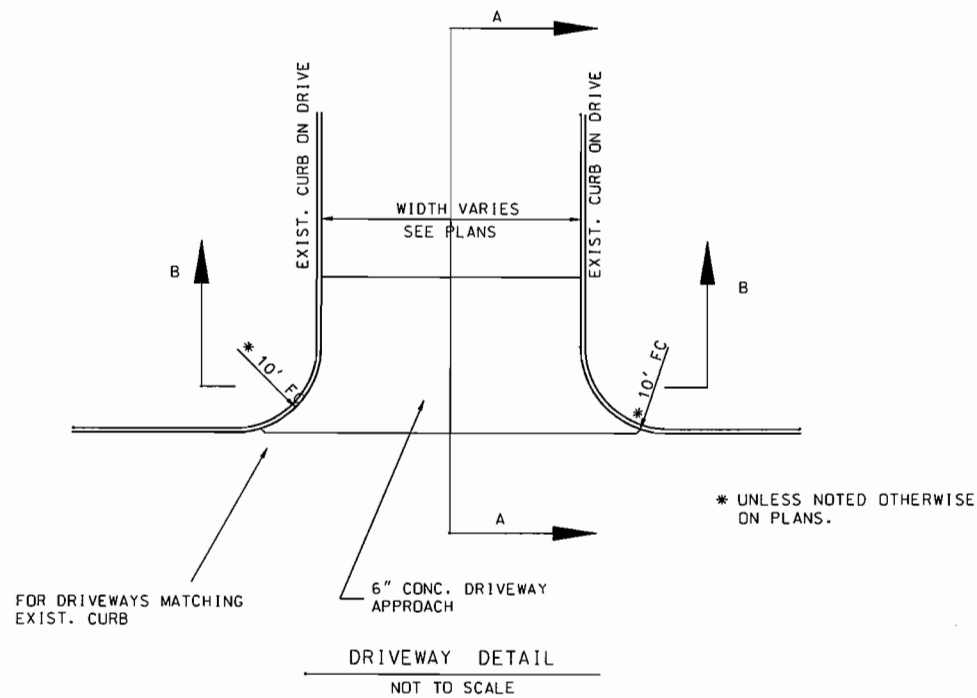
- G R2-4 - SPEED LIMIT (35)
- H R3-7L - LEFT LANE MUST TURN LEFT
- I R3-7R - RIGHT LANE MUST TURN RIGHT
- J R4-7 - KEEP RIGHT
- K W1-1R - RIGHT TURN
- L W1-1L - LEFT TURN
- M W3-3 - SIGNAL AHEAD
- N W3-3P - SIGNAL AHEAD PLAQUE

100% REVIEW

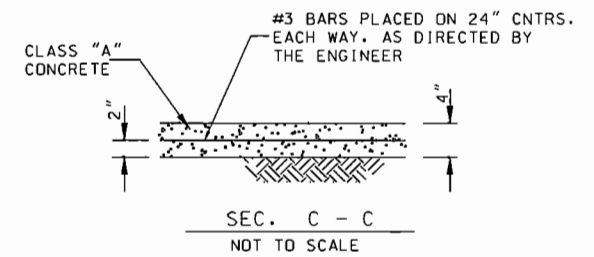
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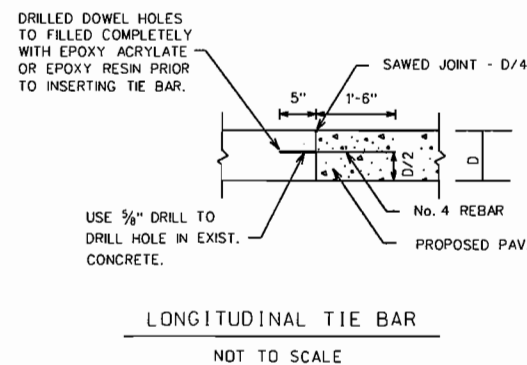
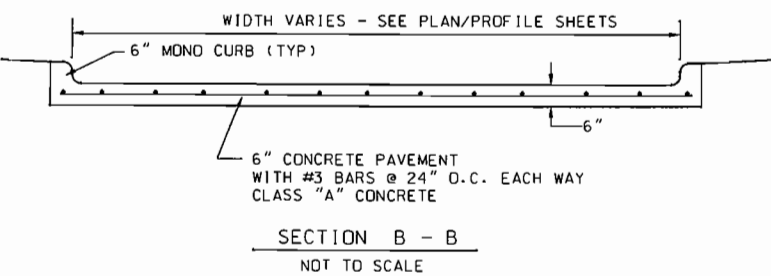
SIGNING AND PAVEMENT MARKINGS						
INWOOD CONNECTION						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	C.W.W.	3/01				13



LANDSCAPE PAVERS:  
1. LANDSCAPE PAVERS SHALL BE MODULAR CONCRETE PAVERS, AS MANUFACTURED BY PAVESTONE CO., OR EQUAL. PAVERS SHALL HAVE A COMPRESSIVE STRENGTH GREATER THAN 8000 PSI. A WATER ABSORPTION MAXIMUM OF 5% AND MEET OR EXCEED ASTM C-936. PAVERS SHALL BE INSTALLED IN ACCORDANCE WITH DETAILS SHOWN IN THE PLANS AND PLACED IN A RUNNING BOND PATTERN PARALLEL TO THE CENTERLINE OF THE STREET. COLOR AND PATTERN SHALL BE APPROVED BY OWNER. SUPPORT SLAB AND SAND CUSHION SHALL BE SUBSIDIARY TO LANDSCAPE PAVERS.



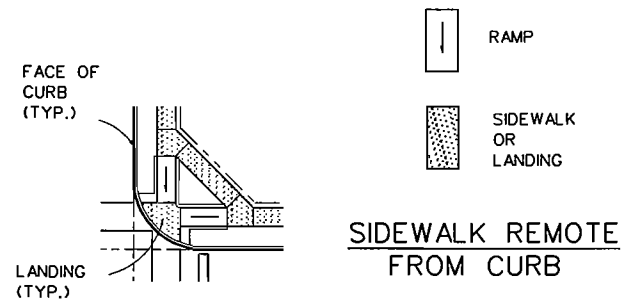
- SIDEWALK NOTES:
1. THE CONTRACTOR SHALL PROVIDE TOOLED JOINTS USING A JOINTING TOOL APPROVED BY THE ENGINEER.
  2. CONTRACTOR SHALL PROVIDE 1/2" PREMOLDED EXP. JOINT MATERIAL AT THE INTERFACE BETWEEN THE EDGE OF SIDEWALK AND ANY CURB OR WALL.



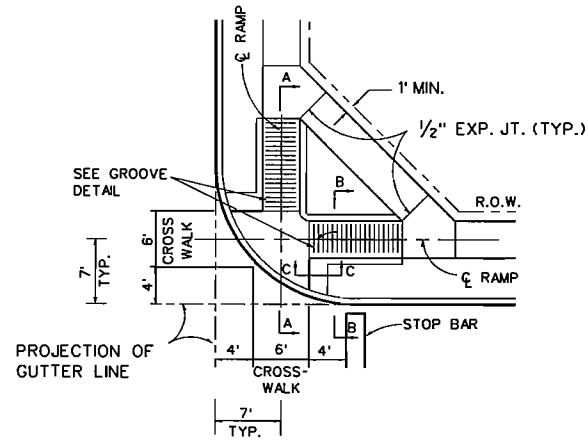
100% REVIEW

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MISCELLANEOUS DETAILS						
INWOOD CONNECTION						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
RDW/S	S.C.S.	3/01	1'-80'			14

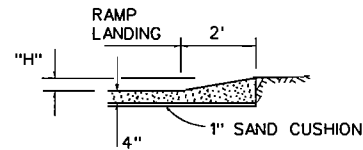


**SIDEWALK REMOTE FROM CURB**

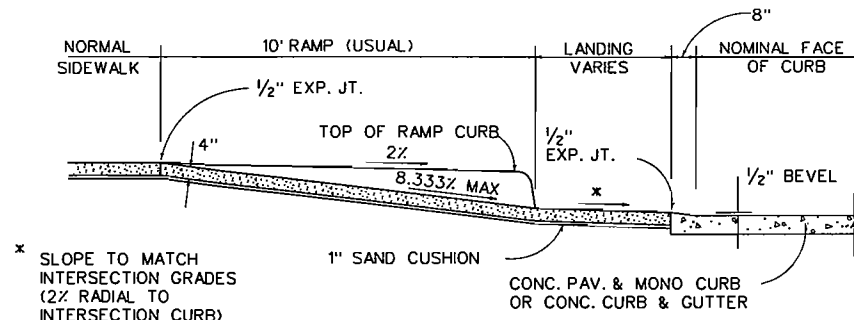


**TYPE "A" RAMP**

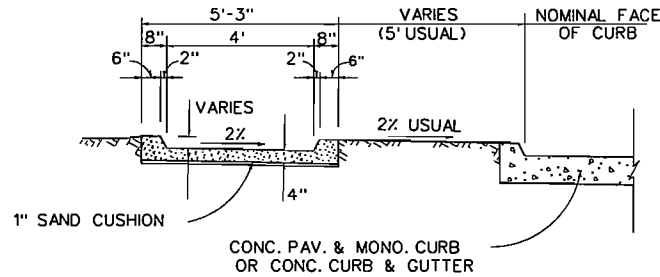
"H" VARIES ACCORDING TO STREET CURB HEIGHT AND DISTANCE FROM STREET CURB (SEE NOTE 3.)



**SECTION "C-C"**



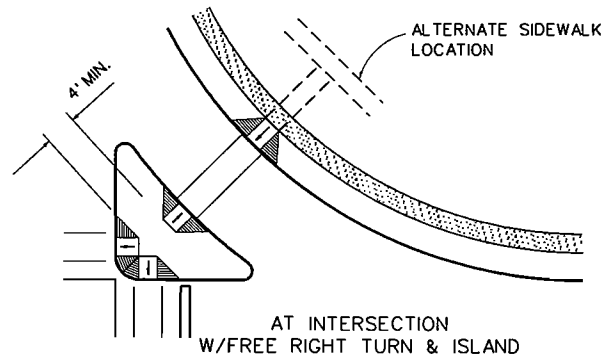
**SECTION "A-A"**



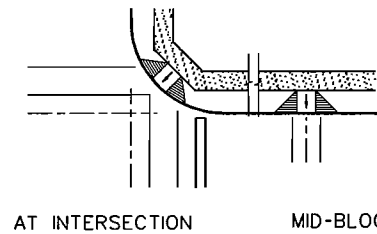
**SECTION "B-B"**

**GENERAL NOTES:**

- ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED ACCORDING TO THE ITEM "SIDEWALKS" AND IN COMPLIANCE WITH SIDEWALK DETAILS SHOWN ELSEWHERE IN THE PLANS. IN ADDITION TO GROOVING AS INDICATED, SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED BY A COARSE BROOMING, TRANSVERSE TO THE SLOPE OF THE RAMP.
- SIDEWALK RAMPS, INCLUDING RAMP CURBS AND LANDINGS, WILL BE MEASURED AND PAID FOR AS "CONCRETE SIDEWALK (RAMP)". APPROACH SIDEWALKS WILL BE MEASURED AND PAID FOR AS "CONCRETE SIDEWALK". STREET CURB TRANSITIONS AND CURB BEVELS WILL BE PAID FOR AS "MONO CURB" OR "CONCRETE CURB AND GUTTER".
- RAMP SLOPE SHALL NOT EXCEED 8.333%. IF NECESSARY, RAMP LENGTHS SHOWN OR GRADE OF APPROACH SIDEWALKS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER. GRADE OF RAMP CURBS SHALL BE DETERMINED BY PROJECTING 2% SLOPE FROM TOP OF NORMAL STREET CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- TYPE "A" RAMPS SHALL BE PLACED IN THE CORNERS OF ALL INTERSECTIONS, EXCEPT AT INTERSECTIONS WITH FREE TURN LANES AND CHANNELIZATION ISLANDS, UNLESS OTHERWISE SHOWN IN THE PLANS. TYPE "B" RAMPS SHALL BE PLACED AT ALL INTERSECTIONS WITH FREE TURN LANES AND CHANNELIZATION ISLANDS, AT MID-BLOCK LOCATIONS SHOWN IN THE PLANS, AND AT INTERSECTIONS WHERE, IN THE OPINION OF THE ENGINEER, THERE IS NOT SUFFICIENT RIGHT-OF-WAY FOR TYPE "A" RAMPS.
- ON ALL RAMPS, A 1/2" BEVEL SHALL BE MAINTAINED AT THE GUTTER LINE ACROSS THE RAMP LANDING AREA. THE MINIMUM CURB TRANSITION FROM FULL HEIGHT CURB TO THE 1" BEVEL SHALL BE 2'. PROPOSED RAMP REQUIRES 1" PER FT. MAX. AND 1/4" PER FT. ON THE LANDING.
- SMALL CHANNELIZATION ISLANDS, WHICH CANNOT MEET THE 4' MINIMUM SPACING REQUIREMENTS FOR CURB RAMPS, SHALL BE CUT THROUGH LEVEL WITH THE SURFACE OF THE STREET.
- NORMAL GUTTER GRADES SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
- TRAFFIC SIGNAL OR ILLUMINATION POLES, GROUND BOXES, CONTROLLER BOXES, SIGNS, DRAINAGE FACILITIES AND OTHER ITEMS SHALL BE PLACED SO AS NOT TO OBSTRUCT SIDEWALK RAMPS.
- CROSSWALK DIMENSIONS, CROSSWALK MARKINGS AND STOP BAR LOCATIONS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- RAMP CURBS AND/OR RAMP SIDE SLOPES SHALL BE COLORED WITH A SHARPLY CONTRASTING STAIN APPROVED BY THE ENGINEER. STAIN WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM, "CONCRETE SIDEWALKS."

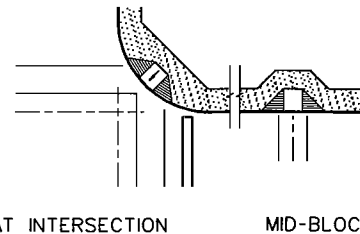


**AT INTERSECTION W/FREE RIGHT TURN & ISLAND**



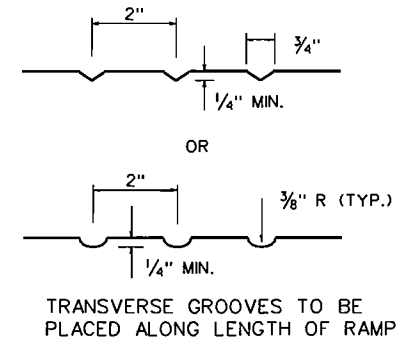
**AT INTERSECTION**

**MID-BLOCK**



**AT INTERSECTION**

**MID-BLOCK**

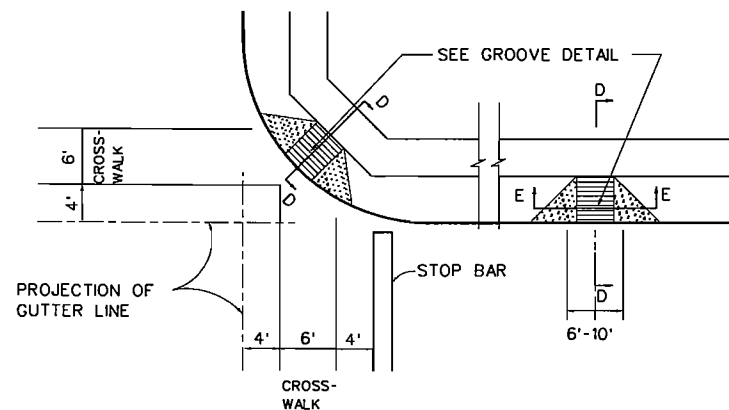


**TRANSVERSE GROOVES TO BE PLACED ALONG LENGTH OF RAMP**

**SIDEWALK REMOTE FROM CURB**

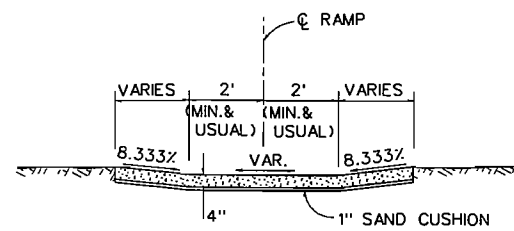
**SIDEWALK ADJACENT TO CURB**

**GROOVE DETAIL**



**PROJECTION OF GUTTER LINE**

**CROSS-WALK**



**SECTION "E-E"**

**TYPICAL LAYOUT & DETAILS - TYPE "B" RAMP**

**SIDEWALK RAMP DETAILS**  
**SRD-FW-99**

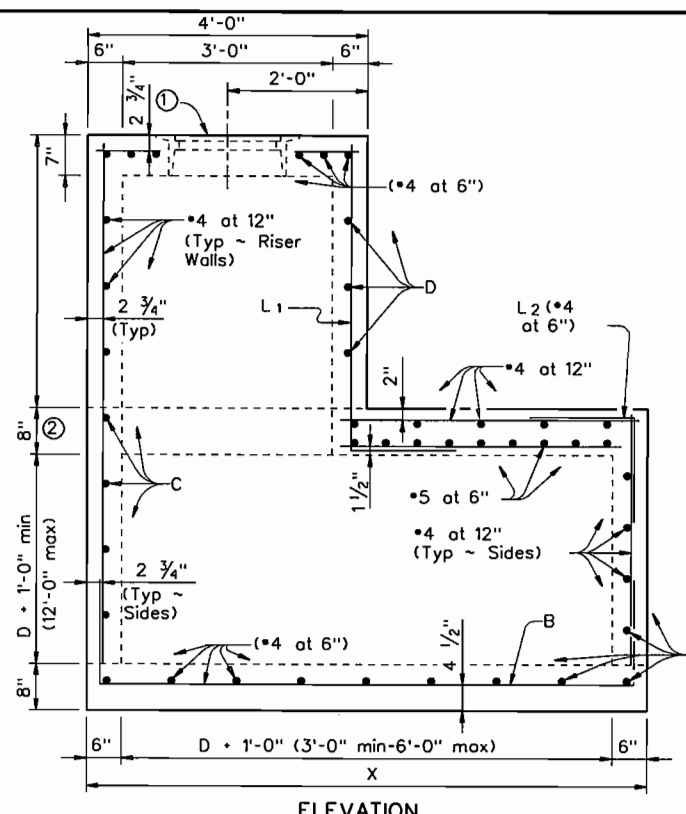
© 1998 by Texas Department of Transportation 15021 AM-2055; all rights reserved			
FED. RD. DIV. NO.	PROJECT NO.	SHEET NO.	
		15	
STATE	DIST.	COUNTY	
TEXAS		DALLAS	
CONT.	SECT.	JOB	HIGHWAY NO.

REV. 3/01  
REV. 11-29-99

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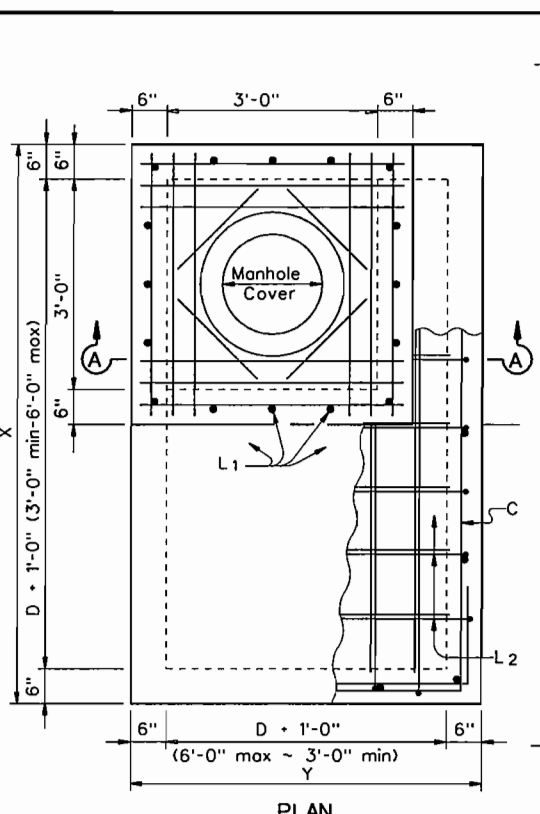
LEVELS DISPLAYED

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---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

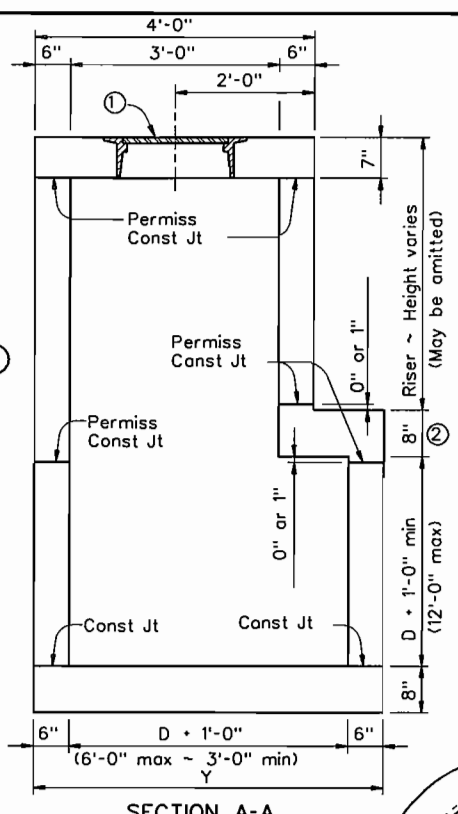


ELEVATION

D = maximum inside diameter of any Pipe entering the side shown or the opposite side

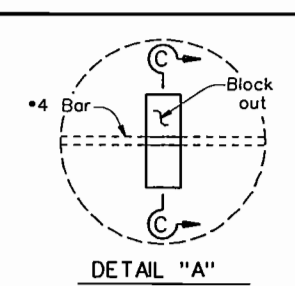


PLAN

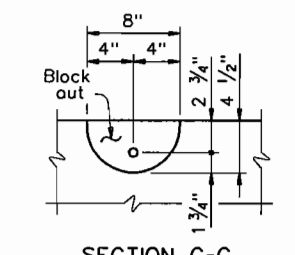


SECTION A-A

MANHOLE WITH CAST-IN-PLACE RISER

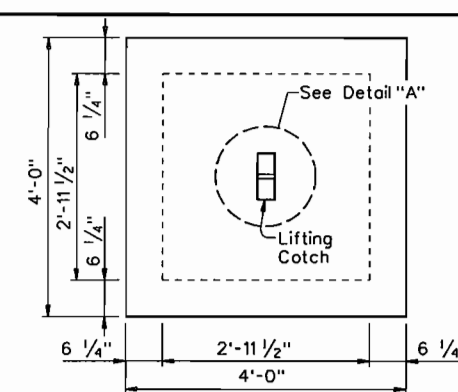


DETAIL "A"

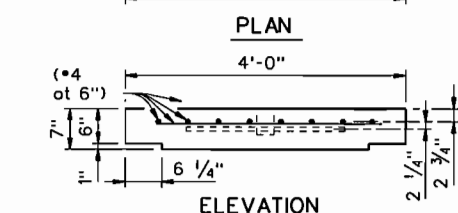


SECTION C-C

LIFTING CATCH

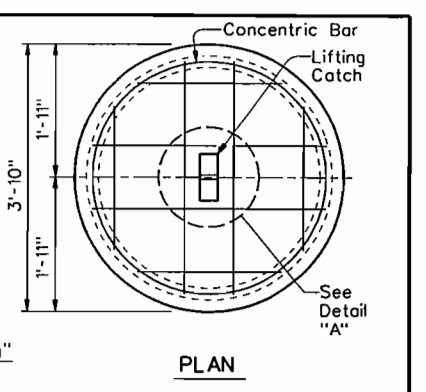


PLAN

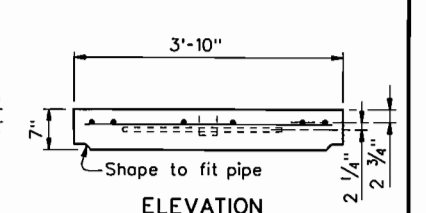


ELEVATION

CAST-IN-PLACE RISER COVER



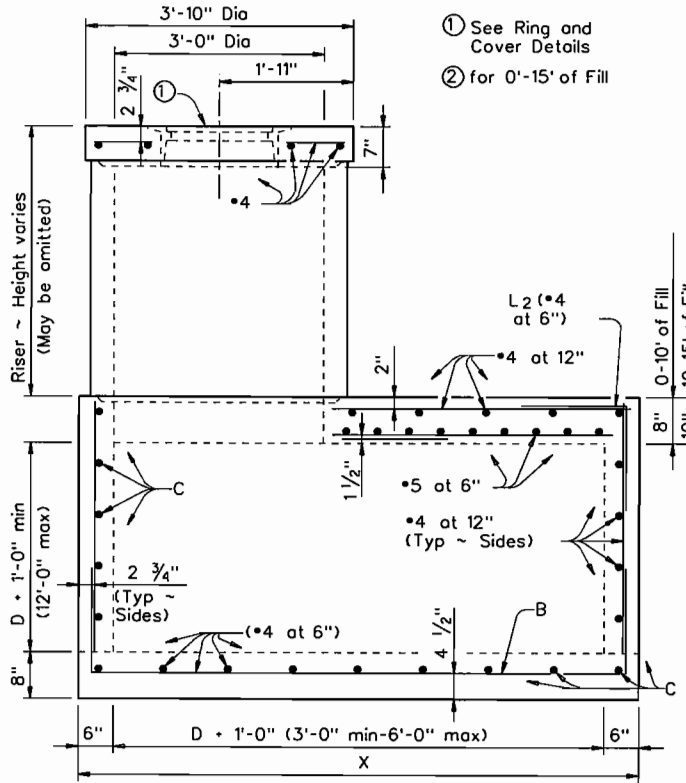
PLAN



ELEVATION

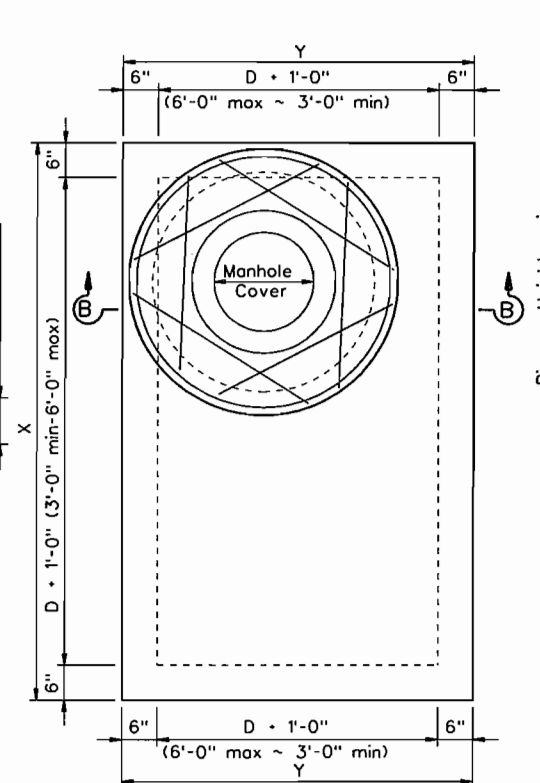
CONCRETE PIPE RISER COVER

OPTIONAL PRECAST CONCRETE LIFT-OFF COVERS

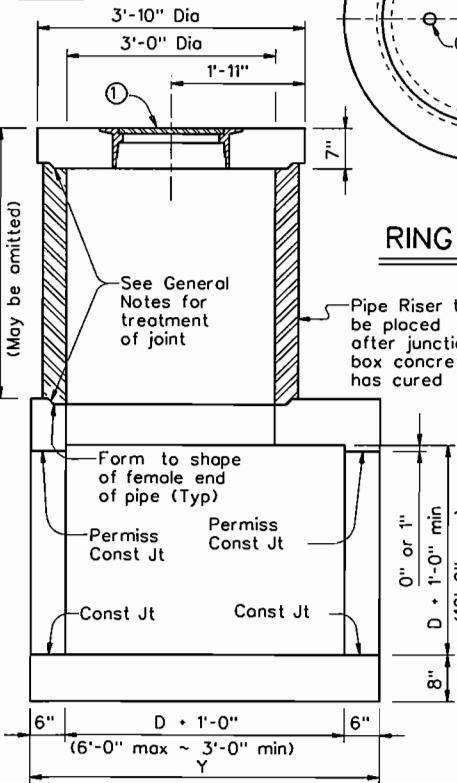


ELEVATION

D = maximum inside diameter of any Pipe entering the side shown or the opposite side

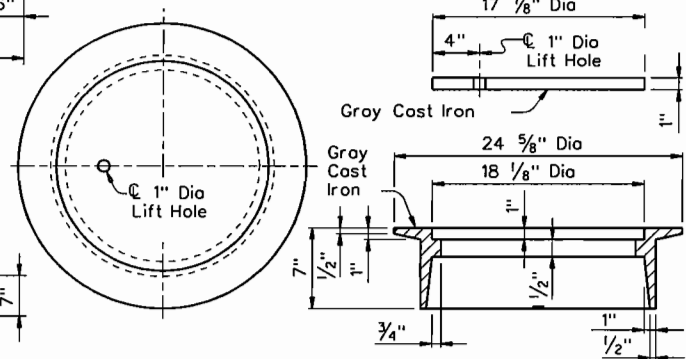


PLAN



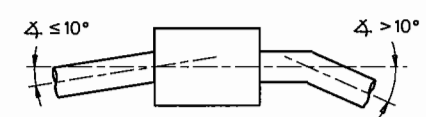
SECTION B-B

OPTIONAL MANHOLE WITH CONCRETE PIPE RISER



RING AND COVER DETAILS (TYPE C)

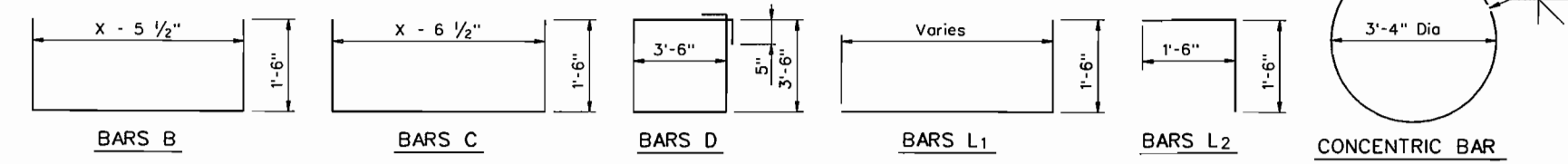
Approximate Weight = 200 lb  
 ③ Rings and covers of slightly different dimensions but approximately the same weight may be substituted if approved by the Engineer.



PIPE CONNECTION DETAIL

Connecting pipes should enter within 10° of normal to inlet wall. If necessary, pipe elbow or curved approach alignment should be used to stay within this limit.

**GENERAL NOTES:**  
 Unless otherwise shown in the plans, payment will be made for each manhole of the Type M. Exposed edges shall be chamfered 3/4". Alternate design drawings bearing the seal of a registered professional engineer will be acceptable for precast construction of the manholes. Shop drawings will not be required. The Contractor may with the approval of the Engineer furnish manholes of equivalent structural design. In areas of conflict between reinforcing steel, blockouts, pipes, anchor bolts or other reinforcing steel, the reinforcement shall be bent or adjusted to clear as directed by the Engineer. The riser may be constructed of reinforced concrete as shown or of Reinforced Concrete Pipe, Class III, in accordance with ASTM Designation C-76. If pipe is used, joints shall conform to the item "Reinforced Concrete Pipe Culverts". Precast Concrete Lift Off Cover may be substituted for "Ring and Cover". The riser, either cast-in-place or concrete pipe, may be located in any corner. All reinforcing steel shall be #4 unless otherwise noted. Pipes may enter any or all walls. The maximum size of pipe that can be accommodated is 60". More than one pipe may enter a side, subject to the maximum box dimension shown. The clear distance between adjacent pipes should be 9" minimum.

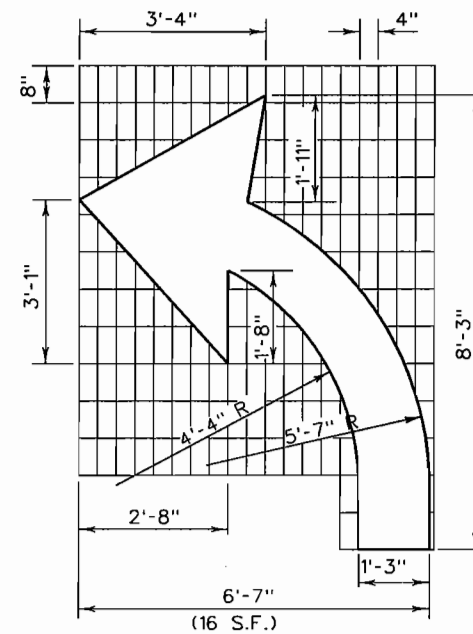
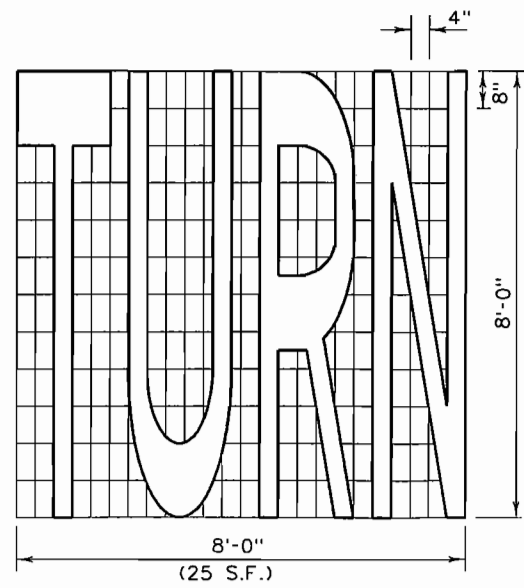
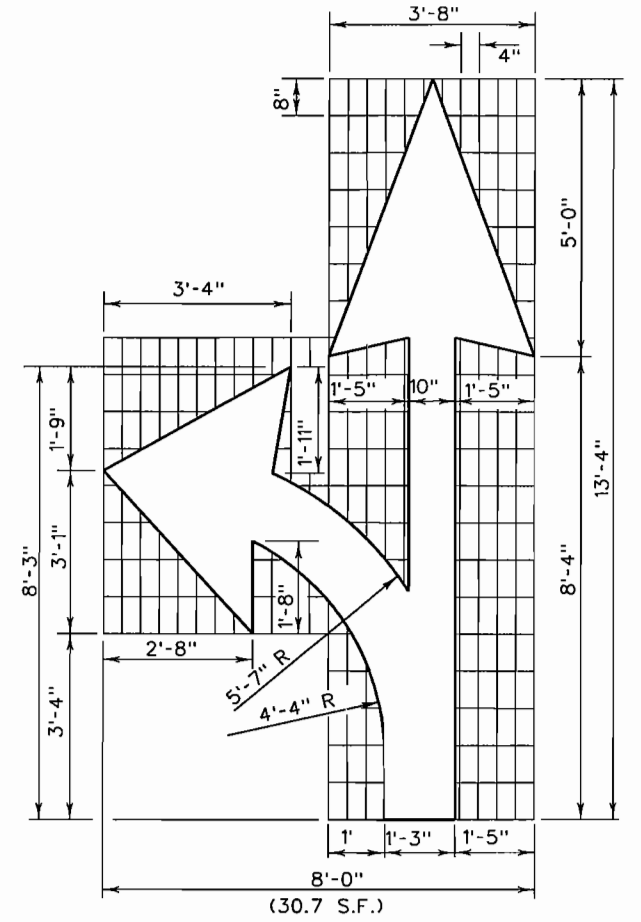
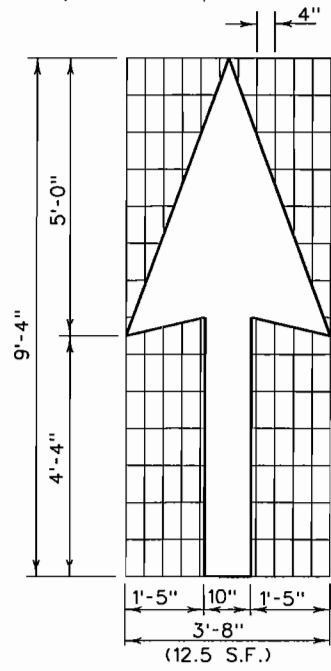
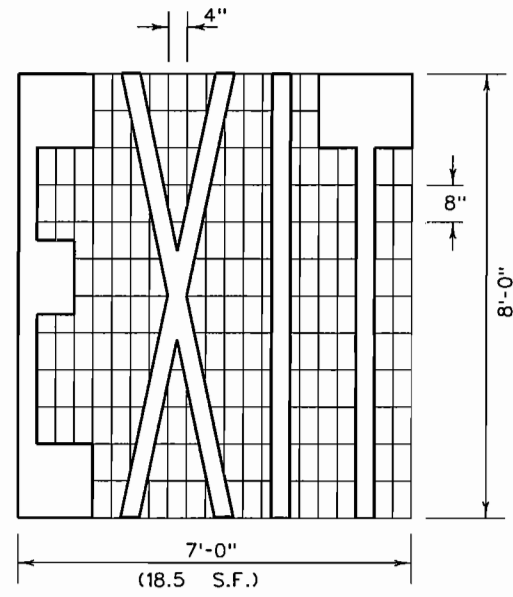
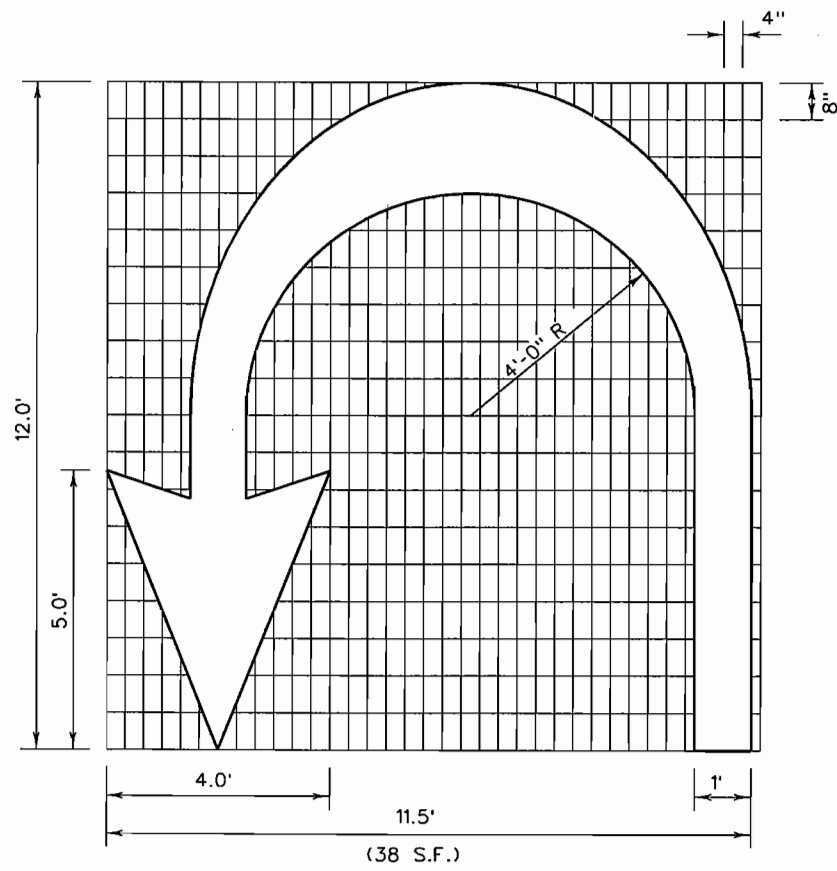
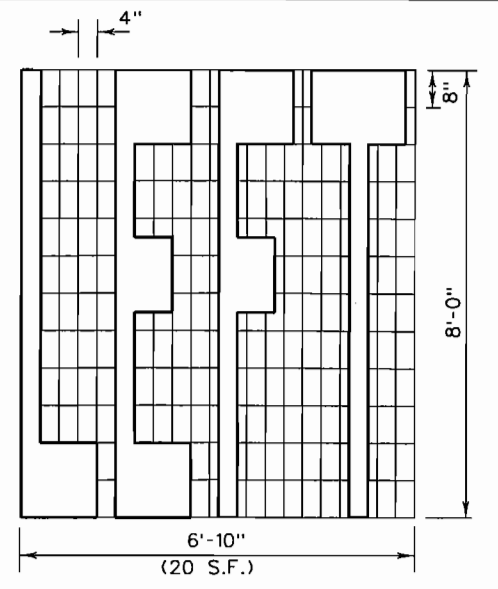
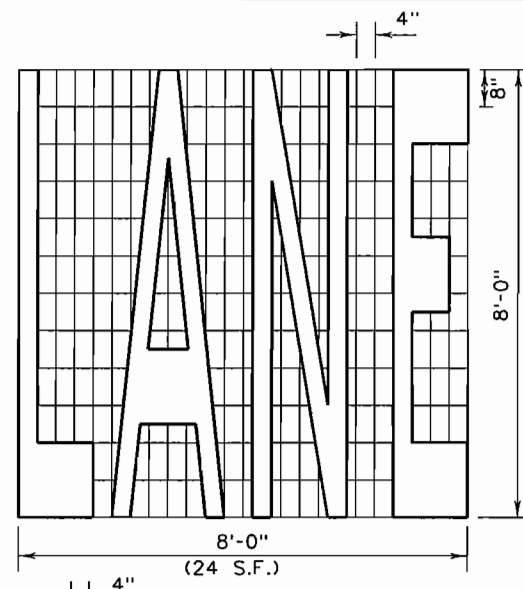
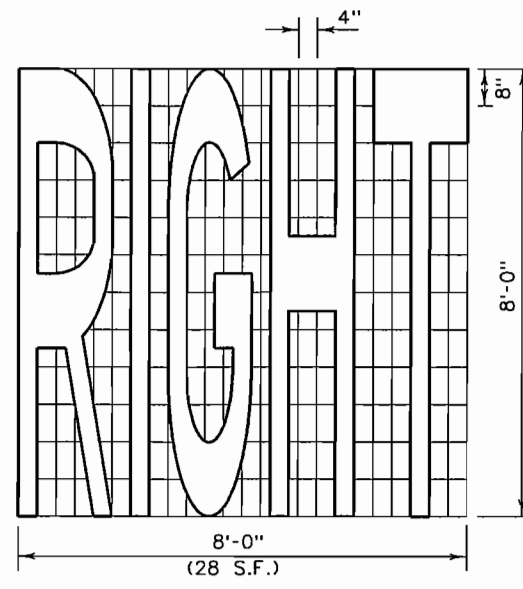
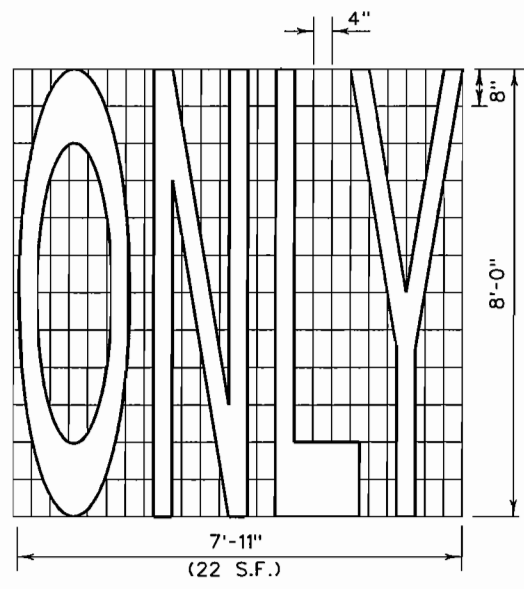
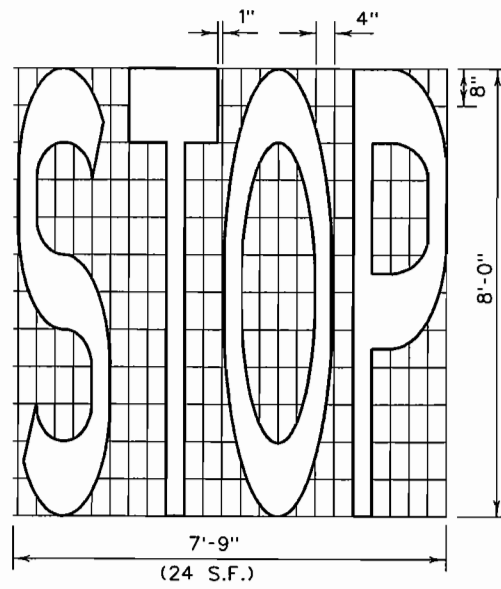


Texas Department of Transportation  
 Design Division (Bridge)

**MANHOLE TYPE M  
 (JUNCTION BOX WITH ACCESS)**

MH-M

FILE: mh-mestd.dgn	DN: TXDOT	CK: TER	DW: MCB	CK: TER	STD: B483
DRG DATE: SEPTEMBER 1996	DIST: 6	FED REG	FEDERAL AID PROJECT	SHEET	16
REVISIONS		COUNTY	CONTROL	SECT	JOB
					HIGHWAY

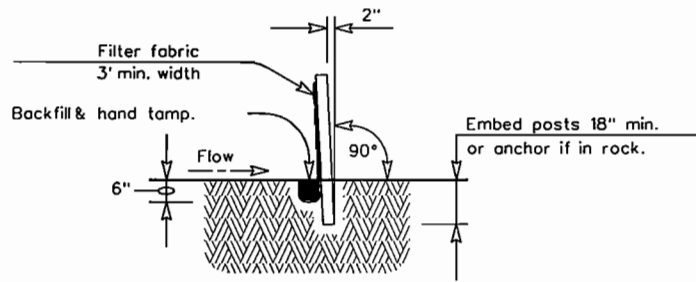


TEXAS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT MARKINGS**  
 (WORDS and ARROWS) (FTW)  
 PM-WA(FTW) SHEET 1 of 1

DRAWN	FED. DIST. NO.	STATE	STATE PROJECT NO.	INVENTORY NO.
CHECKED				
TRACED	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
CHECKED				

FILE NO. W030400





SECTION A-A

**SEDIMENT CONTROL FENCE USAGE GUIDELINES**

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

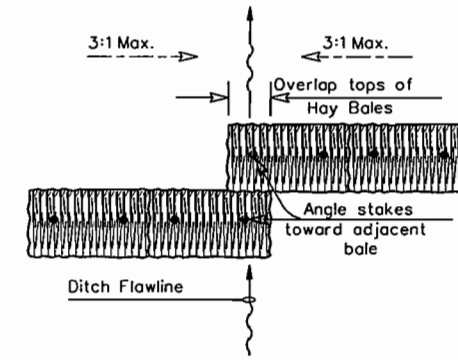
Sediment control fence should be sized to filter a max. flow through rate of 100 GPM/FT. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

**PLAN SHEET LEGEND**

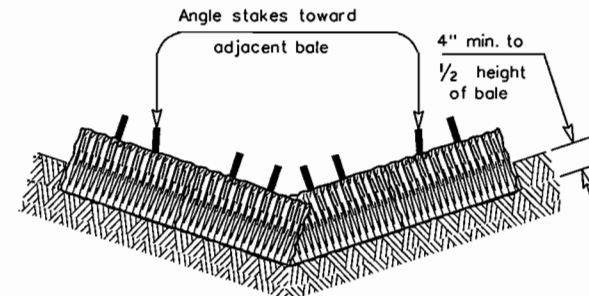
Sediment Control Fence — (SCF) —

**GENERAL NOTES**

1. The guidelines shown hereon are suggestions only and may be modified by the Engineer.



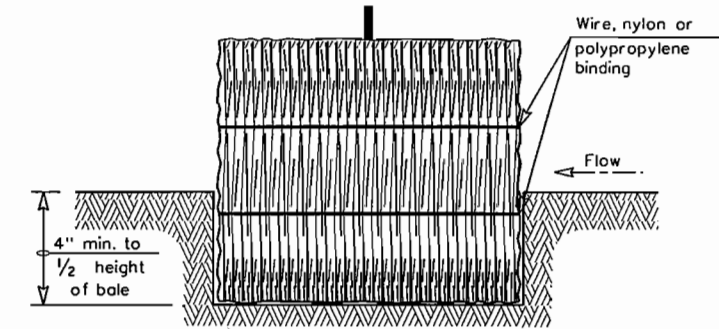
PLAN VIEW



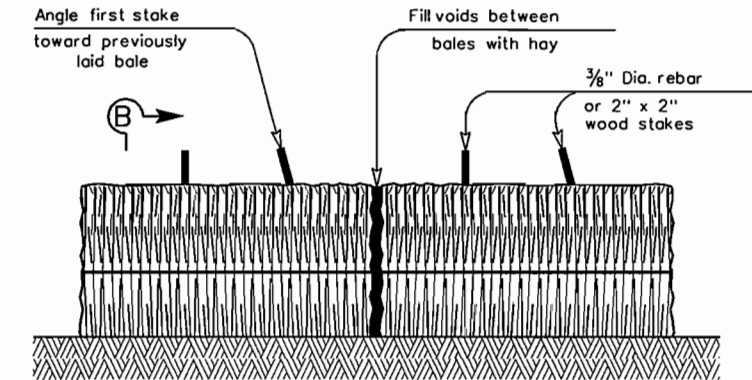
PROFILE VIEW

**PLANS SHEET LEGEND**

Baled Hay — (BH) —



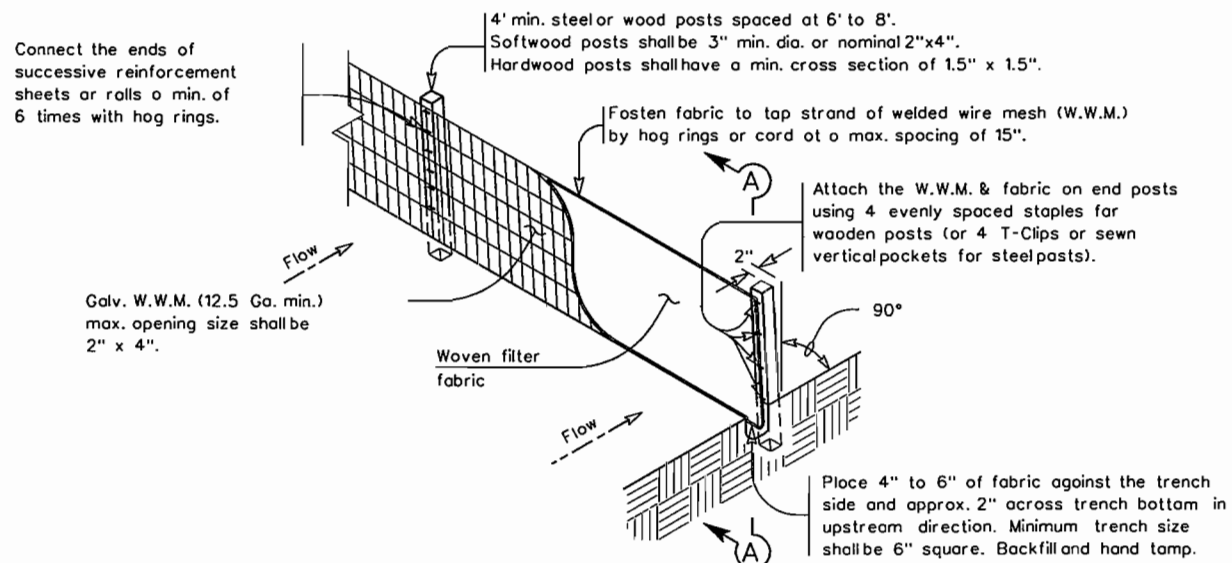
SECTION B-B



BALED HAY FOR EROSION CONTROL

**GENERAL NOTES**

- Hay bales shall be a minimum of 30" in length and weigh a minimum of 50 Lbs.
- Hay bales shall be bound by either wire or nylon or polypropylene string. The bales shall be composed entirely of vegetable matter.
- Hay bales shall be embedded in the soil a minimum of 4" and where possible 1/2 the height of the bale.
- Hay bales shall be placed in a row with ends tightly abutting the adjacent bales. The bales shall be placed with bindings parallel to the ground.
- Hay bales shall be securely anchored in place with 3/8" Dia. rebar or 2" x 2" wood stakes, driven through the bales. The first stake shall be angled towards the previously laid bale to force the bales together.
- The guidelines shown hereon are suggestions only and may be modified by the Engineer.



TEMPORARY SEDIMENT CONTROL FENCE

(SCF)

**BALED HAY USAGE GUIDELINES**

A Baled Hay installation may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A two year storm frequency may be used to calculate the flow rate to be filtered. The installation should be sized to filter a maximum flow thru rate of 5 GPM/FT<sup>2</sup> of cross sectional area. Baled hay may be used at the following locations:

- Where the runoff approaching the baled hay flows over disturbed soil for less than 100'. If the slope of the disturbed soil exceeds 10%, the length of slope upstream the baled hay should be less than 50'.
- Where the installation will be required for less than 3 months.
- Where the contributing drainage area is less than 1/2 acre.

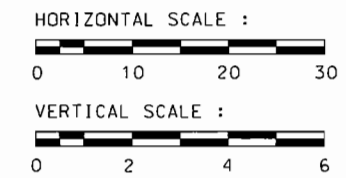
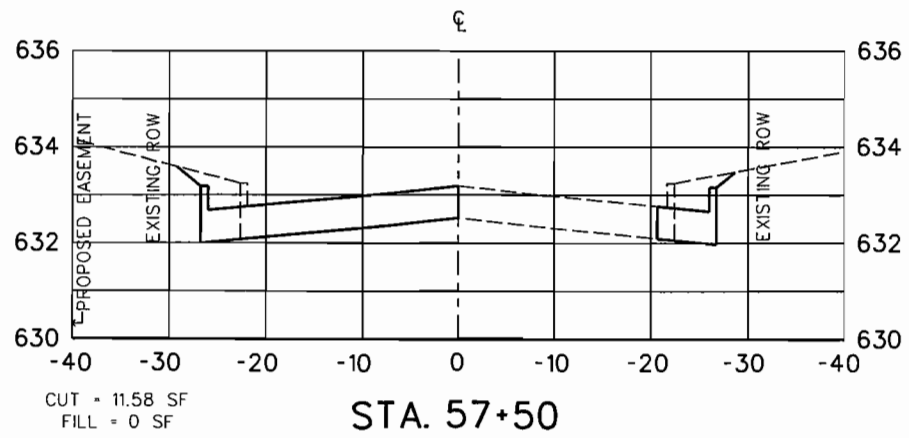
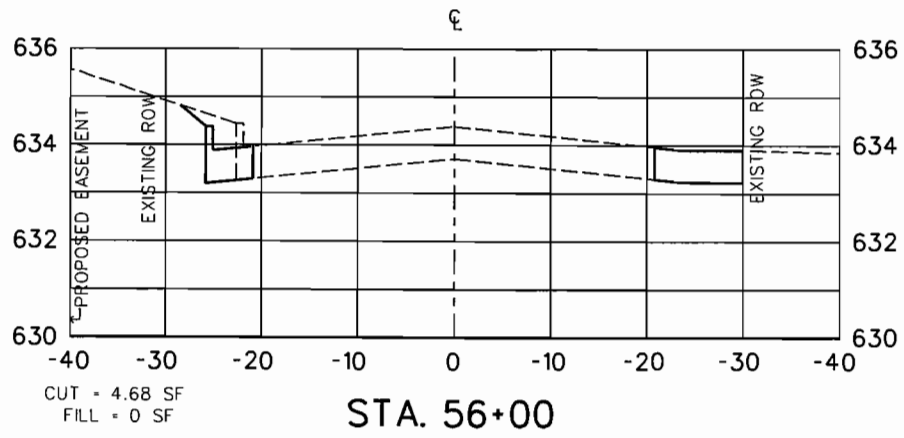
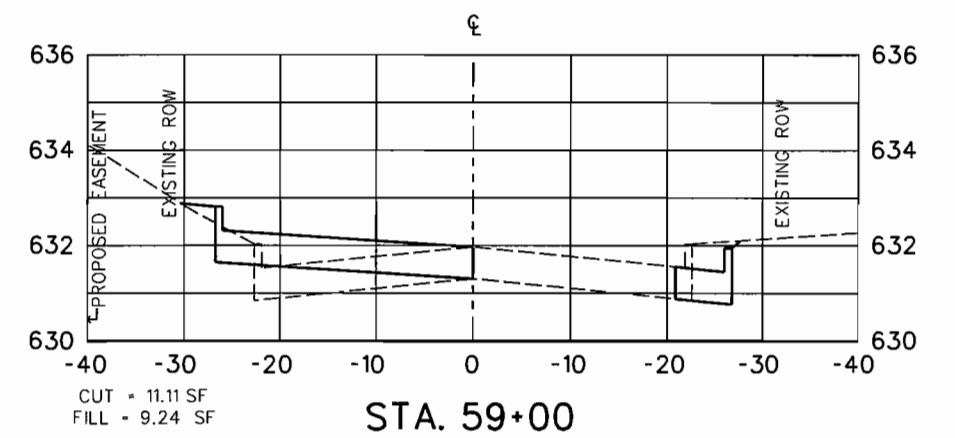
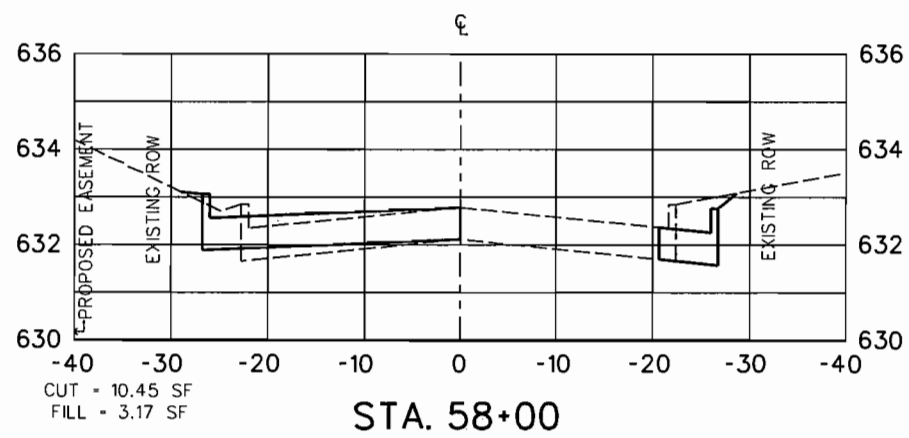
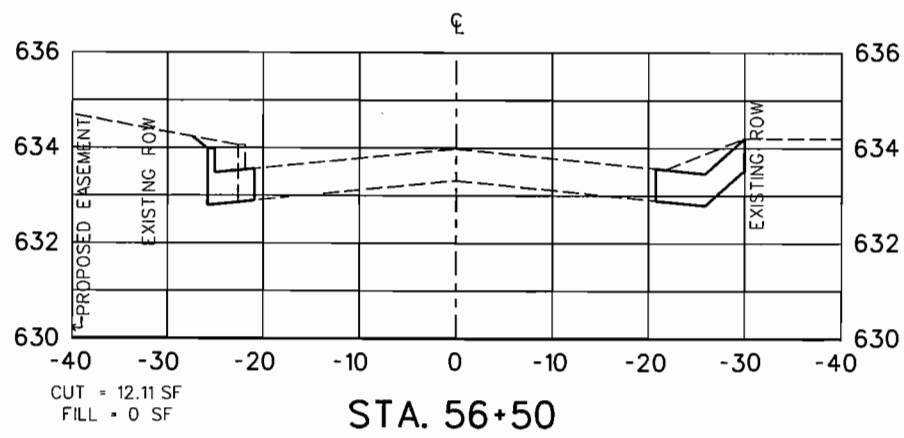
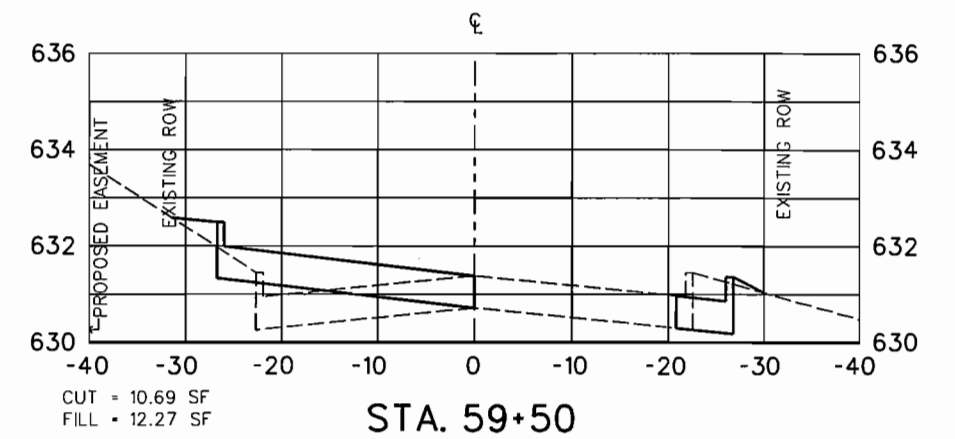
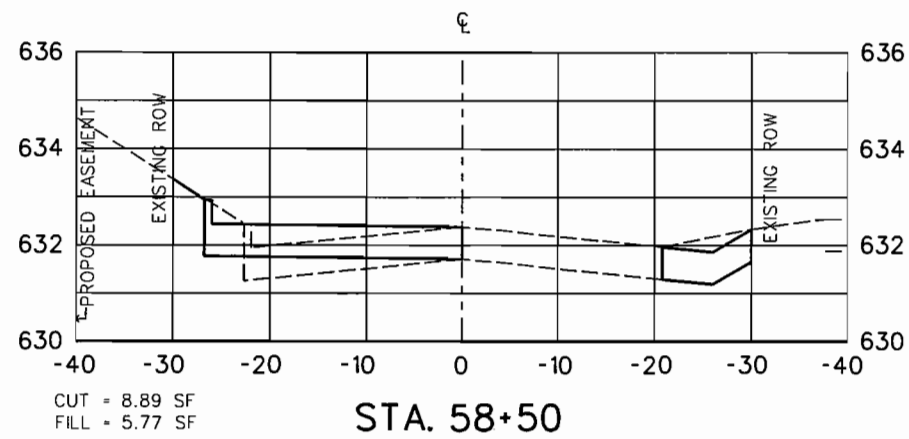
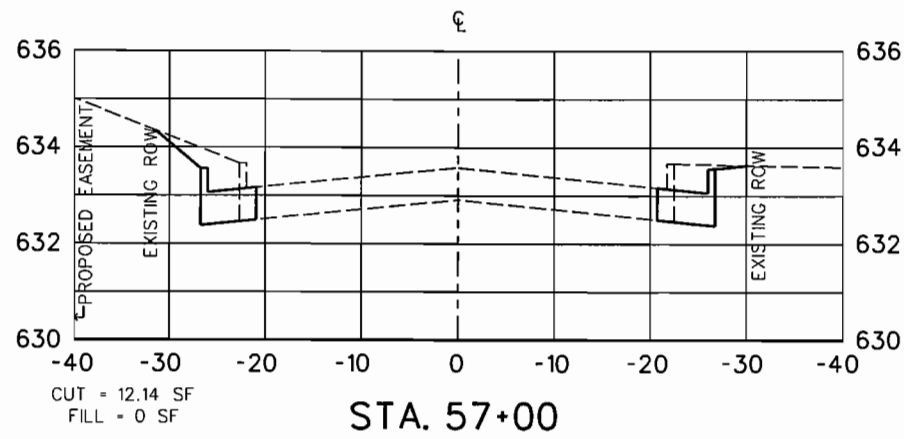
For Baled Hay installations in small ditches, the additional following considerations apply:

- The ditch sideslopes should be graded as flat as possible to maximize the drainage flowrate thru the hay.
- The ditch should be graded large enough to contain the overtopping drainage when sediment has filled to the top of the baled hay.

Bales should be replaced usually every 2 months or more often during wet weather when loss of structural integrity is accelerated.

TEXAS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES**  
 FENCE & BALED HAY  
 EC(1)-93

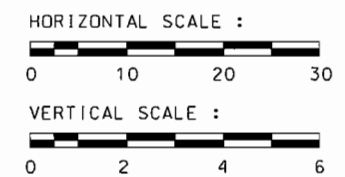
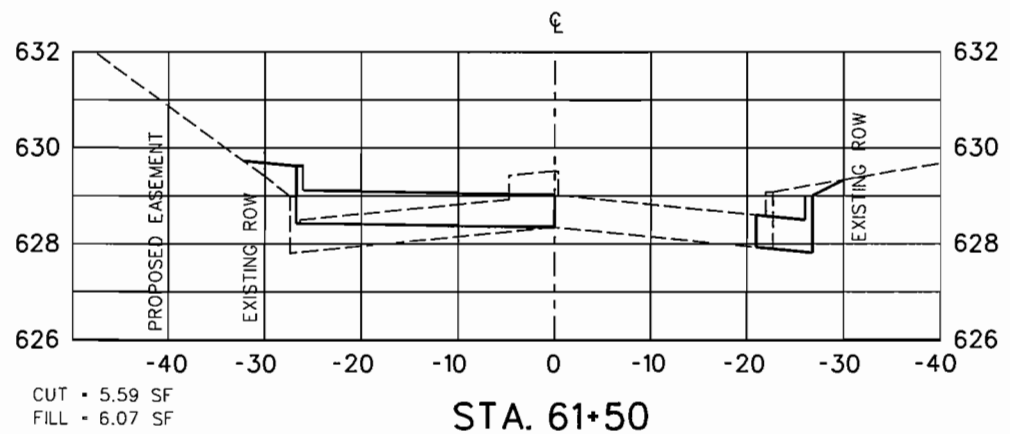
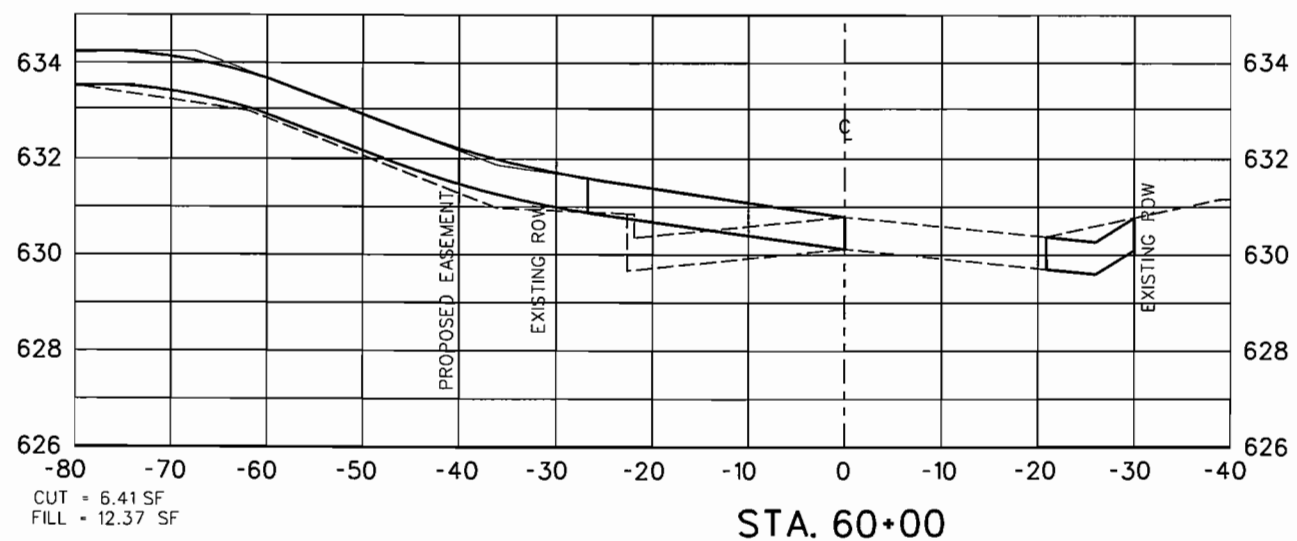
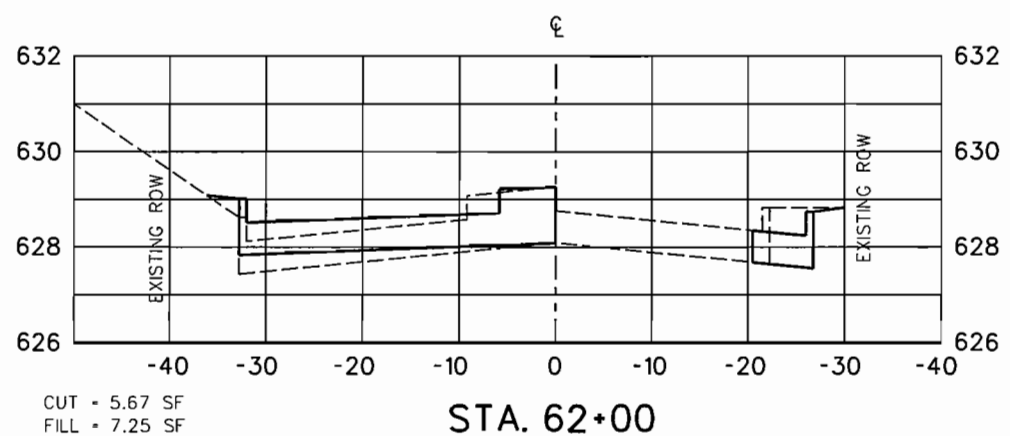
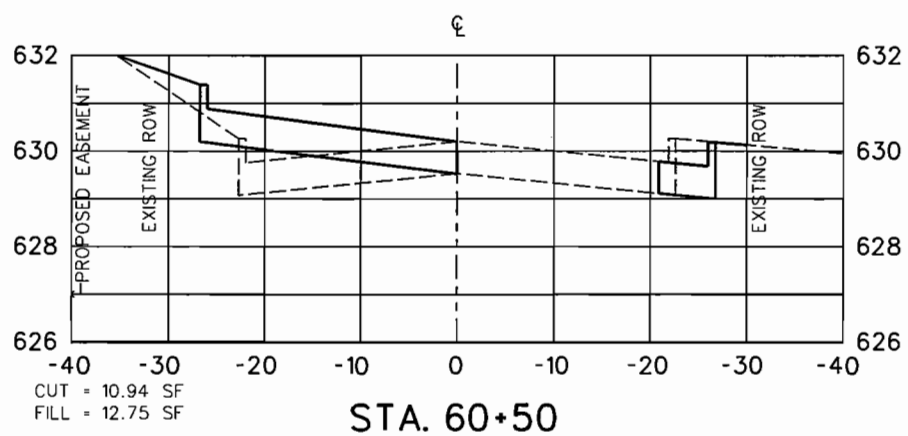
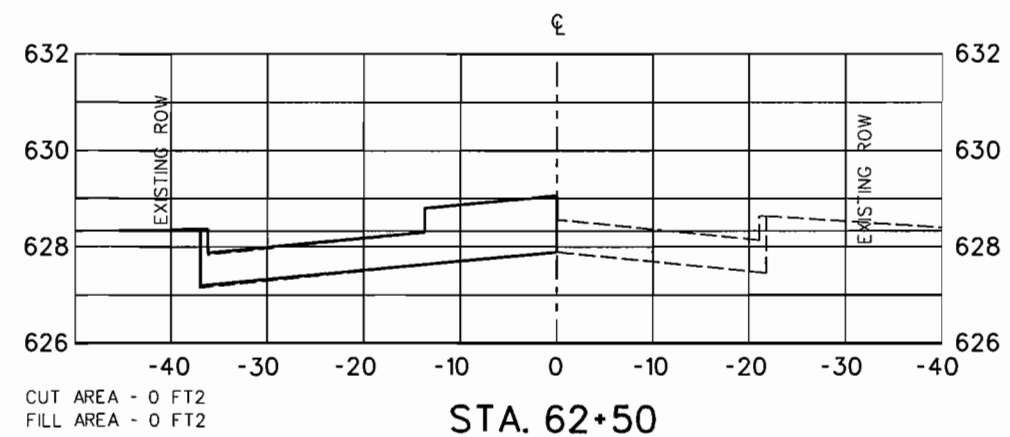
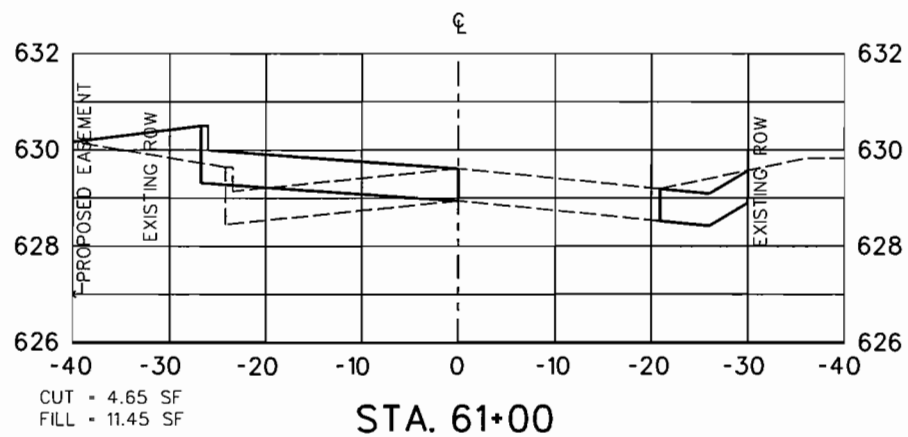
MODIFICATIONS	FED. NO. DIV. NO.	STATE	FEDERAL NO. PROJECT NO.	SHEET NO.
	6	TEXAS		18
	STATE DIST. NO.	COUNTY	CONT. SECT. JOB	HIGHWAY NO.



100% REVIEW

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CROSS SECTIONS						
INWOOD CONNECTION						
STA 56+00 TO STA 59+50						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	C.W.W. E.C.S.	3/01				19



100% REVIEW

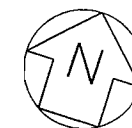
THIS DOCUMENT IS RELEASED 09/06/02 FOR THE PURPOSE OF REVIEW ONLY UNDER THE AUTHORITY OF WEIDONG LI, P.E. 84718. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES.

CROSS SECTIONS						
INWOOD CONNECTION						
STA 60+00 TO STA 62+50						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	S.L.K.	3/01				20

**SIGN SUMMARY**

LOCATIONS	SIGN TYPE	DESCRIPTION	SIZE	LOCATIONS	SIGN TYPE	DESCRIPTION	SIZE
T-2	R10-12S	LEFT TURN YIELD	30" x 36"	T-6	SR3-8	LANE ASSIGNMENT	36" x 36"
T-2	SR3-4	NO U-TURN	30" x 30"	T-6	SR3-4	NO U-TURN	EXISTING
T-3	SR3-4	NO U-TURN	30" x 30"	T-7	SR3-4	NO U-TURN	30" x 30"
T-3	R3-5	RIGHT ONLY	30" x 36"	T-8	SR3-1*	NO RIGHT TURN	30" x 30"
T-3	SR3-8	LANE ASSGN.	36" x 36"	T-8	SR3-4	NO U-TURN	EXISTING
T-4	SR3-4	NO U-TURN	30" x 30"	T-8	SR3-8	LANE ASSIGNMENT	EXISTING
T-4	R10-12S	LEFT TURN YIELD	30" x 36"				
T-4	SR3-1*	NO RIGHT TURN	30" x 30"				
T-5	SR3-4	NO U-TURN	EXISTING				

\* FIBEROPTIC BLANKOUT SIGN



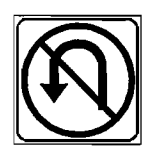
HORIZONTAL SCALE : 1" = 40'  
0 10 20 30 40 50 60

**LEGEND**

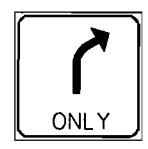
FIRE HYDRANT		PROPOSED TRAFFIC SIGNAL ON ARM W/POLE	
EXISTING TRAFFIC SIGNAL ON ARM W/POLE		VIDEO DETECTION CAMERA	
EXISTING PEDESTRIAN SIGNAL WITH BUTTONS, AND R10-4b SIGNS		SIGNAL HEAD IDENTIFIER	
EXISTING PULL BOX		SIGNAL CONDUIT	
POWER POLE		CONDUIT IDENTIFIER	
LIGHT STANDARD WITH PHOTOCELL		INSTALL PULL BOX TYPE A	
RIGHT-OF-WAY		INSTALL PULL BOX TYPE C	
ZONE DETECTOR (VIDEO)		PROPOSED PEDESTRIAN SIGNAL WITH BUTTONS, AND R10-4b SIGNS	
OPTICOM DETECTOR		PROPOSED PEDESTAL POLE W/SIGNALS WITH BUTTONS, AND R10-4b SIGNS	
		EXISTING CONTROLLER FOUNDATION/CABINET	
		SIGN PLATE	
		SIGNAL POLE IDENTIFIER	
		SIGN PLATE AND POLE TO BE INSTALLED	



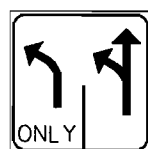
SR3-1  
(F.O. BLANKOUT SIGN)



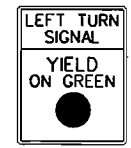
SR3-4



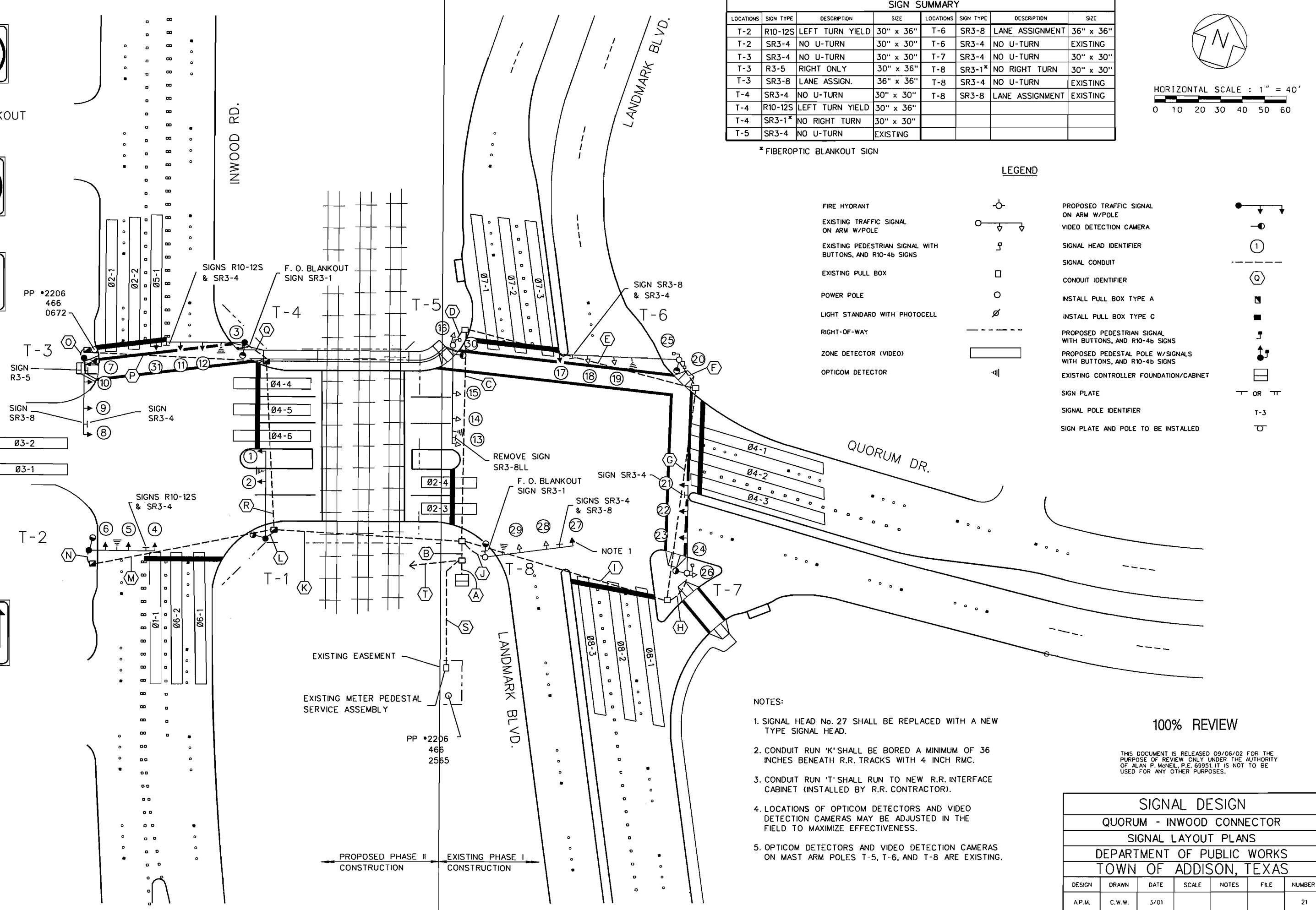
R3-5



SR3-8



R10-12S



REMOVE SIGN SR3-8LL

F. O. BLANKOUT SIGN SR3-1

SIGNS SR3-4 & SR3-8

SIGNS SR3-4 & SR3-8

NOTE 1

EXISTING EASEMENT  
EXISTING METER PEDESTAL SERVICE ASSEMBLY

PP •2206  
466  
2555

PROPOSED PHASE II CONSTRUCTION  
EXISTING PHASE I CONSTRUCTION

**NOTES:**

1. SIGNAL HEAD No. 27 SHALL BE REPLACED WITH A NEW TYPE SIGNAL HEAD.
2. CONDUIT RUN 'K' SHALL BE BORED A MINIMUM OF 36 INCHES BENEATH R.R. TRACKS WITH 4 INCH RMC.
3. CONDUIT RUN 'T' SHALL RUN TO NEW R.R. INTERFACE CABINET (INSTALLED BY R.R. CONTRACTOR).
4. LOCATIONS OF OPTICOM DETECTORS AND VIDEO DETECTION CAMERAS MAY BE ADJUSTED IN THE FIELD TO MAXIMIZE EFFECTIVENESS.
5. OPTICOM DETECTORS AND VIDEO DETECTION CAMERAS ON MAST ARM POLES T-5, T-6, AND T-8 ARE EXISTING.

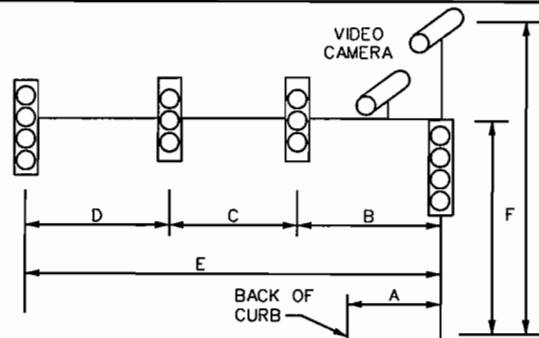
100% REVIEW

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SIGNAL DESIGN						
QUORUM - INWOOD CONNECTOR						
SIGNAL LAYOUT PLANS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
A.P.M.	C.W.W.	3/01				21

FIG. 2 - SIGNAL LAYOUT

**SIGNAL HEAD AND POLE PLACEMENT**



**SIGNAL HEAD AND POLE PLACEMENT (FEET)**

POLE NO.	A	B	C	D	E	F	FND
T-1	3	23	12	---	40	28	36-A
T-2	2	8	11	11	30	19	30-A
T-3	5	13	11	11	35	19	30-A
T-4	5	18	11	11	40	28	36-A
T-5	5	23	11	11	45	19	EXIST.
T-6	7	30	12	12	55	28	EXIST.
T-7	5	18	11	11	40	28	EXIST.
T-8	5	18	11	11	40	28	EXIST.

**SIGNAL POLE CONDUCTORS**

POLE NUMBER	OPTICOM	5-CNDR	7-CNDR	COAX	3-CNDR
T-1	55	115	---	35	35
T-2	50	75	55	30	30
T-3	---	165	---	30	30
T-4	60	110	65	35	35
T-5	---	---	---	---	---
T-6	---	---	80	---	---
T-7	---	95	65	---	---
T-8	---	---	---	---	---
TOTAL (LF)	165	560	265	130	130

**CONDUIT SUMMARY**

SIZE	TYPE	LENGTH (LF)
1" PVC	TRENCH	-
2" PVC	TRENCH	-
3" PVC	TRENCH	40
4" PVC	BORE	250
4" RM	BORE	90

**GROUND BOX SUMMARY**

TYPE	EA
A	4
C	-

**CABLE TERMINATION CHART**

CABLE CONDUCTOR	T-1 (16 CNDR)		T-2 (16 CNDR)		T-3 (16 CNDR)		T-4 (16 CNDR)		T-5 (16 CNDR)		T-6 (16 CNDR)		T-7 (16 CNDR)		T-8 (10 CNDR)	
	S.H. NO.	INDICATION	S.H. NO.	INDICATION	S.H. NO.	INDICATION	S.H. NO.	INDICATION	S.H. NO.	INDICATION	S.H. NO.	INDICATION	S.H. NO.	INDICATION	S.H. NO.	INDICATION
BLACK	SPARE		4	← Y	SPARE		31	← Y	SPARE		SPARE		21	← Y	SPARE	
WHITE		COMMON		COMMON		COMMON		COMMON		COMMON		COMMON		COMMON		COMMON
RED	1-2	R	5-6	R	8-10	R	11-12	R	13-15	R	17-19	R	21-23	R	27-29	R
GREEN	1-2	G	5-6	G	8-10	G/← G	11-12	G	13-15	G	17-19	G/← G	21-23	G	27-29	G/← G
ORANGE	1-2	Y	5-6	Y	8-10	Y	11-12	Y	13-15	Y	17-19	Y	21-23	Y	27-29	Y
BLUE	SPARE		4	← G	SPARE		31	← G	SPARE		SPARE		21	← G	SPARE	
WHT/BLK	SPARE		SPARE			PB COM		PB COM		PB COM		PB COM		PB COM		SPARE
RED/BLK	SPARE		SPARE		7	DW	3	DW	30	DW	20	DW	24	DW	SIGN SR3-1	
GRN/BLK	SPARE		SPARE		7	W	3	W	30	W	20	W	24	W	SPARE	
ORN/BLK	SPARE		4	Y	SPARE		SPARE		16	Y	SPARE		26	Y	SPARE	
BLUE/BLK	SPARE		SPARE		SPARE		SPARE		SPARE		PB 25	Ø4	PB 24	Ø8		
BLK/WHT	SPARE		SPARE		PB 7	Ø4	PB 3	Ø4	PB 30	Ø4	PB 20	Ø8	SPARE			
RED/WHT	SPARE		4	R	SPARE		SIGN SR3-1		16	R	25	DW	SPARE			
GRN/WHT	SPARE		4	G	SPARE		SPARE		16	G	25	W	SPARE			
BLUE/WHT	SPARE		SPARE		SPARE		SPARE		SPARE		SPARE		26	G		
BLK/RED	SPARE		SPARE		SPARE		SPARE		SPARE		SPARE		26	R		
WHT/RED																
ORN/RED																
BLUE/RED																

**SIGNAL HEADS**

NO	TYPE	PHASE	BACKPLATE		SIGNAL HEAD		PED SIG SEC
			3 SEC	4 SEC	3 SEC	4 SEC	
1-2	V3	Ø3	2		2		
4	V4LT*	Ø5-O.L. B		1		1	
5-6	V3	O.L. 2	2		2		
8	V4LT	O.L. C		1		1	
9-10	V3	O.L. C	2		2		
11-12	V3	O.L. 6	2		2		
13-15	V3	O.L. 4	EXIST.		EXIST.		
16	V3	O.L. 7	EXIST.		EXIST.		
17	V4LT	Ø8		1		1	
18-19	V3	Ø8	EXIST.		EXIST.		
21	V4LT*	O.L. A+0		1		1	
22-23	V3	O.L. A	2		2		
26	V3	O.L. 4	EXIST.		EXIST.		
27	V4LT	Ø7		1		1	
28-29	V3	Ø7	EXIST.		EXIST.		
31	V4LT*	Ø1-O.L. 6		1		1	
3,7	PED	Ø4					2
20,24	PED	Ø8					EXIST.
25,30	PED	Ø4					EXIST.
TOTALS	---	---	10	6	10	6	2

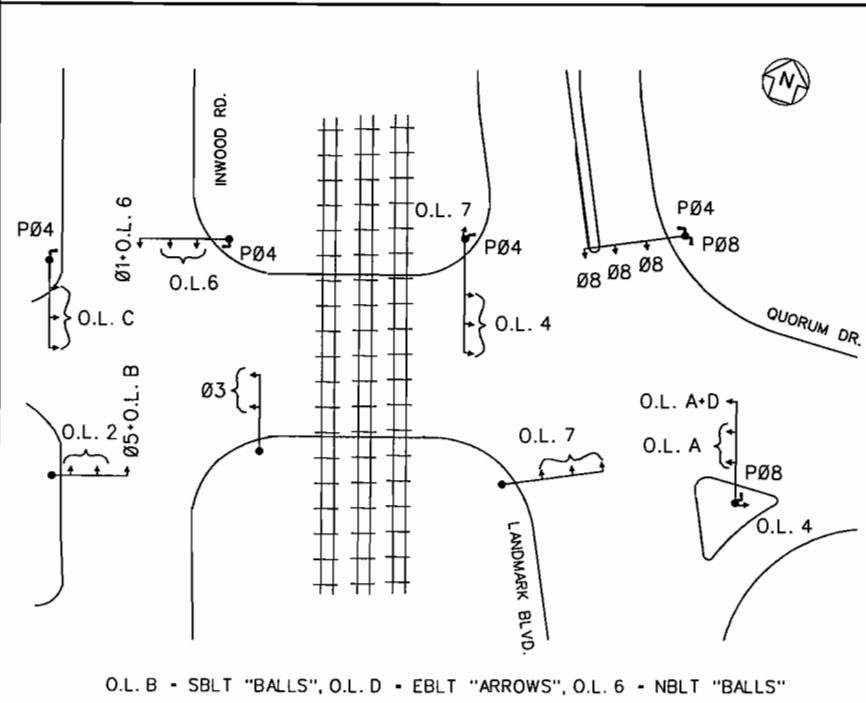
\* -USE GREEN/YELLOW FIBER OPTIC TURN ARROW.

**CONDUIT RUNS**

RUN NO.	QUANTITY	SIZE	TYPE	METHOD	*4 XHHW	*6 BARE	COAX CABLE	4 CNDR OPTICOM	3 CNDR (VIDEO)	*12 XHHW	10 CNDR	16 CNDR	CONDUIT LENGTH	CABLE LENGTH	RUN NO.
A	2	4"	PVC	Exist.			5	3	5			4	10	15	A
B	2	4"	PVC	Exist.			5	3	5			4	15	20	B
C	1	4"	PVC	Exist.									100	110	C
D	1	3"	PVC	Exist.									10	15	D
E	1	4"	PVC	Exist.									115	125	E
F	1	3"	PVC	Exist.									20	25	F
G	1	4"	PVC	Exist.									105	115	G
H	1	3"	PVC	Exist.			1		1				20	25	H
I	1	4"	PVC	Exist.			1		1				100	110	I
J	1	3"	PVC	Exist.									15	20	J
K	1	4"	RMC	Bored		1	4	3	4			4	90	100	K
L	1	3"	PVC	Trench		1	1	1	1			1	5	10	L
M	1	4"	PVC	Bored		1	1	1	1			1	85	95	M
N	1	3"	PVC	Trench		1	1	1	1			1	10	15	N
O	1	3"	PVC	Trench		1	1		1			1	10	15	O
P	1	4"	PVC	Bored		1	1		1			1	85	95	P
Q	1	3"	PVC	Trench		1	1	1	1			1	15	20	Q
R	1	4"	PVC	Bored		1	2	1	2			2	80	90	R
S	1	2"	PVC	Exist.									50	60	S
*T															T
TOTAL(LF)	---	---	---	---	---	---	440	1140	635	1140	---	---	970	---	---

\* TO SITE OF NEW R.R. INTERFACE EQUIPMENT.

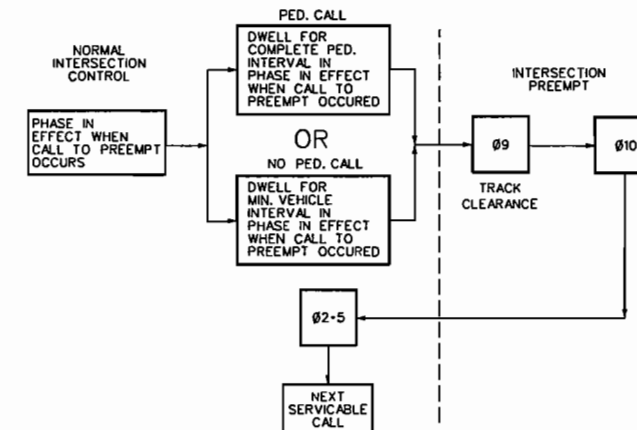
**SIGNAL HEAD PHASING**



O.L. B - SBLT "BALLS", O.L. D - EBLT "ARROWS", O.L. 6 - NBLT "BALLS"

**ECONOLITE ASC-2 PROGRAMMING**

- O.L. 2 - Ø2+10
- O.L. 4 - Ø3+4
- O.L. 6 - Ø6+10
- O.L. 7 - Ø7+10
- O.L. A - Ø3+4+5+6+9
- O.L. B - Ø2 BUT NOT Ø10
- O.L. C - Ø4+7+8+9
- O.L. D - Ø5+6+9



**RAILROAD PREEMPT SEQUENCE DIAGRAM**

Ø9 - O.L. A-C-D (TRACK CLEARANCE)  
Ø10 - Ø2, Ø6, Ø7 (PREEMPTION PHASES)

**100% REVIEW**

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**SIGNAL DESIGN**

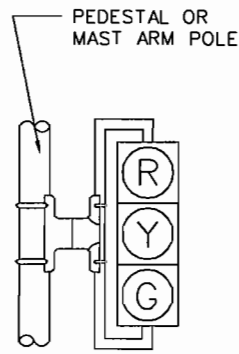
QUORUM - INWOOD CONNECTOR

SIGNAL LAYOUT TABLES

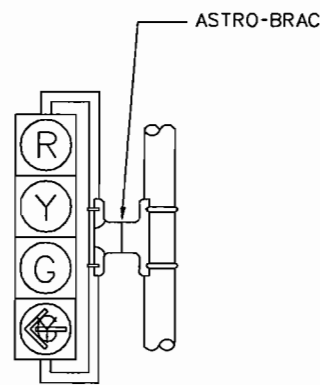
DEPARTMENT OF PUBLIC WORKS

TOWN OF ADDISON, TEXAS

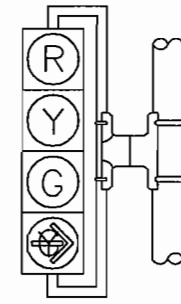
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
A.P.M.	C.W.W.	3/01				22



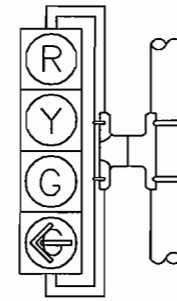
V3



V4LT(F)

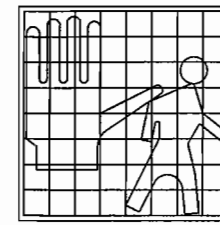


V4RT(F)

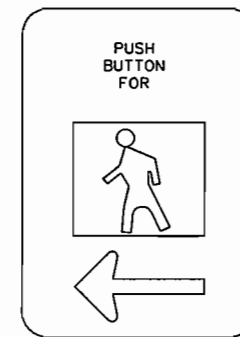


V4LT

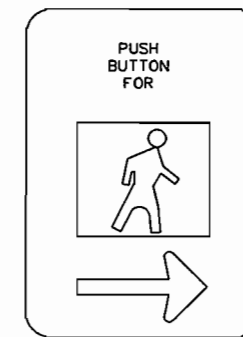
FIBEROPTIC ARROWS



PEDESTRIAN SIGNAL HEAD

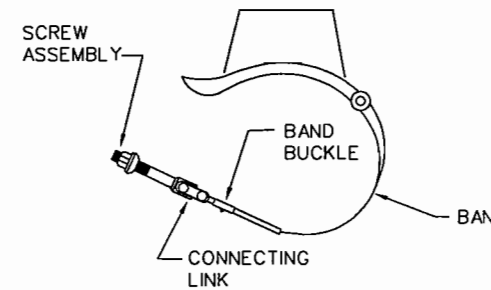


SIGN R10-4bL  
9" x 12"



SIGN R10-4bR  
9" x 12"

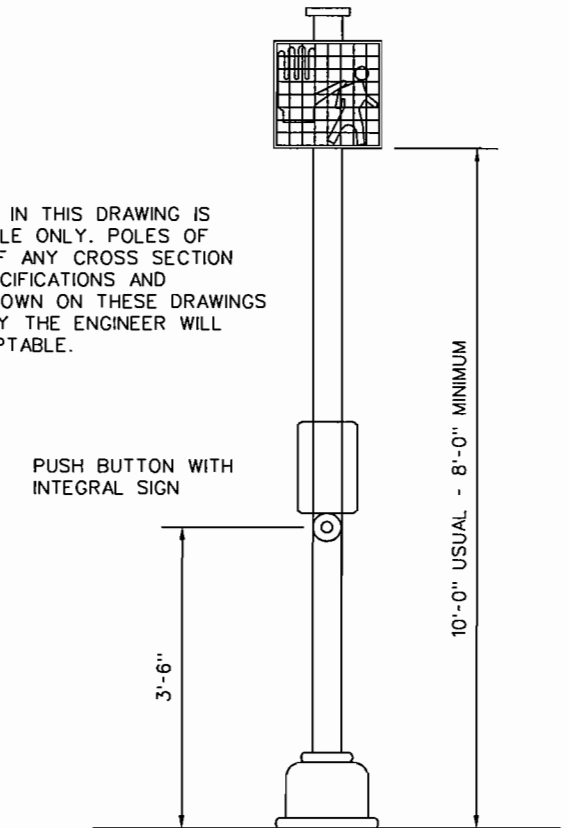
PEDESTRIAN PUSH BUTTON SIGN DETAILS



ASTRO BRAC

NOTE :

THE POLE SHOWN IN THIS DRAWING IS SHOWN AS EXAMPLE ONLY. POLES OF SIMILAR DESIGN OF ANY CROSS SECTION AND MEETING SPECIFICATIONS AND REQUIREMENTS SHOWN ON THESE DRAWINGS AND APPROVED BY THE ENGINEER WILL BE DEEMED ACCEPTABLE.



POST DETAIL

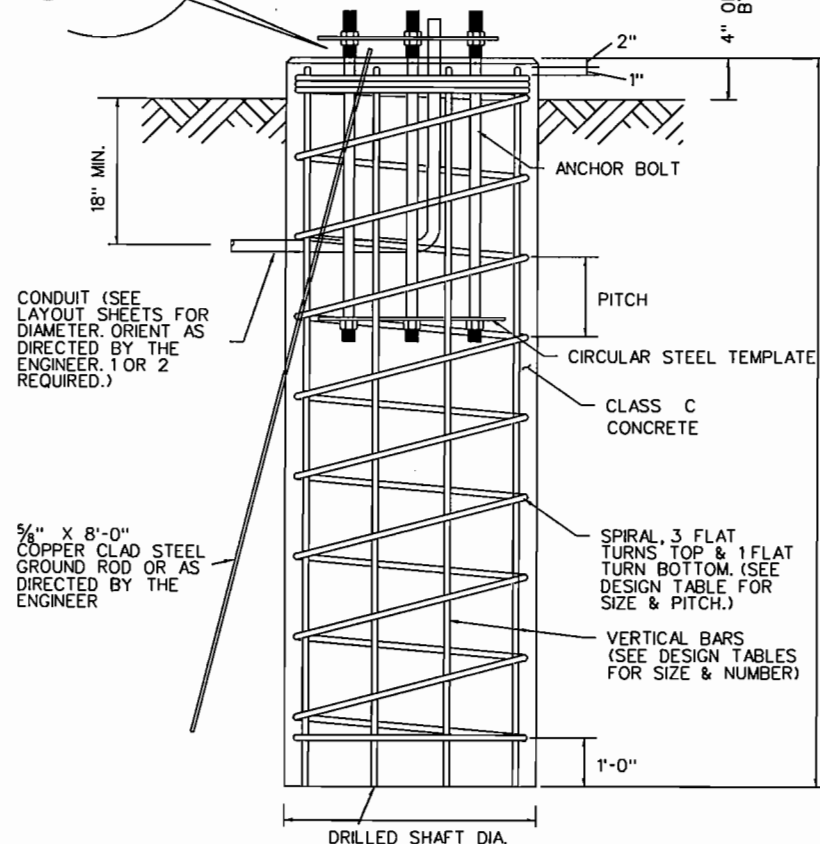
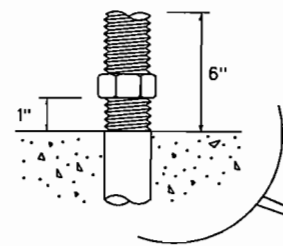
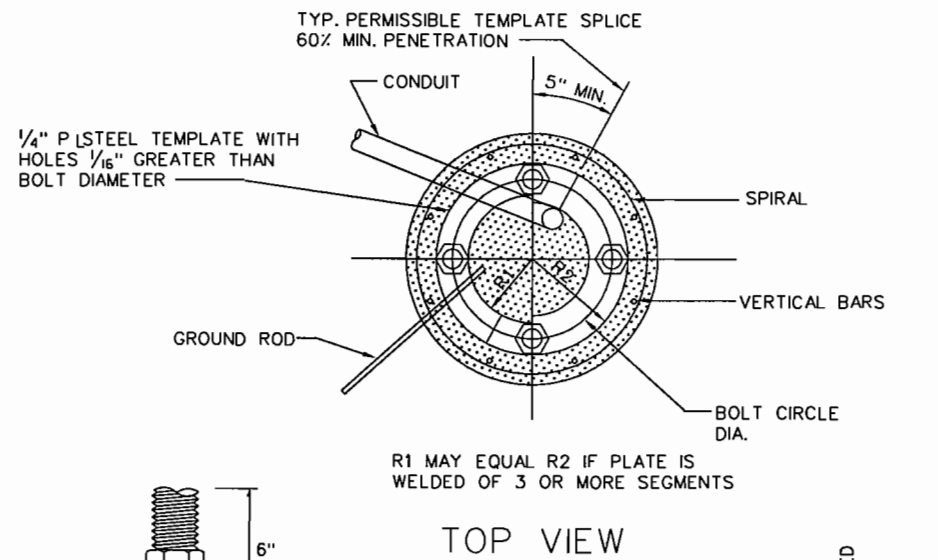
NOTES :

1. ALL SIGNAL HEAD LENSES SHALL BE 12" IN DIAMETER.
2. VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH "ASTRO BRACS" AND APPROPRIATE TUBING, PAINTED BLACK. ALL SIGNALS TO BE BLACK, ALL LENSES TO BE POLYCARBONATE.
3. ALL VISORS SHALL BE TUNNEL VISORS.
4. ALL POLE MOUNTED VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE INSTALLED ON THE AWAY-FROM-TRAFFIC SIDE OF THE PEDESTAL OR MAST ARM POLE.
5. ALL SIGNAL HEADS WILL BE PROVIDED WITH BLACK 5" POLYCARBONATE VACUUM FORMED BACKPLATES.
6. ALL WIRING FOR VEHICLE AND PEDESTRIAN SIGNALS SHALL BE TOTALLY ENCLOSED WITHIN THE SIGNAL MOUNTING HARDWARE.
7. ALL MAST ARM AND POLE MOUNTED SIGNS SHALL BE MOUNTED WITH ASTRO SIGN-BRAC OR SIGNFIX ALUMINUM CHANNEL.
8. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON SIGNS SHALL DISPLAY THE SYMBOLIZED MESSAGES SHOWN ON THIS SHEET (A.D.A. APPROVED).
9. SYMBOLIZED MESSAGE HEIGHT SHALL BE 10 INCHES MINIMUM.
10. PROVIDE DURO TEST OR EQUIVALENT 135 WATT LAMPS IN VEHICLE SIGNALS.
11. PROVIDE DURO TEST OR EQUIVALENT 60 WATT LAMPS IN PEDESTRIAN SIGNALS.

100% REVIEW

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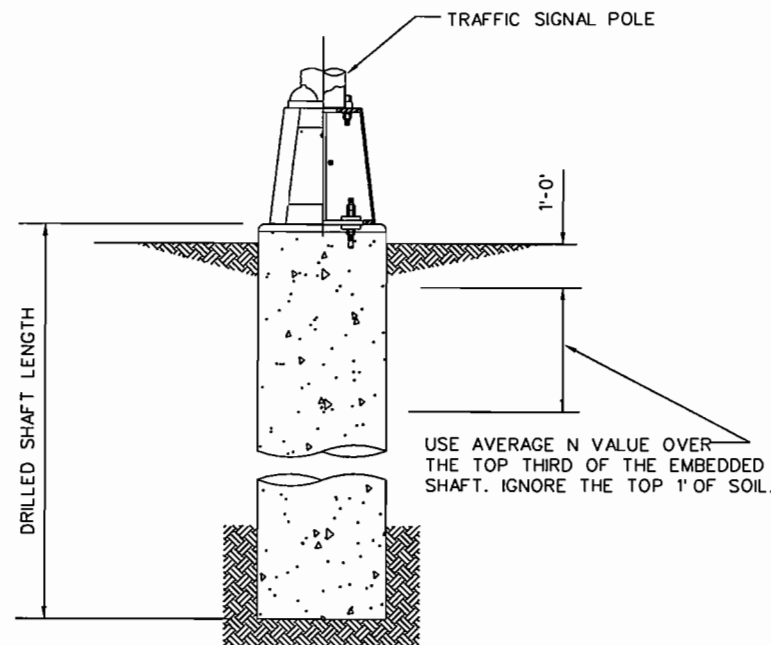
SIGNAL DESIGN						
INWOOD CONNECTION						
TRAFFIC SIGNAL HEAD DETAILS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	3/01				23



VERTICAL BARS MAY REST ON BOTTOM OF DRILLED HOLE IF MATERIAL IS FIRM ENOUGH TO DO SO WHEN CONCRETE IS PLACED

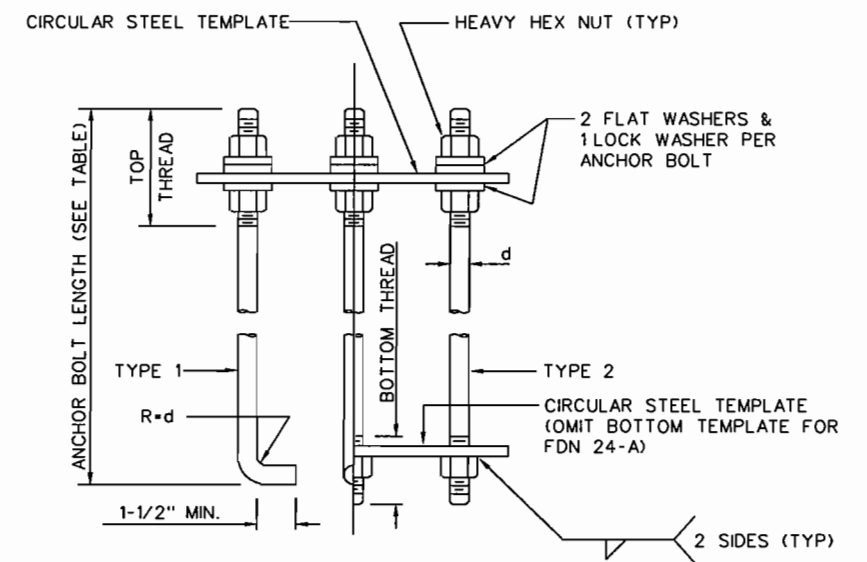
ELEVATION

FOUNDATION DETAILS



ANCHOR BOLT & TEMPLATE SIZES						
BOLT DIAMETER	BOLT LENGTH	TOP THREAD	BOTTOM THREAD	BOLT CIRCLE	R2	R1
3/4"	1'-6"	3"	-	12-3/4"	7-1/8"	5-5/8"
1-1/2"	3'-4"	6"	2"	17"	10"	7"
1-3/4"	3'-10"	7"	2-1/4"	19"	11-1/4"	7-3/4"
2"	4'-3"	8"	2-1/2"	21"	12-1/2"	8-1/2"

\* MINIMUM DIMENSIONS GIVEN, LONGER BOLTS ARE ACCEPTABLE



HOOKED ANCHOR (TYPE 1) NUT ANCHOR (TYPE 2)

ANCHOR BOLT ASSEMBLY

INSTALLATION PROCEDURE :

THREADS OF ANCHOR BOLTS SHALL BE COATED WITH PIPE JOINT COMPOUND PRIOR TO INSTALLATION OF UPPER NUTS WHEN ERECTING POLE. AFTER POLE IS PLUMBED AND IN PERMANENT ALIGNMENT, THE EXPOSED THREADS OF PAINTED BOLTS SHALL BE CLEANED AND AN ADDITIONAL COATING OF ZINC-RICH PAINT APPLIED TO SEAL THE BOLT THREAD-NUT JOINT.

FOUNDATION DESIGN TABLE												
FDN TYPE	DRILLED SHAFT DIA	REINFORCING STEEL		DRILLED SHAFT LENGTH-ft (3), (4), (5)			ANCHOR BOLT DESIGN (1)				FOUNDATION DESIGN LOAD (2)	
		VERT BARS	SPIRAL & PITCH	TEXAS CONE PENETROMETER N blows/ft			ANCHOR BOLT DIA	Fy (ksi)	BOLT CIR DIA	ANCHOR TYPE	MOMENT K-ft	SHEAR Kips
				10	15	40						
24-A	24"	4-#5	#2 at 12"	5.7	5.3	4.5	3/4"	36	12 3/4"	1	10	1
30-A	30"	8-#9	#3 at 6"	11.3	10.3	8.0	1 1/2"	55	17"	2	87	3
36-A	36"	10-#9	#3 at 6"	13.2	12.0	9.4	1 3/4"	55	19"	2	131	5
36-B	36"	12-#9	#3 at 6"	15.2	13.6	10.4	2 "	55	21"	2	190	7

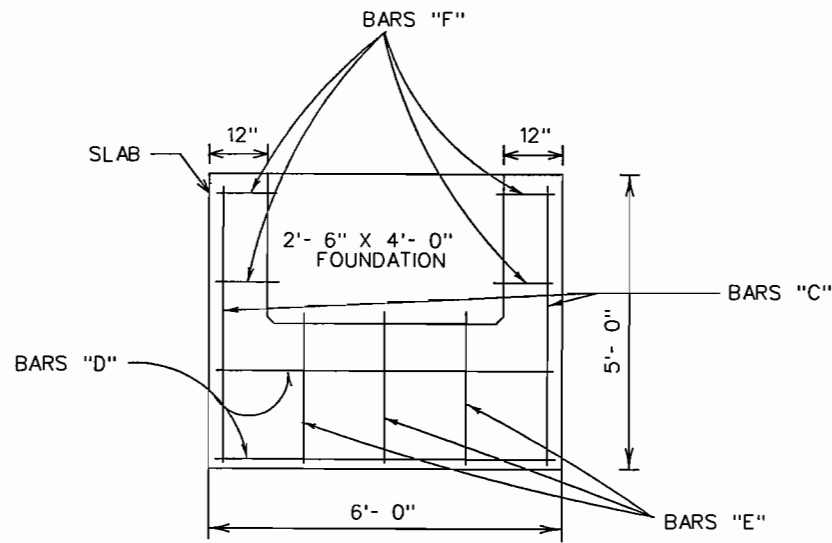
NOTES :

- (1) ANCHOR BOLT DESIGN DEVELOPS THE FOUNDATION CAPACITY GIVEN UNDER FOUNDATION DESIGN LOADS.
- (2) FOUNDATION DESIGN LOADS ARE THE ALLOWABLE MOMENTS AND SHEARS AT THE BASE OF THE STRUCTURE.
- (3) FIELD PENETROMETER READINGS AT A DEPTH OF APPROXIMATELY 3 TO 5 FEET MAY BE USED TO ADJUST SHAFT LENGTHS.
- (4) IF ROCK IS ENCOUNTERED, THE DRILL SHAFT SHALL EXTEND A MINIMUM OF TWO DIAMETERS INTO SOLID ROCK.
- (5) DECIMAL LENGTHS IN DESIGN TABLE ARE TO ALLOW INTERPOLATION FOR OTHER PENETROMETER VALUES.

100% REVIEW

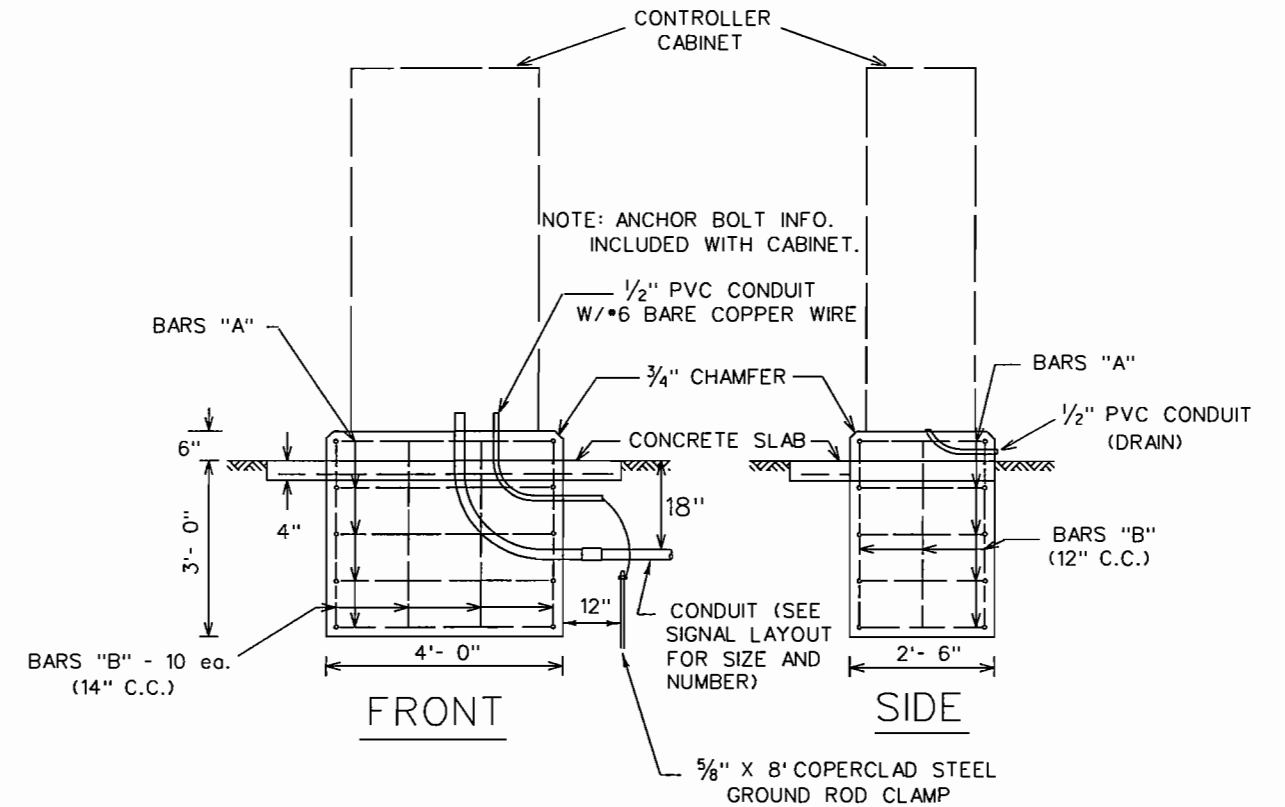
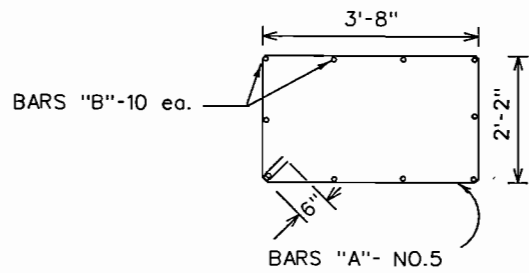
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SIGNAL DESIGN						
INWOOD CONNECTION						
TRAFFIC SIGNAL POLE FOUNDATIONS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	3/01				24

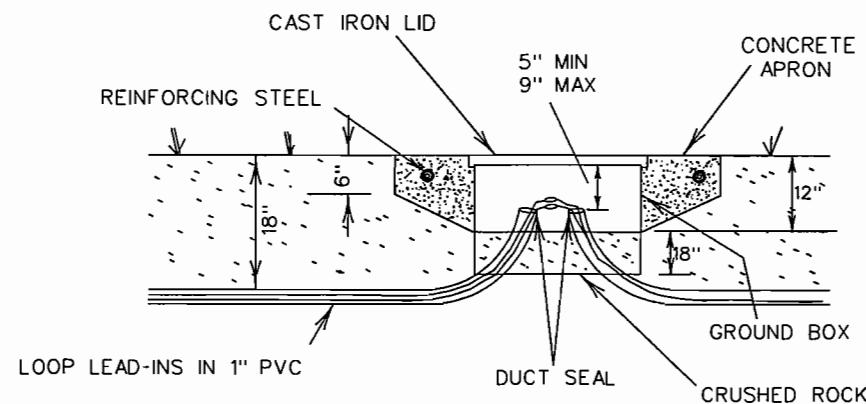
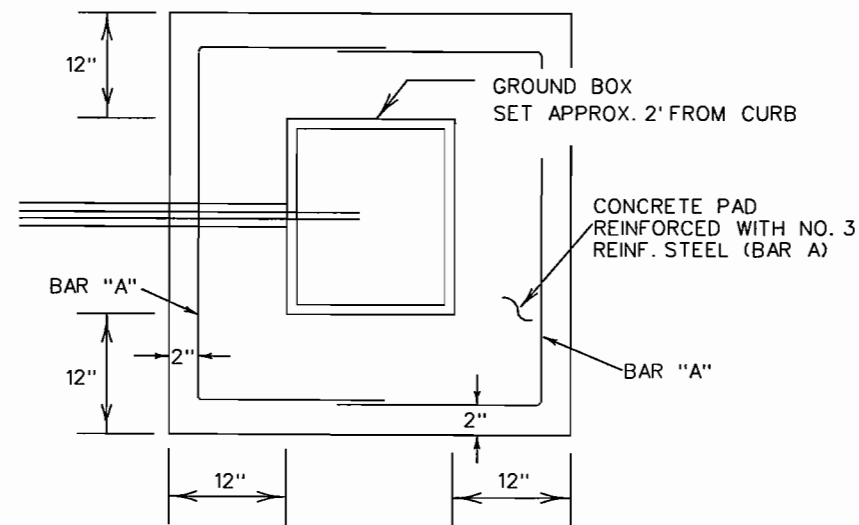


BAR	NO. BARS	SIZE	LENGTH	SPACING
A	6	5	12'-8"	9.5" C.C.
B	10	5	3'-2"	VAR.
C	2	3	4'-8"	16.5" C.C.
D	2	3	5'-8"	18" C.C.
E	3	3	2'-8"	16.5" C.C.
F	4	3	1'-2"	18" C.C.

PROVIDE 2" MIN. COVER FOR TOP AND SIDES



## CONTROLLER FOUNDATION DETAILS



## ELEVATION

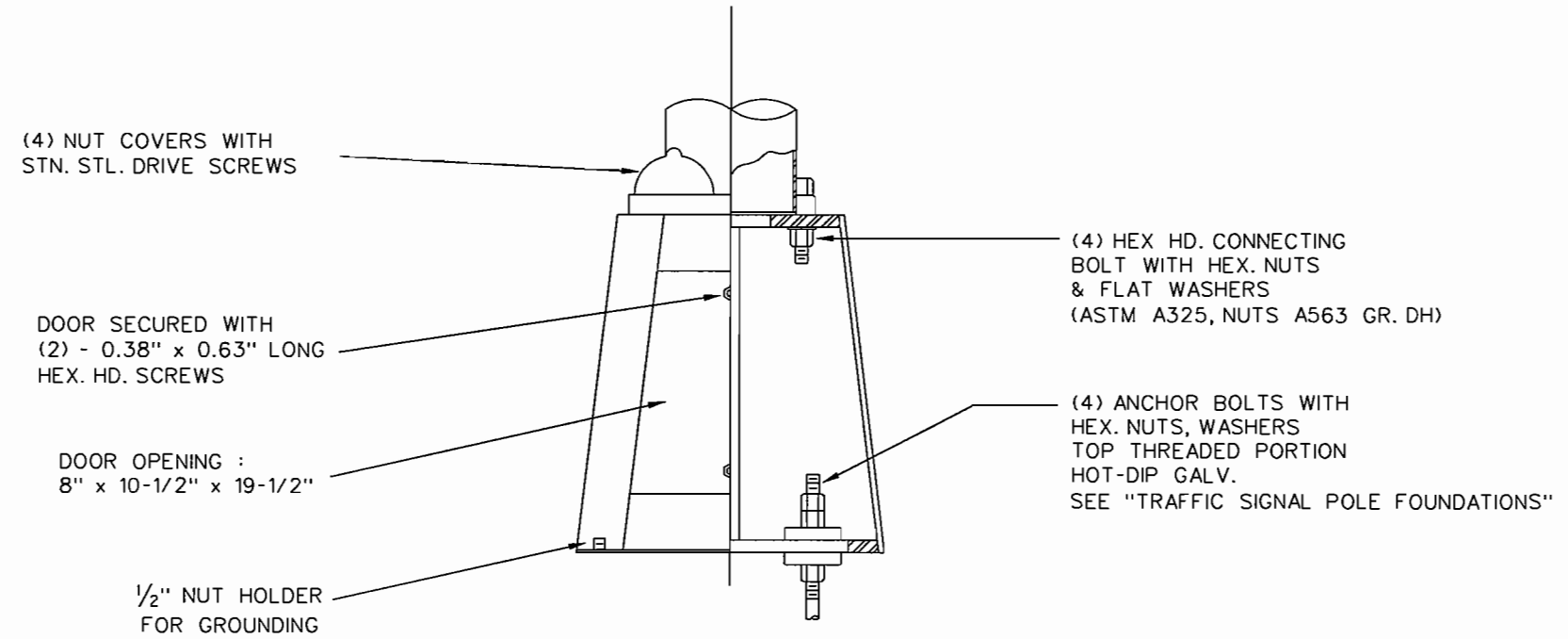
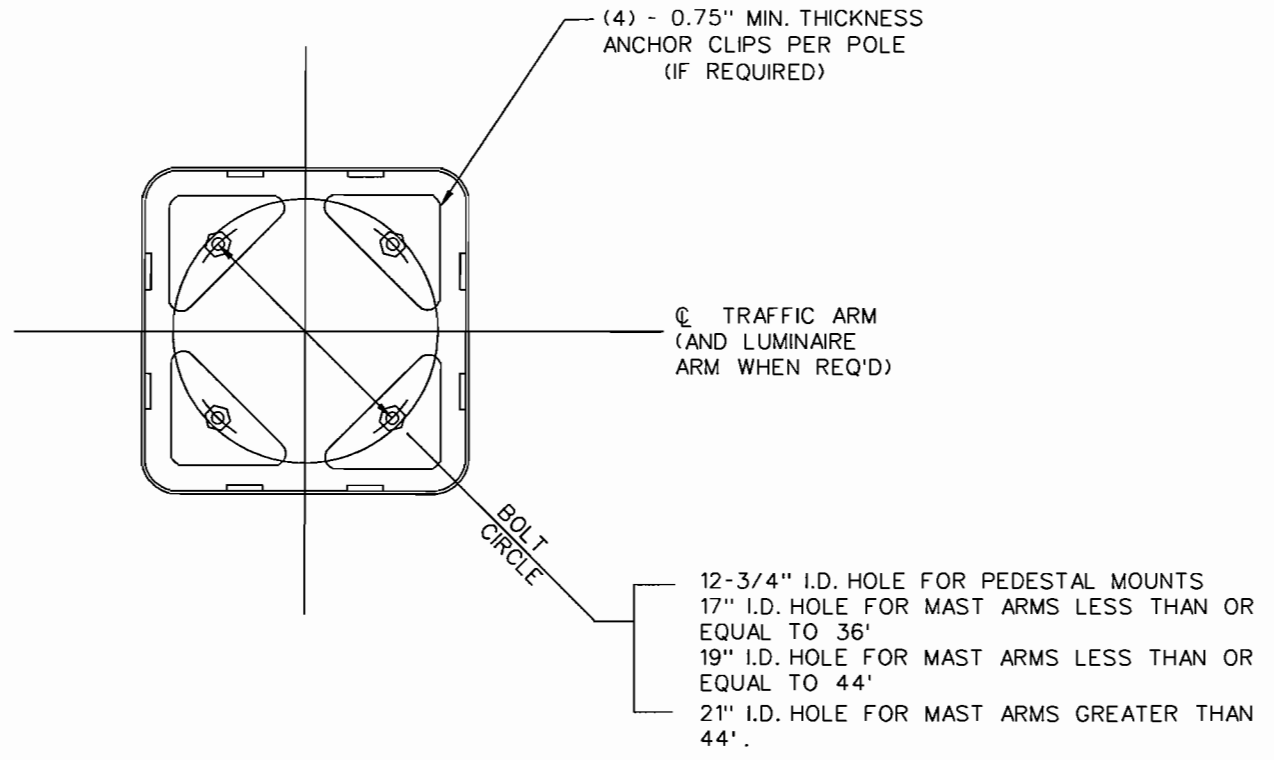
## GROUND BOX INSTALLATION DETAILS

100% REVIEW

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SIGNAL DESIGN						
INWOOD CONNECTION						
CONTROLLER FOUNDATION/GROUND BOX INSTALLATION						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	3/01				25





TRANSFORMER BASE MOUNTING DETAILS

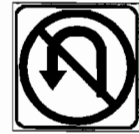
100% REVIEW

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SIGNAL DESIGN						
INWOOD CONNECTION						
TRANSFORMER BASE DETAILS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	3/01				26



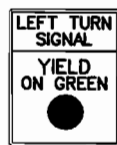
SR3-1  
(F.O. BLANKOUT  
SIGN)



SR3-4



SR3-8



R10-12S

SIGN SUMMARY							
LOCATIONS	SIGN TYPE	DESCRIPTION	SIZE	LOCATIONS	SIGN TYPE	DESCRIPTION	SIZE
T-2	R10-12S	LEFT TURN YIELD	30" x 36"	T-6	R10-12S	LEFT TURN YIELD	30" x 36"
T-2	SR3-4	NO U-TURN	30" x 30"	T-6	SR3-8	LANE ASSIGNMENT	36" x 36"
T-3	SR3-4	NO U-TURN	30" x 30"	T-6	SR3-4	NO U-TURN	EXISTING
T-4	SR3-4	NO U-TURN	30" x 30"	T-7	SR3-4	NO U-TURN	30" x 30"
T-4	R10-12S	LEFT TURN YIELD	30" x 36"	T-8	SR3-1*	NO RIGHT TURN	30" x 30"
T-4	SR3-1*	NO RIGHT TURN	30" x 30"	T-8	SR3-4	NO U-TURN	EXISTING
T-5	SR3-4	NO U-TURN	EXISTING	T-8	SR3-8	LANE ASSIGNMENT	EXISTING

\* FIBEROPTIC BLANKOUT SIGN



HORIZONTAL SCALE : 1" = 40'  
0 10 20 30 40 50 60

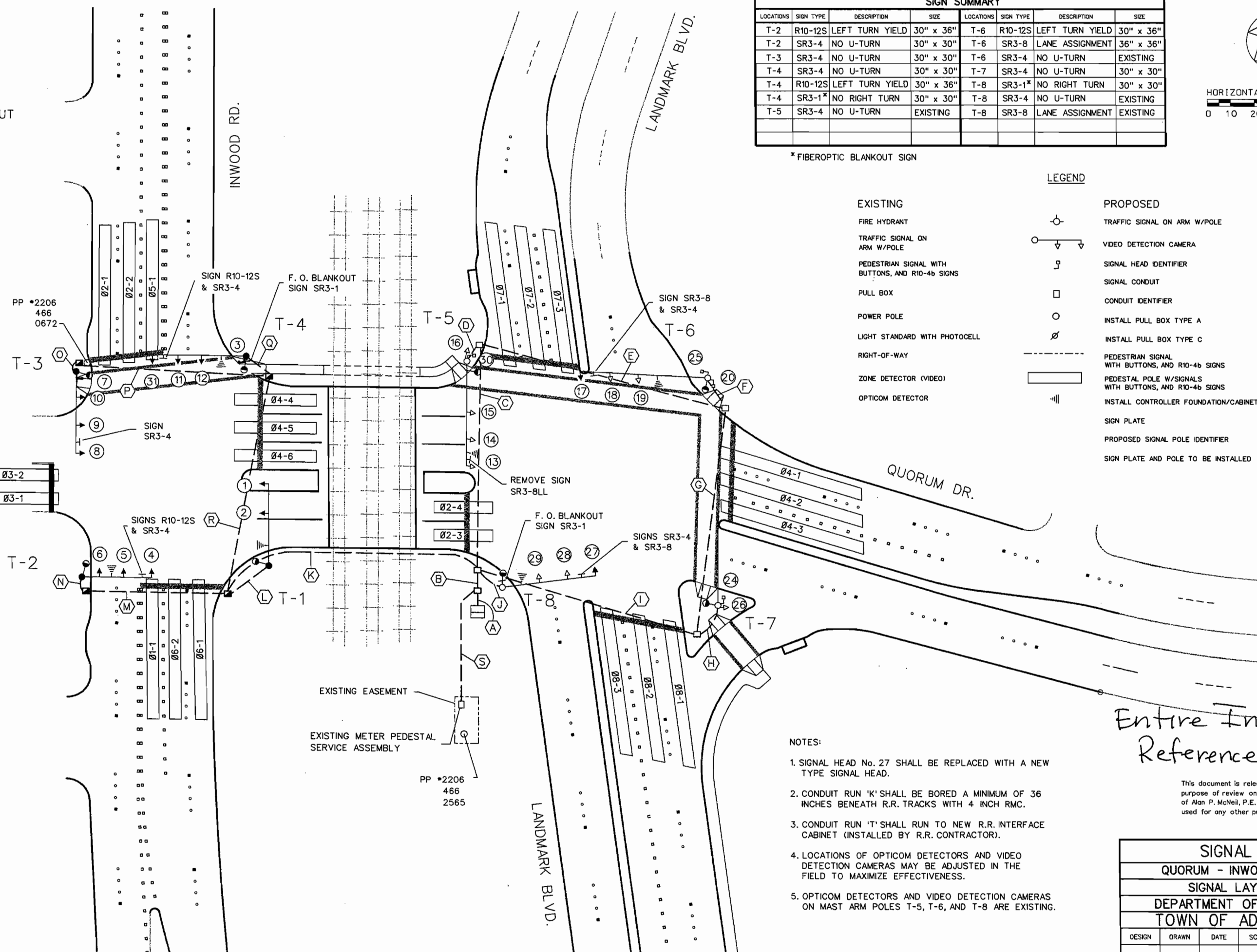
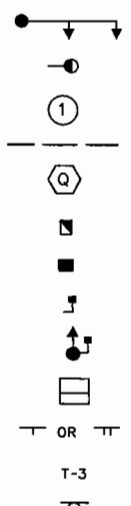
LEGEND

EXISTING

- FIRE HYDRANT
- TRAFFIC SIGNAL ON ARM W/POLE
- PEDESTRIAN SIGNAL WITH BUTTONS, AND R10-4b SIGNS
- PULL BOX
- POWER POLE
- LIGHT STANDARD WITH PHOTOCELL
- RIGHT-OF-WAY
- ZONE DETECTOR (VIDEO)
- OPTICOM DETECTOR

PROPOSED

- TRAFFIC SIGNAL ON ARM W/POLE
- VIDEO DETECTION CAMERA
- SIGNAL HEAD IDENTIFIER
- SIGNAL CONDUIT
- CONDUIT IDENTIFIER
- INSTALL PULL BOX TYPE A
- INSTALL PULL BOX TYPE C
- PEDESTRIAN SIGNAL WITH BUTTONS, AND R10-4b SIGNS
- PEDESTAL POLE W/SIGNALS WITH BUTTONS, AND R10-4b SIGNS
- INSTALL CONTROLLER FOUNDATION/CABINET
- SIGN PLATE
- PROPOSED SIGNAL POLE IDENTIFIER
- SIGN PLATE AND POLE TO BE INSTALLED



NOTES:

- SIGNAL HEAD No. 27 SHALL BE REPLACED WITH A NEW TYPE SIGNAL HEAD.
- CONDUIT RUN 'K' SHALL BE BORED A MINIMUM OF 36 INCHES BENEATH R.R. TRACKS WITH 4 INCH RMC.
- CONDUIT RUN 'T' SHALL RUN TO NEW R.R. INTERFACE CABINET (INSTALLED BY R.R. CONTRACTOR).
- LOCATIONS OF OPTICOM DETECTORS AND VIDEO DETECTION CAMERAS MAY BE ADJUSTED IN THE FIELD TO MAXIMIZE EFFECTIVENESS.
- OPTICOM DETECTORS AND VIDEO DETECTION CAMERAS ON MAST ARM POLES T-5, T-6, AND T-8 ARE EXISTING.

Entire Intersection Reference Only

This document is released 9/6/00 for the purpose of review only under the authority of Alan P. McNeil, P.E. 69951. It is not to be used for any other purpose.

SIGNAL DESIGN						
QUORUM - INWOOD CONNECTOR						
SIGNAL LAYOUT PLANS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
A.P.M.	C.W.W.	9/00				



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

**(972) 450-2871 FAX (972) 450-2837**  
**16801 Westgrove**

September 24, 2002

Al Kramer  
AT&T Broadband  
1776 Greenville Ave.  
Richardson, Texas 75081

Re: Inwood/S. Quorum, Phase II

Dear Mr. Kramer:

The Town of Addison has completed engineering design of the Inwood/ S. Quorum, Phase II project. These improvements will provide a new rail crossing and associated drainage improvements along Inwood Rd. The attached half-scale drawings are provided for your review of potential utility conflicts in this vicinity.

It is the intention of the Town to initiate the bidding process in December 2002. Please notify the Town of any conflicts regarding your utility and proceed to perform necessary relocation in a timely manner. Your assistance in this matter is greatly appreciated. Should you have any questions, please contact me at 972-450-2860. Thank you.

Sincerely,

Luke Jalbert  
Project Manager

9/2002

to OFFICE

GET LIST OF FRANCHISE OFFICES - & SEND

REUR PLAN - DATE & SPEC

~~FRANCHISE~~ AND DOCUMENTS TO OFFICES

CONTACT PAL-TECH - LEAD DES. & MARKS ON 2 PARCELS - CHANGE TO  
NAME APPROPRIATE DONE DETAILED CASEMENT

~~ADD REUR PLAN TO OFFICE~~

## Steve Chutchian

---

**To:** Washington, Angela  
**Cc:** Luke Jalbert  
**Subject:** RE: South Quorum/Inwood Connection Easements

Angela - I asked Luke Jalbert to check our tax records for the current ownership of the two tracts, based on our billing records. One of the tracts has two drainage easements and the other tract has one drainage easement. He will contact you as soon as he gets the information. Based on our conversaton yesterday, we can forward your completed documents to Pat Haggerty and he can attempt to obtain signatures from the owners. If the owners want money, we will be forced to take a step back and obtain appraisals. Thanks.

Steve Chutchian

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

From: Washington, Angela [mailto:awashington@cowlesthompson.com]  
Sent: Tuesday, November 26, 2002 5:13 PM  
To: Steve Chutchian (E-mail)  
Cc: DIPPEL, KEN  
Subject: South Quorum/Inwood Connection Easements

Steve -

I received the documents for the above referenced easements. They include field note descriptions and survey depictions for drainage easements for Parcels 5, 6, & 7, and field notes and a survey depiction for a Roadway Easement for Parcel 7. Pursuant to Luke Jalbert's instructions, I am not preparing documents for the drainage easement or the roadway easement for Parcel 7. It is my understanding that the Town has already acquired these. I have prepared draft documents for the drainage easements for Parcels 5 & 6; however, I need information regarding ownership and purchase price, if any, to complete the documents. If we do not have ownership information, let me know and I can get assistance from a title company. Also, If we have to purchase the easements, our office recommends title insurance. Look forward to talking to you after the holiday.

Angela

## Steve Chutchian

---

**From:** Jim Pierce  
**Sent:** Monday, November 18, 2002 4:25 PM  
**To:** 'Weidong Li'  
**Cc:** Michael Murphy; Steve Chutchian  
**Subject:** RE: Inwood Connection



CrossingAgreement 11-14Exhibit B.rtf 11-14Exhibit B-1.rtf11-14LandmarkROE  
(WO Price).rt... .rtf

Weidong: We prefer a leave-out. Our road will be built to the existing railroad track elevations now. However, if we have a leave-out, and the RR comes back later and rebuilds the crossing, there could be some differences in elevation. A leave-out allows us to make adjustments.

I have also attached a copy of the agreement we will sign with the railroad. There are several provisions in the agreement that must be included in the construction documents so the contractor is aware of them. Please review and include what is appropriate. Thanks, Jim.

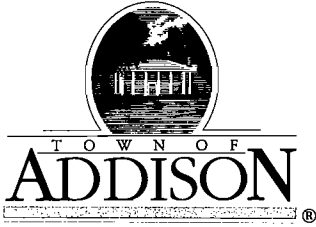
-----Original Message-----

From: Weidong Li [mailto:Weidong.Li@parsons.com]  
Sent: Tuesday, November 12, 2002 2:22 PM  
To: Jim Pierce (E-mail)  
Cc: 'schutchian@ci.addison.tx.us'  
Subject: Re: Inwood Connection

Hi, Jim:

I got your mail today requesting a typical section for the railroad crossing. I have added a typical section at railroad crossing on the TYPICAL SECTION SHEET 1 OF 2. I hope this is what you need. I got a question about the leave-out: Which is going to be constructed first, the railroad crossing or our project? If the railroad goes first, we can match the existing track elevations. We don't need the "leaveout". If the railroad comes after us, they should be able to match our grades, since our pvmt is designed to match the existing track grades. Please let me know.

Weidong



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

**(972) 450-2871 FAX (972) 450-2837**  
**16801 Westgrove**

September 24, 2002

Tim Manley  
Worldcom/MCI  
Dept 2855/642  
2250 Lakeside Drive  
Richardson, TX 75082

Re: Inwood/S. Quorum, Phase II

Dear Mr. Manley:

The Town of Addison has completed engineering design of the Inwood/ S. Quorum, Phase II project. These improvements will provide a new rail crossing and associated drainage improvements along Inwood Rd. The attached half-scale drawings are provided for your review of potential utility conflicts in this vicinity.

It is the intention of the Town to initiate the bidding process in December 2002. Please notify the Town of any conflicts regarding your utility and proceed to perform necessary relocation in a timely manner. Your assistance in this matter is greatly appreciated. Should you have any questions, please contact me at 972-450-2860. Thank you.

Sincerely,

Luke Jalbert  
Project Manager

# PARSONS



15770 North Dallas Parkway, Suite 500, Box 21  
 Dallas, Texas 75248  
 Telephone #: (972) 991-1900 Fax #: (972) 490-9261  
 Metro #: (972) 263-9138

## LETTER OF TRANSMITTAL

TO: **Town of Addison**  
 16801 Westgrove Road  
 Addison, Texas 75001  
 phone: (972)450-2886, fax: (972)450-2837

DATE:	10/07/02	JOB NO.	643314
ATTENTION: Mr. Steven Chutchian, P.E.			
RE: Inwood/South Quorum Access-Phase II Supplemental Agreement #4			

WE ARE SENDING YOU :  Enclosed  Under separate cover:  Mail  FedEx  
 Shop drawings  Prints  Plans  Samples  Specifications  Other  
 Copy of letter  Change order  EA Reports and Schematics  SA Documents  Other

ITEM	COPIES	NO. SHEETS	DESCRIPTION
1	2	3	Supplemental Agreement #4
1	1	1	Engineering Fee Estimate


THESE ARE TRANSMITTED AS CHECKED BELOW:

For approval  Approved as submitted  Resubmit \_\_\_ copies for approval  
 For your use  Approved as noted  Submit \_\_\_ copies for distribution  
 As requested  Returned for corrections  Return \_\_\_ corrected prints  
 Review/Comment  For Submittal To Client  For Submittal To TxDOT  
 FOR BIDS DUE \_\_\_\_\_ 20\_\_\_\_  PRINTS RETURNED AFTER LOAN TO US

REMARKS : **Steven:**  
 I'm resubmitting two copies of the SA documents to you. A copy of the fee breakdown is also included for your refer  
 I have incorporated comments from you and Jim and revised the fee slightly per my conversation with Jim. If this is  
 accepted, please sign two copies and return one copy to me. Should you have any questions, please feel free to call

Thanks.

COPY: FILE  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

SIGNED:   
 Weidong Li, P.E.  
 Project Manager



**ENGINEERING FEE ESTIMATE  
INWOOD/SOUTH QUORUM ACCESS FOR THE TOWN OF ADDISON**

<b>TASK NO.</b>	<b>DESCRIPTION</b>	<b>MANHOURS</b>	<b>COST</b>
1	Subcontract for suvey	LS	\$2,200.00
2	Revise Landmark Pl. Plan & Profile and include drainage if necessary.	40	\$3,455.00
3	Update 100% plans and address minor comments from the Town	24	\$2,075.00
4	Update Quantities & Construction Estimate	12	\$990.00
5	Prepare bid documents	32	\$2,765.00
6	Review signal shop drawings	8	\$785.00
7	Prepare as-builts	12	\$945.00
8	Project administration and management	20	\$1,765.00
9	Meetings (4)	12	\$1,180.00
10	Direct Expenses	LS	\$950.00
<b>TOTAL:</b>		<b>160</b>	<b>\$17,110.00</b>

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 3/10/04

Claim # \_\_\_\_\_

Check \$ 49,654.39

Vendor No. \_\_\_\_\_  
 Vendor Name JIM BOWMAN CONSTRUCTION CO., L.P.  
 Address 1111 SUMMIT AVE., SUITE 1  
 Address PLANO, TEXAS 75074  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	58210	42303		49,654.39

TOTAL \$ 49,654.39

EXPLANATION FINAL PAYMENT FOR INWOOD / So. Quarry  
PROJECT, AS PER COUNCIL APPROVAL on 3/9/04

Steve Chute  
 Authorized Signature

\_\_\_\_\_  
 Finance

**MONTHLY INVOICE**

**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Project Name: #614 - Inwood / South Quorum Access, Ph II  
 Type of Work: Paving and Drainage  
 Estimate Period: January 3, 2004 to January 31, 2004

Estimate No. 6 & Final  
 Contract Date June 24, 2003  
 Contract Amt. \$438,778.10  
 w/ CO#1 \$451,907.10

Payable To: Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "A" - ROADWAY IMPROVEMENTS</b>							
101	Barricading/Signage/Traffic Control	MO	6.00		5.00	1,250.00	\$6,250.00
102	Prepare R.O.W.	STA	8.00		8.00	2,125.00	\$17,000.00
103	Remove Existing Concrete Pvmnt / Drive	SY	1,954.60		1,900.32	10.00	\$19,003.20
104	Railroad Flagman	LS	1.00		1.00	6,250.00	\$6,250.00
105	Unclassified Street Excavation	CY	321.00		321.00	15.00	\$4,815.00
106	Roadway Embankment	CY	227.00		227.00	20.00	\$4,540.00
- 107	Block Sod / Watering / Fertilizer	SY	1,338.00		1,655.00	3.00	\$4,965.00
+ 108	10" - 4000psi R.C. Pavement	SY	2,644.00		2,818.09	48.50	\$136,677.37
109	Design / Restore Irrigation System	LS	1.00		1.00	8,000.00	\$8,000.00
110	Mobilization	LS	1.00		1.00	20,200.00	\$20,200.00
111	6" - 4000psi Integral Concrete Curb	LF	1,517.20		1,539.30	3.00	\$4,617.90
112	4" - 4000psi RC Sidewalk	SY	25.60		22.21	36.00	\$799.56
113	R.C. Wheelchair Ramps	EA	2.00		2.00	400.00	\$800.00
114	6" - 4000psi R.C. Driveway	SY	109.30		90.57	40.00	\$3,622.80
115	Landscape Pavers w/ Concrete Base	SF	473.00		473.00	5.00	\$2,365.00
116	4" Reflective Type II CR	EA	34.00		52.00	2.60	\$135.20
117	4" Non-Reflective White Buttons	EA	102.00		144.00	2.20	\$316.80
118	4" Reflective Type II AA	EA	42.00		62.00	2.60	\$161.20
119	4" Non-Reflective Yellow Buttons	EA	152.00		231.00	2.20	\$508.20
120	6" Reflective Type I C Jiggle Bars	EA	43.00		52.00	11.00	\$572.00
121	24" White Thermo Stop Bar	LF	166.00		147.00	4.50	\$661.50
122	12" White Thermo X Walk	LF	167.00		153.00	2.00	\$306.00
123	Thermo Pav. Arrows	EA	10.00		13.00	75.00	\$975.00
124	4" Temporary Lane Marker	LF	6,320.00		3,458.00	0.80	\$2,766.40
125	6" PVC Irrigation Sleeve	LF	88.00		360.00	7.00	\$2,520.00
126	Remove Existing Jiggle Bars	EA	71.00		75.00	3.00	\$225.00
127	Concrete Railroad Header	CY	7.00		4.58	400.00	\$1,832.00
128	2" HMAc	TON	26.30		37.07	80.00	\$2,965.60
129	Adjust Utility Manhole, Valve Box, etc.	EA	6.00		2.00	420.00	\$840.00
C.O. #1	10" Pavement Between Tracks	LS	1.00		1.00	6,746.00	\$6,746.00
<b>BID SCHEDULE "B" - STORM WATER IMPROVEMENTS</b>							
201	18-inch Cl. III R.C.P.	LF	707.00		699.00	57.00	\$39,843.00
202	24-inch Cl. III R.C.P.	LF	486.00		494.00	67.00	\$33,098.00
203	Type "M" Manhole	EA	2.00		2.00	3,500.00	\$7,000.00
204	Remove/Replace Existing Pavement	SY	24.90			75.00	
205	5-ft Type "C" Curb Inlet	EA	5.00		5.00	2,250.00	\$11,250.00
206	Trench Safety Design	LS	1.00		1.00	600.00	\$600.00
207	Trench Safety	LF	1,213.00		1,407.00	1.00	\$1,407.00
208	Install, Maintain, Remove Inlet Protection	EA	5.00		5.00	270.00	\$1,350.00
209	Install, Maintain, Remve Rock Filter Dams	LF	50.00		50.00	27.00	\$1,350.00
210	Install, Maintain, Remove Silt Fence	LF	200.00		281.00	3.70	\$1,039.70
211	12-inch Cl. IV R.C.P.	LF	188.00		224.00	61.00	\$13,664.00
212	Pre-Cast Safety End Treatment, Type II, 2-12"	EA	2.00		1.00	1,800.00	\$1,800.00
213	Connect 24" R.C.P. to Existing Curb Inlet	LS	1.00		1.00	600.00	\$600.00
C.O. #1	Outlet Structure at 12" Pipe	LS	1.00		1.00	2,200.00	\$2,200.00
C.O. #2	Lower 8" Waterline	LS	1.00		1.00	4,183.00	\$4,183.00
C.O. #3	Re-Construct RR Damage / Ext. Sidewalk	Cost Plus	1.00	1.00	1.00	1,813.32	\$1,813.32

MONTHLY INVOICE

**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

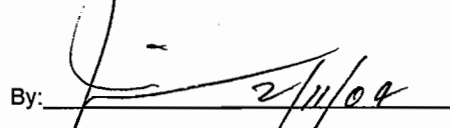

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE 'C' SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00		40.00	5.00	\$200.00
302	4" Schedule 40 PVC Bored	LF	250.00		250.00	15.00	\$3,750.00
303	4" Rigid Metal Conduit Bored	LF	90.00		90.00	21.00	\$1,890.00
304	#6 AWG Bare Electrical Wire	LF	440.00		440.00	0.50	\$220.00
305	Type A Ground Box with Apron	EA	4.00		4.00	550.00	\$2,200.00
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00		2.00	2,450.00	\$4,900.00
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00		7.00	100.00	\$700.00
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00		2.00	100.00	\$200.00
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00		1.00	150.00	\$150.00
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00		1.00	75.00	\$75.00
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00		2.00	1,500.00	\$3,000.00
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00		2.00	1,700.00	\$3,400.00
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00		10.00	830.00	\$8,300.00
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00		3.00	1,000.00	\$3,000.00
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00		3.00	1,000.00	\$3,000.00
316	Vacuum Formed Backplate, 3 Section	EA	10.00		10.00	45.00	\$450.00
317	Vacuum Formed Backplate, 4 Section	EA	6.00		6.00	55.00	\$330.00
318	3 Section Astro Brac w/ 29" Bands	EA	10.00		10.00	100.00	\$1,000.00
319	4 Section Astro Brac w/ 29" Bands	EA	6.00		6.00	105.00	\$630.00
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00		2.00	800.00	\$1,600.00
321	4 CNDR Opticom Cable, Model M138	LF	800.00		800.00	1.00	\$800.00
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00		560.00	0.50	\$280.00
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00		265.00	0.60	\$159.00
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00		970.00	2.00	\$1,940.00
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00		2.00	150.00	\$300.00
326	Opticom Directional Sensors, Model M511	EA	3.00		3.00	550.00	\$1,650.00
327	Opticom Discriminator Module, Model M752	EA	1.00		1.00	2,500.00	\$2,500.00
328	Coaxial Cable, Beldon #8261	LF	1,270.00		1,270.00	0.15	\$190.50
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00		1,270.00	0.15	\$190.50
330	19' T Base Pole with 30' Mast Arm	EA	1.00		1.00	3,250.00	\$3,250.00
331	19' T Base Pole with 35' Mast Arm	EA	1.00		1.00	3,400.00	\$3,400.00
332	28' T Base Pole with 40' Mast Arm	EA	2.00		2.00	4,100.00	\$8,200.00
333	Video Camera w/ Mounting Hardware	EA	5.00		5.00	1,800.00	\$9,000.00
334	Small Roadside Sign Assembly, Type A	EA	15.00		16.00	300.00	\$4,800.00
335	Relocate Small Roadside Sign Assembly	EA	3.00		3.00	115.00	\$345.00

Approved  
Jim Bowman Construction Company, L.P.

By:  2/11/04  
 2/13/04

Total Amount Of Work Done		\$458,634.75
Less Retainage	0%	\$0.00
Other - Completion Bonus		\$25,000.00
Amount Payable on Contract		\$458,634.75
Less Previous Payments		\$433,980.36
Amount Due This Estimate		\$24,654.39

TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO

DATE: 9/17/03 Claim # \_\_\_\_\_ Check \$ 173,092.12

Vendor No. \_\_\_\_\_  
 Vendor Name JIM BOWMAN CONSTRUCTION CO., L.P.  
 Address 1111 SUMMIT AVE., SUITE 1  
 Address PLANO, TEXAS 75074  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	58210	42303		173,092.12

TOTAL \$ 173,092.12

EXPLANATION Inroad / So. Quorum RAIL CROSSING  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Steve Chubb  
 Authorized Signature

Finance

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Project Name: #614 - Inwood / South Quorum Access, Ph II  
 Type of Work: Paving and Drainage  
 Estimate Period: July 28, 2003 to August 30, 2003

Estimate No. 1  
 Contract Date June 24, 2003  
 Contract Amt. \$438,778.10  
 w/ CO#1 \$451,907.10

Payable To: Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "A" - ROADWAY IMPROVEMENTS</b>							
101	Barricading/Signage/Traffic Control	MO	6.00	2.00	2.00	1,250.00	\$2,500.00
102	Prepare R.O.W.	STA	8.00	8.00	8.00	2,125.00	\$17,000.00
103	Remove Existing Concrete Pvmnt / Drive	SY	1,954.60	1,700.00	1,700.00	10.00	\$17,000.00
104	Railroad Flagman	LS	1.00	0.10	0.10	6,250.00	\$625.00
105	Unclassified Street Excavation	CY	321.00	300.00	300.00	15.00	\$4,500.00
106	Roadway Embankment	CY	227.00	227.00	227.00	20.00	\$4,540.00
107	Block Sod / Watering / Fertilizer	SY	1,338.00			3.00	
108	10" - 4000psi R.C. Pavement	SY	2,644.00	358.05	358.05	48.50	\$17,365.43
109	Design / Restore Irrigation System	LS	1.00	0.25	0.25	8,000.00	\$2,000.00
110	Mobilization	LS	1.00	1.00	1.00	20,200.00	\$20,200.00
111	6" - 4000psi Integral Concrete Curb	LF	1,517.20	150.80	150.80	3.00	\$452.40
112	4" - 4000psi RC Sidewalk	SY	25.60			36.00	
113	R.C. Wheelchair Ramps	EA	2.00			400.00	
114	6" - 4000psi R.C. Driveway	SY	109.30			40.00	
115	Landscape Pavers w/ Concrete Base	SF	473.00			5.00	
116	4" Reflective Type II CR	EA	34.00			2.60	
117	4" Non-Reflective White Buttons	EA	102.00			2.20	
118	4" Reflective Type II AA	EA	42.00			2.60	
119	4" Non-Reflective Yellow Buttons	EA	152.00			2.20	
120	6" Reflective Type I C Jiggle Bars	EA	43.00			11.00	
121	24" White Thermo Stop Bar	LF	166.00			4.50	
122	12" White Thermo X Walk	LF	167.00			2.00	
123	Thermo Pav. Arrows	EA	10.00			75.00	
124	4" Temporary Lane Marker	LF	6,320.00	3,458.00	3,458.00	0.80	\$2,766.40
125	6" PVC Irrigation Sleeve	LF	88.00	360.00	360.00	7.00	\$2,520.00
126	Remove Existing Jiggle Bars	EA	71.00			3.00	
127	Concrete Railroad Header	CY	7.00	2.29	2.29	400.00	\$916.00
128	2" HMAC	TON	26.30			80.00	
129	Adjust Utility Manhole, Valve Box, etc.	EA	6.00			420.00	
<b>BID SCHEDULE "B" - STORM WATER IMPROVEMENTS</b>							
201	18-inch Cl. III R.C.P.	LF	707.00	511.00	511.00	57.00	\$29,127.00
202	24-inch Cl. III R.C.P.	LF	486.00	494.00	494.00	67.00	\$33,098.00
203	Type "M" Manhole	EA	2.00	2.00	2.00	3,500.00	\$7,000.00
204	Remove/Replace Existing Pavement	SY	24.90			75.00	
205	5-ft Type "C" Curb Inlet	EA	5.00	2.00	2.00	2,250.00	\$4,500.00
206	Trench Safety Design	LS	1.00	1.00	1.00	600.00	\$600.00
207	Trench Safety	LF	1,213.00	1,228.00	1,228.00	1.00	\$1,228.00
208	Install, Maintain, Remove Inlet Protection	EA	5.00			270.00	
209	Install, Maintain, Remove Rock Filter Dams	LF	50.00			27.00	
210	Install, Maintain, Remove Silt Fence	LF	200.00			3.70	
211	12-inch Cl. IV R.C.P.	LF	188.00	224.00	224.00	61.00	\$13,664.00
212	Pre-Cast Safety End Treatment, Type II, 2-12"	EA	2.00			1,800.00	
213	Connect 24" R.C.P. to Existing Curb Inlet	LS	1.00	1.00	1.00	600.00	\$600.00

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

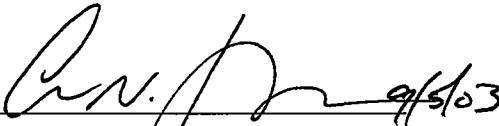
1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE 'C' - SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00			5.00	
302	4" Schedule 40 PVC Bored	LF	250.00			15.00	
303	4" Rigid Metal Conduit Bored	LF	90.00			21.00	
304	#6 AWG Bare Electrical Wire	LF	440.00			0.50	
305	Type A Ground Box with Apron	EA	4.00			550.00	
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00			2,450.00	
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00			100.00	
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00			100.00	
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00			150.00	
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00			75.00	
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00			1,500.00	
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00			1,700.00	
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00			830.00	
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00			1,000.00	
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00			1,000.00	
316	Vacuum Formed Backplate, 3 Section	EA	10.00			45.00	
317	Vacuum Formed Backplate, 4 Section	EA	6.00			55.00	
318	3 Section Astro Brac w/ 29" Bands	EA	10.00			100.00	
319	4 Section Astro Brac w/ 29" Bands	EA	6.00			105.00	
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00			800.00	
321	4 CNDR Opticom Cable, Model M138	LF	800.00			1.00	
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00			0.50	
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00			0.60	
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00			2.00	
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00			150.00	
326	Opticom Directional Sensors, Model M511	EA	3.00			550.00	
327	Opticom Discriminator Module, Model M752	EA	1.00			2,500.00	
328	Coaxial Cable, Beldon #8261	LF	1,270.00			0.15	
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00			0.15	
330	19' T Base Pole with 30' Mast Arm	EA	1.00			3,250.00	
331	19' T Base Pole with 35' Mast Arm	EA	1.00			3,400.00	
332	28' T Base Pole with 40' Mast Arm	EA	2.00			4,100.00	
333	Video Camera w/ Mounting Hardware	EA	5.00			1,800.00	
334	Small Roadside Sign Assembly, Type A	EA	15.00			300.00	
335	Relocate Small Roadside Sign Assembly	EA	3.00			115.00	

Approved  
Jim Bowman Construction Company, L.P.

By:  9/5/03

 9/12/03  
Steve Chutkan 9/17/03

Total Amount Of Work Done		\$182,202.23
Less Retainage	5%	\$9,110.11
Other		
Amount Payable on Contract		\$173,092.12
Less Previous Payments		
Amount Due This Estimate		<b>\$173,092.12</b>

**Jim Bowman Construction Co., L.P.**  
Daily Pavement Measurement Sheet

Job # 614  
 Measured: 8-29-03  
 Poured: 8-28-03  
 Foreman: ID

Page 1 of     

Owner: Addison  
 Project: Inwood / Quorum

	Location/Address	Length	Width	Curb	Butt Jt.	UCH	Comments
1	item 112 = 10" Pvcnt		item	115 =	int	curb	
2	Landmark Pl & Landmark Blvd	70 <sup>5</sup>	5 <sup>0</sup>				}
3	W. Landmark Blvd	135 <sup>3</sup>	2 <sup>1</sup>				
4	E. RR Tracks	30 <sup>6</sup>	37 <sup>4</sup>				
5		ext (26 <sup>0</sup> r)		46 <sup>3</sup>			
6				44 <sup>5</sup>			
7		8 <sup>0</sup>	14 <sup>1</sup>				
8		ext (4 <sup>0</sup> r)					
9		ext (4 <sup>0</sup> r)					
10		24 <sup>9</sup>	36 <sup>2</sup>				
11		ext (35 <sup>5</sup> r)		59 <sup>1</sup>			
12			115 =	150 <sup>5</sup>	14		
13		112 = 358 <sup>05</sup>	54				
14							
15	RR Hecker =	$0\frac{15}{8} \times 7\frac{17}{8} \times 70^5 = 2\frac{29}{8}$				cy	
16							
17							
18							
19							
20							
<b>TOTALS</b>							

12' x 12' x 12'

10" 99.46 cy

curb 1.23

10  
0



**COWLES & THOMPSON**  
A Professional Corporation  
ATTORNEYS AND COUNSELORS



---

**F A C S I M I L E C O V E R P A G E**

---

Date and Time Faxed: Thursday, October 03, 2002 7:41:08 AM  
Total Number of Pages (including cover sheet): 02  
Client/Matter #: 3195\25211

To: Name: Jim Pierce  
Company:  
Fax Number: 972-450-2837  
Voice Phone:  
  
From: Name: John Hill  
Fax Number: 214-672-2370  
Voice Phone: 214-672-2170

*cc Mike  
Steve  
Re Landmark Place  
RR Xing  
Insurance  
FYI  
Jim*

Message:

---

Jim--this is from Bob Lazarus, insurance consultant for the Town, regarding the insurance requirements in the crossing agreement.

---

**IMPORTANT/CONFIDENTIAL:** This message is intended only for the use of the individual or entity to which it is addressed. This message contains information from the law firm of Cowles & Thompson which may be privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee, or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of the communication is strictly prohibited. If you have received this communication in error, please notify us immediately at our telephone number (214)672-2000. We will be happy to arrange for the return of this message to us, via the United States Postal Service, at no cost to you.

---

DALLAS TYLER

901 MAIN STREET SUITE 4000 DALLAS, TEXAS 75202-3793  
TEL 214.672.2000 FAX 214.672.2020  
WWW.COWLESTHOMPSON.COM

**RWL  
GROUP**

**Fax  
Cover Sheet**

Email: [rwigroup@rwigroup.com](mailto:rwigroup@rwigroup.com)  
Internet: [www.rwigroup.com](http://www.rwigroup.com)  
Phone: 972-907-9095  
Fax: 972-907-9198

THIS TRANSMISSION CONTAINS 1 PAGE(S).

HARD COPY FOLLOWS VIA REGULAR SURFACE MAIL [ ] YES [XX] NO

DATE: OCTOBER 1, 2002  
TO: JOHN HILL  
COWLES & THOMPSON  
FROM: BOB LAZARUS  
FAX: 214-672-2370  
RE: TOWN OF ADDISON  
RAILROAD CONTRACT

My tentative suggestions, pending discussion with TML, are as follows:

CGL

- a. TML will not provide a waiver of immunity endorsement.
- b. Endorse TML coverage naming the railroad as indemnitee and waiver of subrogation in favor of the railroad.
- c. Require the GC to comply with the contractual insurance requirement and name Addison and the railroad as additional insureds on a primary basis with waivers of subrogation in favor of the Town and the railroad.

AUTO

- a. Endorse TML coverage naming the railroad as indemnitee.
- b. Require the GC to comply with the contractual insurance requirement and name Addison and the railroad as additional insureds on a primary basis with waivers of subrogation in favor of the Town and the railroad.

WORKERS COMP

- a. Endorse the TML coverage with a waiver of subrogation coverage in favor of the railroad.
- b. Require the GC to maintain this coverage with waivers of subrogation in favor of the Town and the railroad.

RAILROAD PROTECTIVE LIABILITY INSURANCE

- a. Either town or GC can purchase this coverage. *(Set up for GC purchase) jup*

MISCELLANEOUS

- a. The Town will provide the requested certificates of insurance to the railroad as noted above.
- b. The GC will provide certificates to the Town and the railroad as applicable.
- c. Note that the Town places its insurance with TML, which is unrated and therefore does not comply with the B:VII insurer requirement.

I will be talking to the TML underwriter tomorrow.



FINANCE DEPARTMENT/PURCHASING DIVISION

E-mail [purchasing@ci.addison.tx.us](mailto:purchasing@ci.addison.tx.us)

Facsimile (972) 450-7096

5350 Belt Line Road (972) 450-7091

P.O. Box 9010 Addison, Texas 75001

July 30, 2003

Jim Bowman Construction Co., L.P.  
Jim Bowman  
111 Summit Ave., Suite 1  
Plano, TX 75074

**Re: NOTICE TO PROCEED- BID NO. 03-20 Inwood/South Quorum Access Phase  
II: Inwood Connection**

Dear Mr. Bowman:

This document shall serve as your Notice to Proceed for the above referenced Project, and is issued and effective July 30, 2003 to provide all labor and materials as outlined in the specifications, and under the terms and conditions of the contract documents. Enclosed is your copy of the signed contract.

The proposed improvements and work shall be completed within one-hundred forty (140) calendar days, with the original contract price of \$438,778.10. Please include the Project name and Bid No. 03-20 on all monthly invoices or other correspondence to the Town of Addison.

Should you have any questions, please contact my office at 972-450-7091.

Sincerely,

Minok Suh  
Purchasing Coordinator

Enclosure

Cc:

~~Steve Chutehian~~  
~~Luke Jalbert~~

P.W.

**SECTION CA**  
**CONTRACT AGREEMENT**

STATE OF TEXAS  
COUNTY OF DALLAS

THIS AGREEMENT is made and entered into this 24 day of June, 2003, by and between the Town of Addison, of the County of Dallas and State of Texas, acting through its City Manager, thereunto duly authorized so to do, Party of the First Part, hereinafter termed the OWNER, and Jim Bowman Construction Co., L.P., of the City of Plano, County of Collin, State of TX, Party of the Second Part, hereinafter termed CONTRACTOR.

WITNESSETH: That for and in consideration of the payment and agreement hereinafter mentioned, to be made and performed by the OWNER, the said CONTRACTOR hereby agrees with the said OWNER to commence and complete construction of certain improvements as follows:

**Paving, Storm Water, and Signalization Improvements**  
**Inwood/South Quorum Access - Phase II: Inwood Connection**

and all extra work in connection therewith, under the terms as stated in the General and Specific Conditions of the AGREEMENT; and at his own proper cost and expense to furnish all the materials, supplies, machinery, equipment, tools, superintendence, labor, insurance and other accessories and services necessary to complete the said construction, in accordance with the conditions and prices stated in the Proposal attached hereto and in accordance with the Advertisement for Bids, Instructions to Bidders, General Provisions, Special Provisions, Plans, Addendums and other drawings and printed or written explanatory matter thereof, and the Technical Specifications and Addenda thereto, as prepared by the OWNER, each of which has been identified by the endorsement of the CONTRACTOR and the OWNER thereon, together with the CONTRACTOR's written Proposal and the General Provisions, all of which are made a part hereof and collectively evidence and constitute the entire AGREEMENT.

The CONTRACTOR hereby agrees to commence work within five (5) calendar days after the date of written notice to do so shall have been given to him, and to complete all work within 180 calendar days after he commences work, subject to such extensions of time as are provided by the General Provisions.

The OWNER agrees to pay the CONTRACTOR \_\_\_\_\_ Four Hundred Thirty Eight, Seven Hundred Seventy E Eight Thousand and Ten Cents (\$\_\_438,778.10\_\_) in current funds for the performance of the Contract in accordance with the Proposal submitted thereof, subject to additions and deductions, as provided in the General Provisions, and to make payments of account thereof as provided therein.

IN WITNESS WHEREOF, the parties of these presents have executed this AGREEMENT in the year and day first above written.

TOWN OF ADDISON

ATTEST:

(OWNER)

By: *R. Whitehead*

City Manager

*C. Moran*

City Secretary

(CONTRACTOR) *JMS Bowman Const Co., L.P.*

ATTEST:

By: \_\_\_\_\_

*Wicki Holt*

*JMS Bowman, G.M.*  
Printed or Typed Named

The following to be executed if the CONTRACTOR is a corporation:

I, \_\_\_\_\_, certify that I am the secretary of the corporation named as CONTRACTOR herein; that \_\_\_\_\_, who signed this Contract on behalf of the CONTRACTOR is the \_\_\_\_\_ of said corporation; that said Contract was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

Signed: \_\_\_\_\_

Corporate Seal

**TEXAS STATUTORY PERFORMANCE BOND**  
(PUBLIC WORKS)

KNOW ALL MEN BY THESE PRESENTS, That Jim Bowman Construction Company, L.P.  
1111 Summit Ave., S-1, Plano, Tx., 75074  
(hereinafter called the Principal), as Principal, and First National Insurance Company of America

a corporation organized and existing under the laws of the State Washington licensed to do  
business in the State of Texas and admitted to write bonds, as surety, (hereinafter called the Surety), are held and firmly  
bound unto Town of Addison, Texas, P.O. Box 9010, Addison, Tx. 75001

(hereinafter called the Obligee), in the amount of Four Hundred Thirty Eight Thousand Seven Hundred Seventy Eight and  
10/100 ----- (Dollars)  
(\$ 438,778.10 ) for the payment whereof, the said Principal and Surety bind themselves, and  
their heirs, administrators, executors, successors, and assigns, jointly and severally, firmly by these presents:

WHEREAS, the Principal has entered into a certain contract with the Obligee, dated the 24th day of  
June, 2003, for Paving, Storm Water, and Signalization Improvements for Inwood/South  
Quorum Access-Phase II: Inwood Connection, 03-20

which contract is hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, That if the said Principal shall faithfully  
perform the work in accordance with the plans, specifications and contract documents, then this obligation shall be null and void;  
otherwise to remain in full force and effect;

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of the Texas  
Government Code and all liabilities on this bond shall be determined in accordance with the provisions, conditions and limitations of  
said Chapter to the same extent as if it were copied at length herein.

IN WITNESS WHEREOF, the said Principal and Surety have signed and sealed this instrument this  
1st day of July, 2003.

ATTEST:

By: Jicki Holt  
(Seal)

Jim Bowman Construction Company, L.P.  
PRINCIPAL, 1111 Summit Ave., S-1, Plano, Tx., 75074  
By: G.M.

SURETY: First National Insurance Company of America  
By: Raymond R. Dyer  
Raymon R. Dyer, Attorney-in-Fact

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Obligee

**TEXAS STATUTORY PAYMENT BOND**  
(PUBLIC WORKS)

KNOW ALL MEN BY THESE PRESENTS: That Jim Bowman Construction Company, L.P.  
1111 Summit Ave., S-1, Plano, Tx., 75074  
(hereinafter called the Principal), as Principal, and First National Insurance Company of America

,  
a corporation organized and existing under the laws of the State Washington licensed to do  
business in the State of Texas and admitted to write bonds, as surety (hereinafter called the Surety), are held and firmly  
bound unto Town of Addison, Texas, P.O. Box 9010, Addison, Tx. 75001

(hereinafter called the Obligee), in the amount of Four Hundred Thirty Eight Thousand Seven Hundred Seventy Eight and  
10/100 ----- Dollars,  
(\$ 438,778.10 ) for the payment whereof, the said Principal and Surety bind themselves, and  
their heirs, administrators, executors, successors, and assigns, jointly and severally, firmly by these presents:

WHEREAS, the Principal has entered into a certain contract with the Obligee, dated the 24th day of  
June, 2003, for Paving, Storm Water, and Signalization Improvements for Inwood/South  
Quorum Access-Phase II: Inwood Connection, 03-20

which contract is hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, That if the said Principal  
shall pay all claimants supplying labor and material to him or a subcontractor in the prosecution of the work provided for in said  
contract, then this obligation shall be null and void; otherwise to remain in full force and effect;

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of the  
Texas Government Code and all liabilities on this bond shall be determined in accordance with the provisions, conditions and  
limitations of said Chapter to the same extent as if it were copied at length herem.

IN WITNESS WHEREOF, the said Principal and Surety have signed and sealed this instrument  
1st day of July, 2003.

ATTEST:

By: Jicki Hoet

(Seal)

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Obligee

Jim Bowman Construction Company, L.P.  
PRINCIPAL: 1111 Summit Ave., S-1, Plano, Tx., 75074

By: J. B. M.

SURETY: First National Insurance Company of America

By: Raymon R. Dyer  
Raymon R. Dyer, Attorney-in Fact

**FIRST NATIONAL SURETY**

**MAINTENANCE BOND**

**Bond 6214213**

KNOW ALL BY THESE PRESENTS, That we, Jim Bowman Construction Company, L.P.

as Principal, and FIRST NATIONAL INSURANCE COMPANY OF AMERICA,

a corporation organized under the laws of the State of Washington and duly authorized to do business in

the State of Texas, as Surety, are held and firmly bound unto Town of Addison, Texas

as Obligee, in the penal sum of Four Hundred Thirty Eight Thousand Seven Hundred Seventy Eight and 10/100 -----

----- (\$ 438,778.10 )

to which payment well and truly to be made we do bind ourselves, our and each of our heirs, executors, administrators, successors and assigns jointly and severally, firmly by these presents.

WHEREAS, the said Principal entered into a Contract with the

Town of Addison, Tx dated 06/24/2003  
for Paving, Storm Water, and Signalization Improvements for Inwood/South Quorum Access-Phase II  
Inwood Connection, 03-20

WHEREAS, said Contract has been completed, and was approved on \_\_\_\_\_  
day of \_\_\_\_\_, \_\_\_\_\_.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, That if the Principal shall guarantee that the work will be free of any defective materials or workmanship which became apparent during the period of one year year(s) following completion of the Contract then this obligation shall be void, otherwise to remain in full force and effect, provided however, any additional warranty or guarantee whether expressed or implied is extended by the Principal or Manufacturer only, and the Surety assumes no liability for such a guarantee.

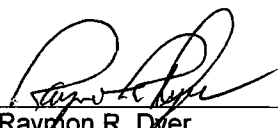
Signed and sealed this 1st day of July, 2003.

Jim Bowman Construction Company, L.P. (Seal)

 (Seal)

\_\_\_\_\_  
(Seal)

FIRST NATIONAL INSURANCE COMPANY OF AMERICA

By   
Raymond R. Dyer Attorney-in-Fact





POWER OF ATTORNEY

FIRST NATIONAL INSURANCE COMPANY OF AMERICA  
4333 BROOKLYN AVE NE  
SEATTLE, WASHINGTON 98105

4333 Brooklyn Avenue N.E.  
Seattle, WA 98105

No. 10538

KNOW ALL BY THESE PRESENTS:

That **FIRST NATIONAL INSURANCE COMPANY OF AMERICA**, a Washington corporation, does hereby appoint  
\*\*\*\*\*RAYMON R. DYER; PERRY MAX; TAMMI ENTRIKEN; Garland, Texas\*\*\*\*\*

its true and lawful attorney(s)-in-fact, with full authority to execute on behalf of the company fidelity and surety bonds or undertakings and other documents of a similar character issued by the company in the course of its business, and to bind **FIRST NATIONAL INSURANCE COMPANY OF AMERICA** thereby as fully as if such instruments had been duly executed by its regularly elected officers at its home office.

IN WITNESS WHEREOF, **FIRST NATIONAL INSURANCE COMPANY OF AMERICA** has executed and attested these presents

this 3rd day of May, 2000

*R.A. Pierson*

R.A. PIERSON, SECRETARY

*W. Randall Stoddard*

W. RANDALL STODDARD, PRESIDENT

CERTIFICATE

Extract from the By-Laws of **FIRST NATIONAL INSURANCE COMPANY OF AMERICA**:

"Article V, Section 13. - FIDELITY AND SURETY BONDS ... the President, any Vice President, the Secretary, and any Assistant Vice President appointed for that purpose by the officer in charge of surety operations, shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business... On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

Extract from a Resolution of the Board of Directors of  
**FIRST NATIONAL INSURANCE COMPANY OF AMERICA** adopted July 28, 1970.

"On any certificate executed by the Secretary or an assistant secretary of the Company setting out,  
(i) The provisions of Article V, Section 13 of the By-Laws, and  
(ii) A copy of the power-of-attorney appointment, executed pursuant thereto, and  
(iii) Certifying that said power-of-attorney appointment is in full force and effect,  
the signature of the certifying officer may be by facsimile, and the seal of the Company may be a facsimile thereof."

I, R.A. Pierson, Secretary of **FIRST NATIONAL INSURANCE COMPANY OF AMERICA**, do hereby certify that the foregoing extracts of the By-Laws and of a Resolution of the Board of Directors of this corporation, and of a Power of Attorney issued pursuant thereto, are true and correct, and that both the By-Laws, the Resolution and the Power of Attorney are still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the facsimile seal of said corporation

this 1st day of July, 2003.



*R.A. Pierson*

R.A. PIERSON, SECRETARY



State of Texas Surety Bond Claim Notice

In accordance with Section 2253.021(f) of the Texas Government Code and Section 53.202(6) of the Texas Property Code, any notice of claim to the named surety under this bond(s) should be sent to:

SAFECO Surety  
Adams Building  
4634 154th PL NE  
Redmond, WA 98052

Mailing Address:  
SAFECO Surety  
PO Box 34526  
Seattle, WA 98124

Phone: (425) 376-6535  
Fax: (425) 376-6533  
[www.SAFECO.com](http://www.SAFECO.com)

# ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YY)  
07/02/2003

PRODUCER (972)864-0400 FAX (972)278-8400  
**Davis-Dyer-Max, Inc.**  
 P.O. Box 495429  
 Garland, TX 75049  
 Gina R. Gold

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

### INSURERS AFFORDING COVERAGE

INSURED **Jim Bowman Construction Co., L.P.**  
 1111 Summit Avenue  
 Suite 1  
 Plano, TX 75074


INSURER A: **EMC Insurance Companies**  
 INSURER B:  
 INSURER C:  
 INSURER D:  
 INSURER E:

### COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR	2D08787	12/12/2002	12/12/2003	EACH OCCURRENCE \$ <b>1,000,000</b>
					FIRE DAMAGE (Any one fire) \$ <b>100,000</b>
					MED EXP (Any one person) \$ <b>5,000</b>
					PERSONAL & ADV INJURY \$ <b>1,000,000</b>
					GENERAL AGGREGATE \$ <b>2,000,000</b>
					PRODUCTS - COMP/OP AGG \$ <b>2,000,000</b>
	GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC				
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS	2E08787	12/12/2002	12/12/2003	COMBINED SINGLE LIMIT (Ea accident) \$ <b>1,000,000</b>
					BODILY INJURY (Per person) \$
					BODILY INJURY (Per accident) \$
					PROPERTY DAMAGE (Per accident) \$
					AUTO ONLY - EA ACCIDENT \$
	OTHER THAN AUTO ONLY: EA ACC \$				
	AGG \$				
A	EXCESS LIABILITY <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE  <input type="checkbox"/> DEDUCTIBLE <input checked="" type="checkbox"/> RETENTION \$ <b>10,000</b>	2J08787	12/12/2002	12/12/2003	EACH OCCURRENCE \$ <b>5,000,000</b>
					AGGREGATE \$ <b>5,000,000</b>
					\$
					\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	2H08787	12/12/2002	12/12/2003	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER
					E.L. EACH ACCIDENT \$ <b>500,000</b>
					E.L. DISEASE - EA EMPLOYEE \$ <b>500,000</b>
					E.L. DISEASE - POLICY LIMIT \$ <b>500,000</b>
A	OTHER Equipment Floater	2C08787	12/12/2002	12/12/2003	Schedule on file with co. \$200,000 Leased/Rented

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS  
**Bid NO: 03-20 Paving, Storm Water, and Signalization Improvements Inwood/South Quorum Access - Phase II: Inwood Connection**

CERTIFICATE HOLDER	ADDITIONAL INSURED; INSURER LETTER	CANCELLATION
Town Of Addison 5350 Belt Line Rd P O Box 9010 Addison, TX 75001		SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL <b>10</b> DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.
		AUTHORIZED REPRESENTATIVE <b>Raymon Dyer/GRG</b> 

January 5, 2004

Jodie Couch  
Site Concrete, Inc.  
3340 Roy Orr  
Grand Prairie, TX 75050

**Re: NOTICE TO PROCEED-** Spectrum Drive North/South Extension

Dear Ms. Couch:

This document shall serve as your Notice to Proceed for the above referenced Project, and is issued and effective January 12, 2004 to provide all labor and materials as outlined in the specifications, and under the terms and conditions of the contract documents. Enclosed is your copy of the signed contract.

The proposed improvements and work shall be completed within 210 calendar days, with the original contract price of \$2,536,979.50. Please include Bid No. and Name: 04-03 Spectrum Drive North/South Extension, on all monthly invoices or other correspondence to the Town of Addison.

Should you have any questions, please contact my office at 972-450-7091.

Sincerely,

Minok Suh  
Purchasing Coordinator

Enclosure

Cc: Steve Chutchian  
Luke Jalbert  
Bryan Piper, Site Concrete, Inc.

## Statement of Account - 1 Year

**Organization #** 1  
**PIN #**   
**Tax Year**  **Prop Type** R  
**Site Address** 14639 INWOOD RD ADDISON TX 75001  
**Legal** INWOOD PARK NORTH

**Int/Disc Date**   
**Account #**   
**Print**

BP	Levied Tax	Unpaid Tax	Unpaid Fee	ID to Dt	Tot. Pd/Adj	Int Paid	Lst Pd
2							
1	8876.74+	8876.74+					
Yr	8876.74+	8876.74+					
	Bal This Yr	8876.74+	Bal Other Yrs		Tot Due All Yrs		8876.74+

Owner Name	Auxillary Files	Non-Ad Tax	Class	F10
FRIDAY MORNING INC			Mortcode	825
14621 INWOOD RD			AC/SF	S
ADDISON TX 75001-3769			Assd	2219740+
			Exmt	
			Txbl	2219740+
		Total		

## Statement of Account - 1 Year

**Organization #** 1  
**PIN #**   
**Tax Year**  **Prop Type** R  
**Site Address** 14601 INWOOD RD ADDISON TX 75001  
**Legal** INWOOD PARK NORTH

**Int/Disc Date**   
**Account #**   
**Print**

BP	Levied Tax	Unpaid Tax	Unpaid Fee	ID to Dt	Tot. Pd/Adj	Int Paid	Lst Pd
2							
1	4711.22+	4711.22+					
Yr	4711.22+	4711.22+					
	Bal This Yr	4711.22+	Bal Other Yrs		Tot Due All Yrs		4711.22+

Owner Name	Auxillary Files	Non-Ad Tax	Class	F10
FRIDAY MORNING INC			Mortcode	825
14621 INWOOD RD			AC/SF	S
ADDISON TX 75001-3769			Assd	1178100+
			Exmt	
			Txbl	1178100+
		Total		



**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 2/8/05

Claim # \_\_\_\_\_

Check \$ 2,566.50

Vendor No. \_\_\_\_\_  
 Vendor Name PARSONS  
 Address 15770 N. DALLAS PKWY., SUITE 500  
 Address DALLAS, TEXAS 75248  
 Address INVOICE # 05020422  
 Zip Code CLIENT # 51663

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	56570	42303		2566.50

TOTAL # 2566.50

EXPLANATION FINAL DESIGN PAYMENT FOR INWOOD/S.  
QUORUM PROJECT

Steve Chute  
 Authorized Signature

\_\_\_\_\_  
 Finance



# PARSONS

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15770 North Dallas Parkway • Suite 500 • Dallas, Texas 75248 • (972) 991-1900 • Fax: (972) 490-9261 • www.parsons.com

February 1, 2005

Mr. Steven Z. Chutchian, P.E.  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

Subject: *Inwood Connection*  
*Invoice No. 05020422*

Dear Steven,

Attached is our invoice number 05020422 for the above referenced project. This invoice covers work performed during the period from April 26, 2003, through February 1, 2005.

During this period, we have completed the following tasks:

1. Responded to contractor's questions during construction.
2. Provided final design files in Microstation format.

As of today, the project is complete and all issues have been resolved, therefore, we will proceed with the closure of this contract. If you have questions or comments regarding the invoice or contract, please don't hesitate to contact me. We appreciate the opportunity to be of service to you and look forward to working on future projects for the Town of Addison.

Very truly yours,

**PARSONS**



Weidong Li, P.E.  
Project Manager



# PARSONS

To ensure proper processing of your payment, please print the following on your remittance

Client # 51663 Invoice # 05020422

15770 North Dallas Parkway • Suite 500 • Dallas, Texas 75248 • (972) 991-1900 • Fax: (972) 490-9261 • www.parsons.com

**INVOICE**

February 1, 2005

CLIENT REF.:  
 INVOICE NO.: 05020422  
 PROJECT NO.: 643314  
 CLIENT NO.: 51663

TO: TOWN OF ADDISON  
 P.O. BOX 9010  
 ADDISON, TX 75001-9010

PLEASE REMIT TO:  
 PARSONS TRANSPORTATION GROUP INC.  
 C/O JPMORGAN CHASE BANK  
 P.O. BOX 88960  
 CHICAGO, IL 60695-1960

ATTN: MR. STEVEN CHUTCHIAN, P.E.

FOR: SOUTH QUORUM/INWOOD CONNECTION  
 ENGINEERING DESIGN

	CURRENT PERIOD THROUGH 02/01/05	CUMULATIVE-TO-DATE THROUGH 02/01/05
BASIC ENGINEERING FEE \$62,500 PERCENT COMPLETE: 100%	0.00	62,500.00
SIGNAL TIMING PLAN \$3,600 PERCENT COMPLETE: 100%	0.00	3,600.00
SURVEYING/EXPENSE \$23,000 PERCENT COMPLETE: 100%	0.00	23,000.00
GEOTECHNICAL REPORT \$6,000 PERCENT COMPLETE: 100%	0.00	6,000.00
S/A 1-SIGNAL PLAN ADJUSTMENTS \$3,605 PERCENT COMPLETE: 100%	0.00	3,605.00
S/A 2-SURVEYING \$3,600 PERCENT COMPLETE: 100%	0.00	3,600.00
S/A 3-RR CROSSING \$4,585 PERCENT COMPLETE: 100%	0.00	4,585.00
S/A 4-INWOOD/SOUTH QUORUM ACCESS PHASE II \$17,110 PERCENT COMPLETE: 100%	2,566.50	17,110.00
<hr/>		
TOTAL THIS INVOICE:	2,566.50	124,000.00
MAXIMUM BILLABLE:		\$124,000.00
TOTAL BILLED ITD:		\$124,000.00
REMAINING TO BILL:		\$0.00



# COWLES & THOMPSON

A Professional Corporation  
ATTORNEYS AND COUNSELORS



ANGELA K. WASHINGTON  
214.672.2144  
AWASHINGTON@COWLESTHOMPSON.COM

March 11, 2004

Mr. Ron Whitehead  
City Manager  
Town of Addison  
P.O. Box 9010  
Addison, TX 75001-9010

**Re: Correction Special Warranty Deed for Parcel 5, Spectrum Drive  
Right-of-Way Project**

Dear Ron:

Enclosed is the original Correction Special Warranty Deed for Parcel 5, Spectrum Drive Right-of-Way Project. As you will note, the Deed has been executed by Post Services. Once you have executed the Deed and had it notarized, please return it directly to me. If you have any questions, please give me a call.

Sincerely,

Angela K. Washington

AKW/yjr  
Enclosure

c(w/o Enc): Ms. Carmen Moran  
(w/o Enc.) Mr. Mike Murphy  
(w/o Enc.) Mr. Kenneth C. Dippel

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite I

Plano, Texas 75074

(972) 423-1313

November 17, 2003

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

Attn: Mr. Steve Chutchian, P.E. Assistant City Engineer

Re: Inwood – South Quorum Access, Ph. I, Bid #03-20

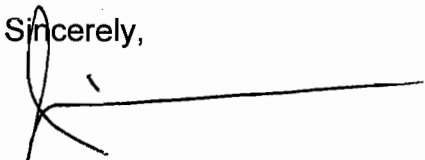
Dear Mr. Chutchian:

All items of work and corrective punch list items on the above referenced project were completed as of 5:00 p.m. Friday, November 14, 2003, with the exception of about two hours work on signalization which cannot be accomplished until the railroad company has completed their work on the crossing arms.

We hereby request to be paid the incentive payment amounting to the maximum payment in the amount of \$30,000.00 (based on 107 total calendar days used less utility shut down from September 24, 2003 thru October 30, 2003).

Please let me know if you need additional information.

Sincerely,

  
Jim Bowman  
General Manager  
vh

\$ 25,000 MAX.  
INCENTIVE



T O W N O F  
**ADDISON**

FINANCE DEPARTMENT/PURCHASING DIVISION

5350 Belt Line Road

(972) 450-7091

Facsimile (972) 450-7096

P.O. Box 9010

Addison, Texas 75001

June 24, 2003

Fast Forward Demolition  
Mickey Hemby  
Rt. 5 Box 305-F  
Bonham, TX 75418

Your Copies  
of 2 letters  
03-19 & 03-20

**NOTICE OF AWARD: 03-19 Arapaho Phase III Demolition**

Dear Mr. Hemby:

Receipt of this document authorizes your company to provide all labor and materials as outlined in the specifications, and under the terms and conditions of the contract documents for Bid No: 03-19.

Enclosed please find four (4) completed copies of the contract to be signed by an authorized officer or principal of your firm.

Please send the signed contracts along with the necessary insurance certificates, Maintenance and Payment Bonds as soon as possible to the Procurement Office at PO Box 9010, Addison TX 75001-9010, but no later than July 9, 2003. The City Manager, Ron Whitehead, will sign the contracts and a Notice to Proceed will be issued to you, along with an original copy of the agreement.

If you have any questions or if I can be of assistance to you, please contact me at 972-450-7089 or Minok Suh, Procurement Coordinator, at 972-450-7091.

Sincerely,

Jennie Eastman  
Procurement Manager

Enclosures

Copy: Steve Chutchian  
Luke Jalbert

**JIM BOWMAN  
CONSTRUCTION CO., L.P.**

1111 Summit Ave., Suite 1  
PLANO, TEXAS 75074

(972) 423-1313

TO TOWN OF ADDISON

**LETTER OF TRANSMITTAL**

DATE	<u>July 16, 2003</u>	JOB NO.	<u>614</u>
ATTENTION	<u>MR. LUKE JALBERT, PROJ. MGR.</u>		
RE:	<u>WOOD-SO. PLAZA ACCESS PH-1</u>		

WE ARE SENDING YOU  Attached  Under separate cover via \_\_\_\_\_ the following items:

- Shop drawings     Prints     Plans     Samples     Specifications  
 Copy of letter     Change order     \_\_\_\_\_

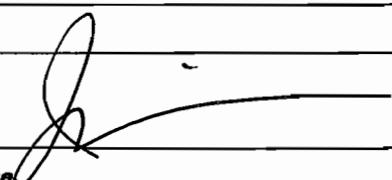
COPIES	DATE	NO.	DESCRIPTION
<u>4</u>	<u>7/14/03</u>		<u>LMC MIX DESIGN # 1261 (5 Sack)</u>
<u>4</u>	<u>7/5/03</u>		<u>LMC " " # 1701 (4000 psi)</u>
<u>4</u>	<u>7/14/03</u>		<u>LMC " " # 2925 (8 Sack)</u>

THESE ARE TRANSMITTED as checked below:

- For approval     Approved as submitted     Resubmit \_\_\_\_\_ copies for approval  
 For your use     Approved as noted     Submit \_\_\_\_\_ copies for distribution  
 As requested     Returned for corrections     Return 1 corrected prints  
 For review and comment     \_\_\_\_\_  
 FOR BIDS DUE \_\_\_\_\_ 20 \_\_\_\_\_     PRINTS RETURNED AFTER LOAN TO US

REMARKS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

COPY TO \_\_\_\_\_

SIGNED: 

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

# LMC

Date: 14-Jul-03

**Client:** Jim Bowman Construction  
**Project:** Inwood & South Quorum Dr.  
Addison, TX  
**Materials:** Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1" - #4 Crushed Stone  
Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - SSD

**Use**

Mix No.	1281	(5 SK, WR, AIR)
Strength @ 28 Days	3000	psi
	Air	
Cement	470	lbs
	0	lbs
Coarse Aggregate	1850	lbs
Fine Aggregate	1354	lbs
Water	250	lbs
Admixture Water Reducer	19	ozs

FOR USE IN MISC. STRUCTURES

<u>AEA</u>	3.1	ozs
Total Weight	3924	lbs

Unit Weight	145.34	pcf
W/Cm Ratio	0.53	
Fly Ash Replacement	0%	
Maximum Temperature	95	° F
Slump	3-5	inches
Entrained Air	3-6%	

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 81, C 39, and C 94 and when the recommended procedures for placement and curing in ACI 304, 305 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 569-4646  
www.lmccx.com

# LMC

Date: 15-Jul-03

**Client:** Jim Bowman Construction  
**Project:** Inwood & South Quorum Dr.  
Addison, TX  
**Materials:** Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1" - #4 Crushed Stone  
  
Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - 88D

Use	Hand Paving
Mix No.	1701 (5 SK,WR,AIR)
Strength @ 28 Days	4000 psi
	Air
Cement	564 lbs
	0 lbs
Coarse Aggregate	1850 lbs
Fine Aggregate	1245 lbs
Water	262 lbs
Admixture Water Reducer	23 ozs
<b>AEA</b>	<u>3.7 ozs</u>
<b>Total Weight</b>	3921 lbs

FOR USE IN ALL PAVING ITEMS

Unit Weight	145.21 pcf
W/Cm Ratio	0.46
Fly Ash Replacement	0%
Maximum Temperature	95 °F
Slump	3-5 inches
Entrained Air	3-6%

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 84 and when the recommended procedures for placement and curing in ACI 304, 305 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 569-4646  
www.lmcbr.com



# LMC

Date: 14-Jul-03

Client: Jim Bowman Construction  
Project: Inwood & South Quorum Dr.  
Addison, TX  
Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1.5" #4 Crushed Stone  
Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - SSD

Use

Mix No.	2925	(8 SK,WR,AIR)
Strength @ 28 Days	8 sack	
	Air	
Cement	752	lbs
	0	lbs
Coarse Aggregate	1950	lbs
Fine Aggregate	941	lbs
Water	286	lbs
Admixture Water Reducer	30	ozs

FOR USE AS A 4-Hour  
MAX FOR LOCATIONS  
REQUIRING QUICK OPENING  
TO TRAFFIC.

AEA	4.9	ozs
Total Weight	3929	lbs

Unit Weight	145.54	pcf
W/Cm Ratio	0.38	
Fly Ash Replacement	0%	
Maximum Temperature	95	° F
Slump	3-6	inches
Entrained Air	3-6%	

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 94 and when the recommended procedures for placement and curing in ACI 304, 308 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 369-4646  
www.lmctx.com



## Field Test Data

Mix No.	1261
---------	------

## Basis for Selection

**Contractor:** Smith Concrete Company  
**Project:** Crossroads Christian Church  
 Grand Prairie, Texas  
**Laboratory:** Terra-Mar

**Data Updated:** 07/09/03  
**Design Strength  $f_c$ :** 3000 psi  
**Data Represents:** 36 Tests  
**Avg. Slump:** 5.01      **Avg. Air%:** 4.26

**ACI 318, Section 5.3.2.1 (5-1)**  
**Standard Deviation:** 220 psi  
**Required Strength  $f_{cr}$ :** 3294 psi  
**Average Strength:** 4300 psi

#	Date	Conc.			7 Day Data		28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	04/08/03	3.50	57	3.20	3850	3850	4450	4560	4510		100		4510
2	04/08/03	4.50	58	4.00	3120	3120	4120	4040	4080		80	304	4300
3	04/08/03	4.25	59	4.10	3030	3030	3900	3940	3920	4170	40	305	4170
4	04/08/03	4.50	72	3.60	3460	3460	4430	4390	4410	4140	40	277	4230
5	04/09/03	3.75	55	4.20	3590	3590	4200	4100	4150	4160	100	242	4210
6	04/17/03	4.50	73	4.80	3430	3430	4470	4350	4410	4320	120	231	4250
7	04/17/03	5.00	74	5.10	3240	3240	4310	4190	4250	4270	120	211	4250
8	04/17/03	4.75	77	5.20	3210	3210	4280	4280	4280	4310	0	195	4250
9	04/17/03	4.25	72	4.60	3110	3110	4150	4210	4180	4240	60	154	4240
10	04/17/03	4.00	74	4.60	3120	3120	4130	4060	4100	4190	70	180	4230
11	04/28/03	4.75	77	3.20	3380	3380	4380	4230	4310	4200	150	172	4240
12	04/28/03	5.50	79	4.20	3140	3140	3790	3830	3810	4070	40	205	4200
13	04/28/03	4.50	73	3.90	3280	3280	4110	4240	4180	4100	130	197	4200
14	04/28/03	4.00	76	3.20	3550	3550	4260	4280	4270	4090	20	190	4200
15	04/28/03	5.25	74	3.10	3220	3220	4200	4190	4200	4220	10	183	4200
16	05/06/03	4.25	87	3.70	3080	3080	4620	4650	4640	4370	30	208	4230
17	05/06/03	5.00	89	3.20	3110	3110	4600	4740	4670	4500	140	227	4260
18	05/07/03	6.25	80	4.80	2970	2970	3990	3920	3960	4420	70	231	4240
19	05/07/03	6.25	81	5.00	3240	3240	4390	4250	4320	4320	140	226	4240
20	05/07/03	5.75	79	5.10	3270	3270	4630	4570	4600	4290	60	234	4260
21	05/07/03	5.50	81	5.00	3080	3080	4250	4410	4330	4420	160	228	4270
22	05/04/03	5.50	84	4.80	3170	3170	4080	4120	4100	4340	40	225	4260
23	05/09/03	5.00	82	5.00	3410	3410	4590	4860	4730	4390	270	241	4280
24	05/09/03	5.00	83	4.80	3090	3090	4170	4270	4220	4350	100	236	4280
25	05/09/03	5.00	81	4.80	3170	3170	4220	4290	4260	4400	70	231	4280
26	05/09/03	5.00	82	5.10	2990	2990	4440	4470	4460	4420	30	229	4280
27	05/09/03	5.00	82	4.80	3370	3370	4250	4200	4230	4290	50	225	4280
28	05/12/03	4.75	82	2.70	3300	3300	4250	4230	4240	4310	20	221	4280
29	05/16/03	5.00	85	1.80	3180	3180	4300	4410	4360	4280	110	218	4280
30	05/16/03	5.00	85	2.00	3210	3210	4280	4380	4330	4310	100	214	4280
31	05/16/03	5.00	85	3.50	3270	3270	4270	4280	4280	4320	10	211	4280
32	05/16/03	7.00	84	3.00	2920	2920	4220	4180	4200	4270	40	208	4280
33	05/16/03	5.00	84	4.00	2980	2980	4310	4320	4320	4270	10	204	4280
34	05/16/03	5.00	85	3.00	2880	2880	4220	4130	4180	4230	90	202	4280
35	05/20/03	5.00	82	4.40	4020	4020	4870	4740	4810	4440	130	218	4290
36	05/20/03	5.00	82	4.60	4010	4010	4550	4570	4560	4520	20	220	4300



### Field Test Data

Mix No. **1701**

### Basis for Selection

Contractor: **Morrow Construction**  
 Project: **The Falls**  
**Sunnyvale, Texas**  
 Laboratory: **Hooper Engineering**

Data Updated: **07/09/03**  
 Design Strength  $f'_c$ : **4000** psi  
 Data Represents: **26** Tests  
 Avg. Slump: **4.25** Avg. Air% **4.22**

ACI 318, Section 5.3.2.1 (5-1)  
 Standard Deviation: **430** psi  
 Required Strength  $f'_{cr}$ : **4577** psi  
 Average Strength: **5120** psi

#	Date	Conc.			7 Day Data			28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	Cyl.2	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	03/13/03	3.50	70	4.60	3510	3580	3550	4710	4450	4580		260		4580
2	03/13/03	5.00	74	4.00	4150	3980	4070	5680	5760	5720		80	806	5150
3	03/13/03	5.25	75	4.10	4020	4230	4130	5400	5730	5570	5290	330	619	5290
4	03/13/03	5.50	73	4.50	3390	3320	3360	4580	4480	4530	5270	100	633	5100
5	03/14/03	3.00	65	4.20	3700	4170	3940	4930	5150	5040	5050	220	549	5090
6	03/14/03	3.25	66	4.00	3900	4260	4080	4990	4830	4910	4830	160	496	5060
7	03/17/03	4.00	69	4.60	4100	4060	4080	5210	4820	5020	4990	390	453	5050
8	03/17/03	4.25	72	4.40	3540	3640	3590	4720	4700	4710	4880	20	437	5010
9	04/04/03	4.00	75	4.50	3940	3920	3930	4980	5010	5000	4910	30	408	5010
10	04/07/03	4.00	73	4.00	4680		4680	5940	5970	5960	5220	30	489	5100
11	04/07/03	3.75	69	4.20	4550		4550	5480	5440	5460	5470	40	476	5140
12	04/07/03	3.50	73	4.40	4470		4470	5770	5540	5660	5690	230	478	5180
13	04/08/03	4.00	66	3.80	4530	4460	4500	5760	5820	5790	5640	60	488	5230
14	04/08/03	4.50	65	4.20	4260	4200	4230	5590	5670	5630	5690	80	481	5260
15	04/09/03	4.25	69	4.00	3640	3740	3690	4770	5070	4920	5450	300	472	5230
16	04/09/03	4.00	69	4.00	4060	3970	4020	4840	4660	4750	5100	180	471	5200
17	04/10/03	5.25	68	4.00	4050	4070	4060	4800	4820	4810	4830	20	466	5180
18	04/10/03	4.25	67	4.50	3550	3660	3610	4840	4770	4810	4790	70	461	5160
19	04/11/03	5.00	68	4.40	4030	3920	3980	4970	5260	5120	4910	290	448	5160
20	04/11/03	5.50	72	4.20	3740	3670	3710	4360	4250	4310	4750	110	475	5120
21	04/14/03	5.50	72	4.20	4490	4450	4470	5180	5100	5140	4860	80	463	5120
22	04/14/03	4.50	73	4.40	3650	3850	3750	5140	5230	5190	4880	90	452	5120
23	04/15/03	4.50	73	4.00	4180	4080	4130	5200	5180	5190	5170	20	442	5120
24	04/15/03	3.75	74	4.40	4180	4080	4130	5190	5180	5190	5180	10	433	5130
25	04/16/03	4.50	74	4.90	3750	3520	3640	5000	4820	4910	5120	180	426	5120
26	04/17/03	2.00	80	3.30	4150	4110	4130	5430	5050	5240	5110	380	418	5120

# LATTIMORE MATERIALS COMPANY

P.O. BOX 556  
 MCKINNEY, TEXAS 75070-0556  
 (972) 569-4646 (972) 221-4646

CONTRACTOR: Tenson Construction  
 MIX NO.: 44B (2925)  
 PROJECT: U.S. Highway 75

LABORATORY: Tx DOT  
 DESIGN STRENGTH: 255 Flex  
 Class K Modified

	Date	4 Hrs	4.5 Hrs	5 Hrs	5.5 Hrs	6 Hrs	24 Hrs
1	14-Mar-00						540
2	14-Mar-00						445
3	14-Mar-00						440
4	14-Mar-00						520
5	21-Mar-00	185					
6	21-Mar-00	188					
7	21-Mar-00			260			
8	21-Mar-00			230			
9	21-Mar-00				270		
10	21-Mar-00				280		
11	21-Mar-00					290	
12	21-Mar-00					305	
13	28-Mar-00			261			
14	28-Mar-00			289			
15	05-Apr-00					358	
16	11-Apr-00					261	
17	11-Apr-00					253	
18	13-Apr-00			230			
19	13-Apr-00			240			
20	17-Apr-00			329			
21	17-Apr-00			344			
22	19-Apr-00	357					
23	19-Apr-00	313					
24	20-Apr-00	322					
25	20-Apr-00	349					
26	21-Apr-00	308					
27	21-Apr-00		256				
28	24-Apr-00			263			
29	24-Apr-00			278			
30	26-Apr-00		443				
31	26-Apr-00		363				
		286	354	274	275	293	486



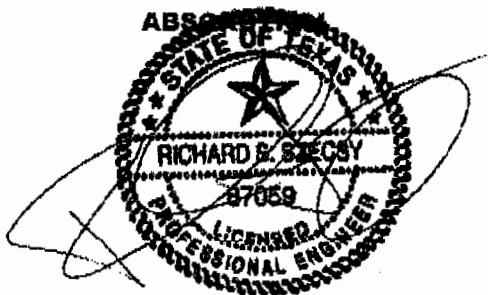
**Lattimore Materials Co.**

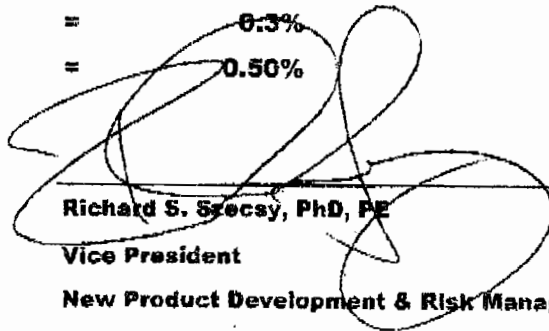
1700 Redbud Blvd., Suite 200  
McKinney, Texas 75070  
Office: (972) 221-4646  
Fax: (972) 221-9647

**REPORT OF:** Analysis of Coarse Aggregate  
**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C127 & D75  
**MATERIAL SOURCE:** Bridgeport 1"- #4 Crushed Stone

<u>SIEVE SIZE</u>	<u>PERCENT PASSING</u>	<u>SPECIFICATIONS PERCENT PASSING</u>
1 1/2"	100	100
1"	96.6	95 - 100
3/4"	76.5	—
1/2"	41.4	25 - 60
3/8"	16.3	---
#4	4.7	0 - 10
#8	1.7	0 - 5

DRY RODDED UNIT WEIGHT = 99.48 PCF  
 SPECIFIC GRAVITY = 2.68  
 MINUS 200% = 0.3%  
 ABSORPTION = 0.50%



  
 Richard S. Szecsy, PhD, PE  
 Vice President  
 New Product Development & Risk Management



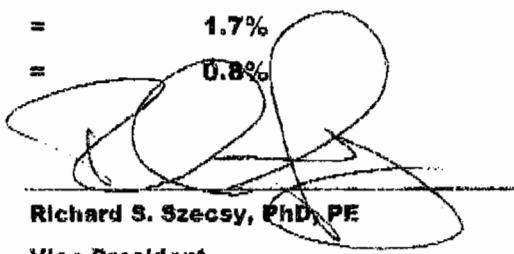
**Lattimore Materials Co.**

1700 Redbud Blvd., Suite 200  
McKinney, Texas 75070  
Office: (972) 221-4646  
Fax: (972) 221-9647

**REPORT OF:** Analysis of Fine Aggregate  
**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C128 & D75  
**MATERIAL SOURCE:** Denton Blend Spec Sand

<b>SIEVE SIZE</b>	<b>PERCENT PASSING</b>	<b>SPECIFICATIONS</b>
		<b>PERCENT PASSING</b>
3/8"	100	100
1/4"	99.8	---
#4	98.2	95 - 100
#8	84.3	80 - 100
#10	82.4	---
#16	74.3	50 - 85
#20	70.0	---
#30	58.2	25 - 60
#40	44.5	---
#50	22.1	10 - 30
#80	5.5	---
#100	2.7	2 - 10
#200	1.7	0 - 3

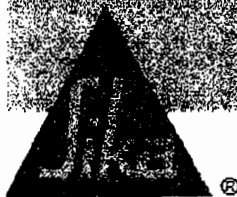
DRY RODDED UNIT WEIGHT = 110.0 PCF  
 SPECIFIC GRAVITY = 2.63  
 MINUS 200% = 1.7%  
 ABSORPTION = 0.8%

Richard S. Szecsy, PhD, PE

Vice President

New Product Development & Risk Management



## Air Entraining Admixture

### DESCRIPTION

Sika AEA-15 admixture is a liquid solution of concentrated organic materials. It has been formulated and manufactured specifically to provide stable and predictable air contents in concrete, with uniform air bubble spacing throughout the concrete matrix.

Sika AEA-15 meets the requirements of ASTM C-260 for air entraining admixtures and AASHTOM-154

### APPLICATIONS

Sika AEA-15 can be used whenever air entrained concrete is desired. Ready-mix, precast and block producers can all achieve optimum entrained air contents, even where harsh mixes are used or fly-ash is added to the mix.

### ADVANTAGES

Air entrainment is recognized as the most effective prevention against concrete scaling in exposed environments. Air entrained concrete delivers particular benefits in the form of increased concrete durability. This is important in colder climates where frost and freeze-thaw cycles can cause scaling and damage to the concrete surface.

Air entraining agents help to prevent scaling by creating millions of microscopic air voids, allowing water trapped in the concrete to expand when the concrete freezes, thus preventing cracks caused by natural expansion. Entrained air voids in the concrete will also increase durability in harsh environments where concrete is exposed to deicing salts, marine salts and sulfates.

Workability and placeability are also improved by the lubricating action of the microscopic bubbles in the concrete. Concrete will flow better, and bleeding and shrinkage will be reduced because less water is needed to obtain the desired workability.

### HOW TO USE

#### DOSAGE

Addition rates will vary depending on the air content required for a particular project. Typically air contents will be specified in the range of 4 to 8 percent by volume. Other factors that may affect the amount of air entrained into the concrete include, but are not limited to, cement content and type, sand gradation, temperature and water content. Sika recommends that trial mixes be tested whenever material or any other changes are made that may affect the amount of entrained air.

Dosage rates for Sika AEA-15 will typically fall between 1/4 and 1 fl. oz. /100 lbs. (16 - 65 ml/100 kg) of cement to entrain between 4 and 6 percent air. Higher air contents may be obtained by increasing the dosage rate.

Combination with other admixtures, particularly water reducers and retarders, will tend to increase the amount of entrained air in the mix. Air contents should be checked with an air-meter after batching and dosage adjustments made at the concrete plant.

#### MIXING

Measure the required quantity per batch manually or with automatic dispenser equipment. Add Sika AEA-15 to mixing water or sand. Do not mix with dry cement. When used in combination with other

admixtures, care must be taken to disperse each admixture separately into the mix.

#### PACKAGING

Sika AEA-15 is supplied in 55 gallon (208 liter) drums and bulk delivery.

#### STORAGE AND SHELF LIFE

Sika AEA-15 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to its normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 80°F (10°C - 27°C) is 1 year minimum.

### CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

#### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes; contact a physician. Wash clothing before re-use.

#### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

#### TYPICAL DATA FOR SIK AEA-15

<b>ASTM CERTIFICATION</b>	C-260 Air Entraining Admixtures
<b>COLOR</b>	Brown
<b>SPECIFIC GRAVITY g/ml</b>	1.02 ± 0.02
<b>pH</b>	> 8
<b>CHLORIDES %</b>	< 0.1

# Plastocrete® 161

ISO 9000



## Water Reducing Admixture (Type A)

### DESCRIPTION

Plastocrete 161 is a polymer-type water-reducing admixture. Plastocrete 161 contains no chlorides.

Plastocrete 161 meets the requirements of ASTM C-494 Type A and AASHTO M194 Type A

### APPLICATIONS

Plastocrete 161 is recommended for use in all applications where high quality concrete with superior workability and normal setting times is required.

### HOW IT WORKS

Plastocrete 161 water reducing admixture provides an economical and highly effective means of reducing the amount of mixing water required to produce concrete of a certain slump by acting as a dispersant for the cement particles in the mix.

Through this dispersing action more of the surface area of the cement particles is available for early hydration. The more cement particles hydrated by contact with the mixing water, the greater the compressive strength of the concrete.

### ADVANTAGES

Plastocrete 161 is formulated as a Type A water reducer to allow 7 - 10% water reduction and maximize the benefits of increased hydration in both the hardened and plastic states.

### BENEFITS

- ▲ Reduced water content required to achieve desired slump, increases compressive and flexural strengths and allows the use of more economical mixes.
- ▲ Improved paste quality makes concrete easier to pump and finish.

▲ Consistent normal setting times throughout the recommended dosage.

▲ Lower water cement ratios provide decreased permeability and increased durability.

**Combination with other Admixtures:** Plastocrete 161 works effectively as a single admixture or in combination with other admixtures in the Sika System. When air entrained concrete is specified, Sika recommends the use of Sika air entraining agents.

### PACKAGING

Plastocrete 161 is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastocrete 161 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 80°F (10°C - 27°C) is one year minimum.

## HOW TO USE

### DOSAGE

Addition rates of 3 - 6 fl. oz./100 lbs. (195 - 390 ml/100 kg) of cement are recommended for general concrete applications where normal setting characteristics are desired.

### MIXING

Plastocrete 161 is added at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to dispense each admixture separately into the mix. Do not mix with dry cement.

## CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes; contact a physician. Wash clothing before re-use.

### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

### TYPICAL DATA FOR PLASTOCRETE 161

<b>ASTM CERTIFICATION</b>	ASTM C-494 Type A
<b>COLOR</b>	Brown
<b>SPECIFIC GRAVITY g/ml</b>	1.17 ± 0.05
<b>pH</b>	>8
<b>CHLORIDES %</b>	<0.1






## Water Reducing and Retarding Admixture (Types B & D)

### DESCRIPTION

Plastiment is a water-reducing and retarding admixture. Plastiment contains no calcium chloride or any other intentionally added chlorides.

Plastiment meets the requirements of ASTM C-494 Types B and D and AASHTO M194 Types B and D.

### APPLICATIONS

Plastiment is recommended for use whenever high quality concrete with predictable and controlled set times is desired. Use in flatwork and horizontal or vertical slipform placements where a superior surface finish is required.

### ADVANTAGES

Plastiment is highly effective in hot weather concreting to offset the accelerating effects of high ambient temperatures by controlling the heat of hydration. Concrete workability is enhanced and a superior surface finish is obtained.

### BENEFITS

- ▲ In mass concrete pours Plastiment controls temperature rise and reduces the risk of thermal cracking.
- ▲ Initial set times are delayed, allowing time for proper placement and finishing without cold joints in hot weather conditions.
- ▲ Plastiment increases concrete density and delivers increased early and ultimate, compressive and flexural strengths.

- ▲ For flatwork applications Plastiment acts as a finishing aid, workability is improved, bleeding is controlled and a superior surface finish is obtained.

- ▲ Lower water cement ratios provide decreased permeability and increased durability.

**Combination with other Admixtures:** Plastiment works effectively as a single admixture or in combination with other admixtures in the Sika System.

### HOW TO USE

#### DOSSAGE

Addition rates of 2 - 4 fl. oz./100 lbs (130-260 ml/100 kg) cement are recommended for general concrete applications. Where extended retardation is required dosage may be increased. Please contact your local Sika Representative for information and assistance.

#### MIXING

Add Plastiment at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to dispense each admixture separately into the mix. Do not mix with dry cement.

### PACKAGING

Plastiment is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastiment should be stored at above 30°F (-1°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 90°F (10°C-27°C) is one year minimum.

### CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

Wash skin with soap and water, in case of eye contact, flush with water for 15 minutes; contact a physician. Wash clothing before re-use.

### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

### TYPICAL DATA FOR PLASTIMENT

<b>ASTM CERTIFICATION</b>	ASTM C-494 Types B and D
<b>COLOR</b>	Yellow/Green
<b>SPECIFIC GRAVITY g/ml</b>	1.18 ± 0.5
<b>pH</b>	> 8
<b>CHLORIDES %</b>	< 0.1



Date: 14-Jul-03

Client: Jim Bowman Construction

Project: Inwood & South Quorum Dr.  
Addison, TX

Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-818, Class C  
Coarse Agg.: ASTM C 33, 1"- #4 Crushed Stone

Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - SSD

Use

FOR USE IN MISC. STRUCTURES

Mix No.	1281	(S SK, WR, AIR)
Strength @ 28 Days	3000	psi
	Alr	
Cement	470	lbs
	0	lbs
Coarse Aggregate	1860	lbs
Fine Aggregate	1354	lbs
Water	250	lbs
Admixture Water Reducer	19	ozs

<u>AEA</u>	<u>3.1</u>	<u>ozs</u>
Total Weight	3924	lbs

Unit Weight	145.34	pcf
W/Cm Ratio	0.53	
Fly Ash Replacement	0%	
Maximum Temperature	95 ° F	
Slump	3-5 inches	
Entrained Air	3-6%	

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 81, C 33, and C 94 and when the recommended procedures for placement and curing in ACI 304, 305 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 356 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 569-4646  
www.lmcc.com



Date: 15-Jul-03

Client: Jim Bowman Construction

Project: Inwood & South Quorum Dr.  
Addison, TX

Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1" - #4 Crushed Stone

Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - 880

Use	Hand Paving
Mix No.	1701 (5 SK, WR, AIR)
Strength @ 28 Days	4000 psi
	Air
Cement	564 lbs
	0 lbs
Coarse Aggregate	1850 lbs
Fine Aggregate	1245 lbs
Water	252 lbs
Admixture Water Reducer	23 oza
<b>AEA</b>	<b>3.7 oza</b>
<b>Total Weight</b>	<b>3921 lbs</b>

FOR USE IN ALL PAVING ITEMS

Unit Weight	145.21 pcf
W/Cm Ratio	0.46
Fly Ash Replacement	0%
Maximum Temperature	95 ° F
Slump	3-5 inches
Entrained Air	3-6%

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Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 94 and when the recommended procedures for placement and curing in ACI 304, 306 / 308 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 569-4646  
www.lmccx.com

# LMC

Date: 14-Jul-03

**Client:** Jim Bowman Construction  
**Project:** Inwood & South Quorum Dr.  
Addison, TX  
**Materials:** **Cement:** ASTM C-150, Type I  
**Flyash:** ASTM C-618, Class C  
**Coarse Agg.:** ASTM C 33, 1.5" #4 Crushed Stone  
**Fine Agg.:** ASTM C-33, Concrete Sand  
**Admixtures:** ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - 88D

Use

Mix No.	2925 (2 SK, WR, AIR)
Strength @ 28 Days	8 sack Air
Cement	752 lbs 0 lbs
Coarse Aggregate	1950 lbs
Fine Aggregate	941 lbs
Water	286 lbs
Admixture Water Reducer	30 ozs

FOR USE AS A 4-Hour  
MAX FOR LOCATIONS  
REQUIRING QUICK OPENING  
TO TRAFFIC.

ABA	4.9 ozs
Total Weight	3929 lbs

Unit Weight	145.54 pcf
W/Cm Ratio	0.38
Fly Ash Replacement	0%
Maximum Temperature	95 ° F
Slump	3-6 inches
Entrained Air	3-6%

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 94 and when the recommended procedures for placement and curing in ACI 304, 305 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 369-4646  
www.lmctx.com



### Field Test Data

Mix No. 1261

### Basis for Selection

Contractor: Smith Concrete Company  
Project: Crossroads Christian Church  
Grand Prairie, Texas  
Laboratory: Terra-Mar

Data Updated: 07/09/03  
Design Strength  $f_c$ : 3000 psi  
Data Represents: 36 Tests  
Avg. Slump: 5.01 Avg. Air% 4.26

ACI 318, Section 5.3.2.1 (5-1)  
Standard Deviation: 220 psi  
Required Strength  $f_{cr}$ : 3294 psi  
Average Strength: 4300 psi

#	Date	Conc.			7 Day Data		28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	04/08/03	3.50	57	3.20	3850	3850	4450	4560	4510		100		4510
2	04/08/03	4.50	58	4.00	3120	3120	4120	4040	4080		80	304	4300
3	04/08/03	4.25	59	4.10	3030	3030	3900	3940	3920	4170	40	305	4170
4	04/08/03	4.50	72	3.60	3460	3460	4430	4390	4410	4140	40	277	4230
5	04/09/03	3.75	55	4.20	3590	3590	4200	4100	4150	4160	100	242	4210
6	04/17/03	4.50	73	4.80	3430	3430	4470	4350	4410	4320	120	231	4250
7	04/17/03	5.00	74	5.10	3240	3240	4310	4190	4250	4270	120	211	4250
8	04/17/03	4.75	77	5.20	3210	3210	4280	4280	4280	4310	0	195	4250
9	04/17/03	4.25	72	4.60	3110	3110	4150	4210	4180	4240	60	184	4240
10	04/17/03	4.00	74	4.60	3120	3120	4130	4060	4100	4190	70	180	4230
11	04/28/03	4.75	77	3.20	3380	3380	4380	4230	4310	4200	150	172	4240
12	04/28/03	5.50	79	4.20	3140	3140	3790	3830	3810	4070	40	205	4200
13	04/28/03	4.50	73	3.90	3280	3280	4110	4240	4180	4100	130	197	4200
14	04/28/03	4.00	76	3.20	3550	3550	4260	4280	4270	4090	20	190	4200
15	04/28/03	5.25	74	3.10	3220	3220	4200	4190	4200	4220	10	183	4200
16	05/06/03	4.25	87	3.70	3080	3080	4620	4650	4640	4370	30	208	4230
17	05/06/03	5.00	89	3.20	3110	3110	4600	4740	4670	4500	140	227	4260
18	05/07/03	6.25	80	4.80	2970	2970	3990	3920	3960	4420	70	231	4240
19	05/07/03	6.25	81	5.00	3240	3240	4390	4250	4320	4320	140	226	4240
20	05/07/03	5.75	79	5.10	3270	3270	4630	4570	4600	4290	60	234	4260
21	05/07/03	5.50	81	5.00	3080	3080	4250	4410	4330	4420	160	228	4270
22	05/04/03	5.50	84	4.80	3170	3170	4080	4120	4100	4340	40	225	4260
23	05/09/03	5.00	82	5.00	3410	3410	4590	4860	4730	4390	270	241	4280
24	05/09/03	5.00	83	4.80	3090	3090	4170	4270	4220	4350	100	236	4280
25	05/09/03	5.00	81	4.80	3170	3170	4220	4290	4260	4400	70	231	4280
26	05/09/03	5.00	82	5.10	2990	2990	4440	4470	4460	4420	30	229	4280
27	05/09/03	5.00	82	4.80	3370	3370	4250	4200	4230	4290	50	225	4280
28	05/12/03	4.75	82	2.70	3300	3300	4250	4230	4240	4310	20	221	4280
29	05/16/03	5.00	85	1.80	3180	3180	4300	4410	4360	4280	110	218	4280
30	05/16/03	5.00	85	2.00	3210	3210	4280	4380	4330	4310	100	214	4280
31	05/16/03	5.00	85	3.50	3270	3270	4270	4280	4280	4320	10	211	4280
32	05/16/03	7.00	84	3.00	2920	2920	4220	4180	4200	4270	40	208	4280
33	05/16/03	5.00	84	4.00	2980	2980	4310	4320	4320	4270	10	204	4280
34	05/16/03	5.00	85	3.00	2880	2880	4220	4130	4180	4230	90	202	4286
35	05/20/03	5.00	82	4.40	4020	4020	4870	4740	4810	4440	130	218	4290
36	05/20/03	5.00	82	4.60	4010	4010	4550	4570	4560	4520	20	220	4300



# Field Test Data

Mix No. **1701**

# Basis for Selection

Contractor: **Morrow Construction**  
Project: **The Falls**  
**Sunnyvale, Texas**  
Laboratory: **Hooper Engineering**

Data Updated: **07/09/03**  
Design Strength  $f_c$ : **4000** psi  
Data Represents: **26** Tests  
Avg. Slump: **4.25** Avg. Air% **4.22**

ACI 318, Section 5.3.2.1 (5-1)  
Standard Deviation: **430** psi  
Required Strength  $f_{cr}$ : **4577** psi  
Average Strength: **5120** psi

#	Date	Conc.			7 Day Data			28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	Cyl.2	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	03/13/03	3.50	70	4.60	3510	3580	3550	4710	4450	4580		260		4580
2	03/13/03	5.00	74	4.00	4150	3980	4070	5680	5760	5720		80	806	5150
3	03/13/03	5.25	75	4.10	4020	4230	4130	5400	5730	5570	5290	330	619	5290
4	03/13/03	5.50	73	4.50	3390	3320	3360	4580	4480	4530	5270	100	633	5100
5	03/14/03	3.00	65	4.20	3700	4170	3940	4930	5150	5040	5050	220	549	5090
6	03/14/03	3.25	66	4.00	3900	4260	4080	4990	4830	4910	4830	160	496	5060
7	03/17/03	4.00	69	4.60	4100	4060	4080	5210	4820	5020	4990	390	453	5050
8	03/17/03	4.25	72	4.40	3540	3640	3590	4720	4700	4710	4880	20	437	5010
9	04/04/03	4.00	75	4.50	3940	3920	3930	4980	5010	5000	4910	30	408	5010
10	04/07/03	4.00	73	4.00	4680		4680	5940	5970	5960	5220	30	489	5100
11	04/07/03	3.75	69	4.20	4550		4550	5480	5440	5460	5470	40	476	5140
12	04/07/03	3.50	73	4.40	4470		4470	5770	5540	5660	5690	230	478	5180
13	04/08/03	4.00	66	3.80	4530	4460	4500	5760	5820	5790	5640	60	488	5230
14	04/08/03	4.50	65	4.20	4260	4200	4230	5590	5670	5630	5690	80	481	5260
15	04/09/03	4.25	69	4.00	3640	3740	3690	4770	5070	4920	5450	300	472	5230
16	04/09/03	4.00	69	4.00	4060	3970	4020	4840	4660	4750	5100	180	471	5200
17	04/10/03	5.25	68	4.00	4050	4070	4060	4800	4820	4810	4830	20	466	5180
18	04/10/03	4.25	67	4.50	3550	3660	3610	4840	4770	4810	4790	70	461	5160
19	04/11/03	5.00	68	4.40	4030	3920	3980	4970	5260	5120	4910	290	448	5160
20	04/11/03	5.50	72	4.20	3740	3670	3710	4360	4250	4310	4750	110	475	5120
21	04/14/03	5.50	72	4.20	4490	4450	4470	5180	5100	5140	4860	80	463	5120
22	04/14/03	4.50	73	4.40	3650	3850	3750	5140	5230	5190	4880	90	452	5120
23	04/15/03	4.50	73	4.00	4180	4080	4130	5200	5180	5190	5170	20	442	5120
24	04/15/03	3.75	74	4.40	4180	4080	4130	5190	5180	5190	5180	10	433	5130
25	04/16/03	4.50	74	4.90	3750	3520	3640	5000	4820	4910	5120	180	426	5120
26	04/17/03	2.00	80	3.30	4150	4110	4130	5430	5050	5240	5110	380	418	5120

# LATTIMORE MATERIALS COMPANY

P.O. BOX 556  
 MCKINNEY, TEXAS 75070-0556  
 (972) 569-4646      (972) 221-4646

<b>CONTRACTOR:</b>	Tenson Construction	<b>LABORATORY:</b>	Tx DOT
<b>MIX NO.:</b>	448 (2925)	<b>DESIGN STRENGTH:</b>	255 Flex
<b>PROJECT:</b>	U.S. Highway 75		Class K Modified

	Date	4 Hrs	4.5 Hrs	5 Hrs	5.5 Hrs	6 Hrs	24 Hrs
1	14-Mar-00						540
2	14-Mar-00						445
3	14-Mar-00						440
4	14-Mar-00						520
5	21-Mar-00	185					
6	21-Mar-00	188					
7	21-Mar-00			260			
8	21-Mar-00			230			
9	21-Mar-00				270		
10	21-Mar-00				280		
11	21-Mar-00					290	
12	21-Mar-00					305	
13	28-Mar-00			261			
14	28-Mar-00			289			
15	05-Apr-00					358	
16	11-Apr-00					281	
17	11-Apr-00					253	
18	13-Apr-00			230			
19	13-Apr-00			240			
20	17-Apr-00			329			
21	17-Apr-00			344			
22	19-Apr-00	357					
23	19-Apr-00	313					
24	20-Apr-00	322					
25	20-Apr-00	349					
26	21-Apr-00	308					
27	21-Apr-00		256				
28	24-Apr-00			283			
29	24-Apr-00			278			
30	26-Apr-00		443				
31	26-Apr-00		363				
		286	354	274	275	293	486



**Lattimore Materials Co.**

1700 Redbud Blvd., Suite 200

McKinney, Texas 75070

Office: (972) 221-4646

Fax: (972) 221-9647

**REPORT OF:** Analysis of Coarse Aggregate  
**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C127 & D75  
**MATERIAL SOURCE:** Bridgeport 1"- #4 Crushed Stone

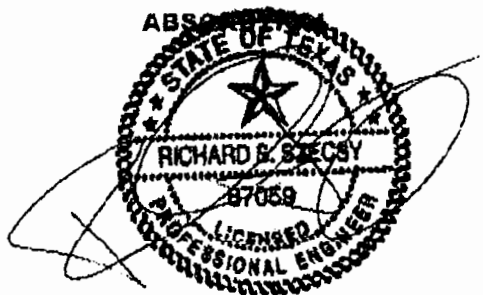
<u>SIEVE SIZE</u>	<u>PERCENT PASSING</u>	<b>SPECIFICATIONS</b>
		<u>PERCENT PASSING</u>
1 1/2"	100	100
1"	96.6	95 - 100
3/4"	76.5	--
1/2"	41.4	25 - 60
3/8"	16.3	--
#4	4.7	0 - 10
#8	1.7	0 - 5

**DRY RODDED UNIT WEIGHT = 99.48 PCF**

**SPECIFIC GRAVITY = 2.68**

**MINUS 200% = 0.3%**

**ABSOLUTE = 0.50%**



*[Handwritten Signature]*  
**Richard S. Szecsy, PhD, PE**  
**Vice President**  
**New Product Development & Risk Management**





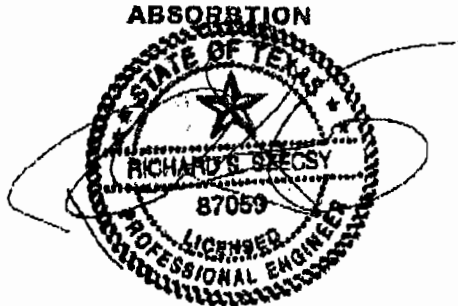
**Lattimore Materials Co.**

1700 Redbud Blvd., Suite 200  
McKinney, Texas 75070  
Office: (972) 221-4646  
Fax: (972) 221-9647

**REPORT OF:** Analysis of Fine Aggregate  
**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C128 & D75  
**MATERIAL SOURCE:** Denton Blend Spec Sand

<u>SIEVE SIZE</u>	<u>PERCENT PASSING</u>	<u>SPECIFICATIONS PERCENT PASSING</u>
3/8"	100	100
1/4"	99.8	---
#4	98.2	95 - 100
#8	84.3	80 - 100
#10	82.4	---
#16	74.3	50 - 85
#20	70.0	---
#30	58.2	25 - 60
#40	44.5	---
#50	22.1	10 - 30
#80	5.5	---
#100	2.7	2 - 10
#200	1.7	0 - 3

DRY RODDED UNIT WEIGHT = 110.0 PCF  
 SPECIFIC GRAVITY = 2.63  
 MINUS 200% = 1.7%  
 ABSORPTION = 0.8%



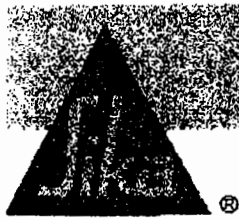
*[Handwritten Signature]*

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Richard S. Szecsy, PhD, PE  
Vice President

New Product Development & Risk Management

ISO 9000



# Sika AEA-15

1/97

## Air Entraining Admixture

### DESCRIPTION

Sika AEA-15 admixture is a liquid solution of concentrated organic materials. It has been formulated and manufactured specifically to provide stable and predictable air contents in concrete, with uniform air bubble spacing throughout the concrete matrix.

Sika AEA-15 meets the requirements of ASTM C-266 for air entraining admixtures and AASHTO M-154.

### APPLICATIONS

Sika AEA-15 can be used whenever air entrained concrete is desired. Ready-mix, precast and block producers can all achieve optimum entrained air contents, even where harsh mixes are used or fly-ash is added to the mix.

### ADVANTAGES

Air entrainment is recognized as the most effective prevention against concrete scaling in exposed environments. Air entrained concrete delivers particular benefits in the form of increased concrete durability. This is important in colder climates where frost and freeze-thaw cycles can cause scaling and damage to the concrete surface.

Air entraining agents help to prevent scaling by creating millions of microscopic air voids, allowing water trapped in the concrete to expand when the concrete freezes, thus preventing cracks caused by natural expansion. Entrained air voids in the concrete will also increase durability in harsh environments where concrete is exposed to deicing salts, marine salts and sulfates.

Workability and placeability are also improved by the lubricating action of the microscopic bubbles in the concrete. Concrete will flow better, and bleeding and shrinkage will be reduced because less water is needed to obtain the desired workability.

### HOW TO USE

#### DOSAGE

Addition rates will vary depending on the air content required for a particular project. Typically air contents will be specified in the range of 4 to 8 percent by volume. Other factors that may affect the amount of air entrained into the concrete include, but are not limited to, cement content and type, sand gradation, temperature and water content. Sika recommends that trial mixes be tested whenever material or any other changes are made that may affect the amount of entrained air.

Dosage rates for Sika AEA-15 will typically fall between 1/4 and 1 fl. oz. /100 lbs. (16 - 65 ml/100 kg) of cement to entrain between 4 and 6 percent air. Higher air contents may be obtained by increasing the dosage rate.

Combination with other admixtures, particularly water reducers and retarders, will tend to increase the amount of entrained air in the mix. Air contents should be checked with an air-meter after batching and dosage adjustments made at the concrete plant.

#### MIXING

Measure the required quantity per batch manually or with automatic dispenser equipment. Add Sika AEA-15 to mixing water or sand. Do not mix with dry cement. When used in combination with other

admixtures, care must be taken to dispense each admixture separately into the mix.

#### PACKAGING

Sika AEA-15 is supplied in 55 gallon (208 liter) drums and bulk delivery.

#### STORAGE AND SHELF LIFE

Sika AEA-15 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to its normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 80°F (10°C - 27°C) is 1 year minimum.

### CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

#### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes, contact a physician. Wash clothing before re-use.

#### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

### TYPICAL DATA FOR SIK AEA-15

<b>ASTM CERTIFICATION</b>	C-260 Air Entraining Admixtures
<b>COLOR</b>	Brown
<b>SPECIFIC GRAVITY g/ml</b>	1.02 ± 0.02
<b>pH</b>	> 8
<b>CHLORIDES %</b>	< 0.1

ISO 9000



## Water Reducing Admixture (Type A)

### DESCRIPTION

Plastocrete 161 is a polymer-type water-reducing admixture. Plastocrete 161 contains no chlorides.

Plastocrete 161 meets the requirements of ASTM C-494 Type A and AASHTO M194 Type A.

### APPLICATIONS

Plastocrete 161 is recommended for use in all applications where high quality concrete with superior workability and normal setting times is required.

### HOW IT WORKS

Plastocrete 161 water reducing admixture provides an economical and highly effective means of reducing the amount of mixing water required to produce concrete of a certain slump by acting as a dispersant for the cement particles in the mix.

Through this dispersing action more of the surface area of the cement particles is available for early hydration. The more cement particles hydrated by contact with the mixing water, the greater the compressive strength of the concrete.

### ADVANTAGES

Plastocrete 161 is formulated as a Type A water reducer to allow 7 - 10% water reduction and maximize the benefits of increased hydration in both the hardened and plastic states.

### BENEFITS

- ▲ Reduced water content required to achieve desired slump, increases compressive and flexural strengths and allows the use of more economical mixes.
- ▲ Improved paste quality makes concrete easier to pump and finish.

▲ Consistent normal setting times throughout the recommended dosage.

▲ Lower water cement ratios provide decreased permeability and increased durability.

### Combination with other Admixtures:

Plastocrete 161 works effectively as a single admixture or in combination with other admixtures in the Sika System. When air entrained concrete is specified, Sika recommends the use of Sika air entraining agents.

## HOW TO USE

### DOSAGE

Addition rates of 3 - 6 fl. oz./100 lbs. (195 - 390 ml/100 kg) of cement are recommended for general concrete applications where normal setting characteristics are desired.

### MIXING

Plastocrete 161 is added at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to dispense each admixture separately into the mix. Do not mix with dry cement.

### PACKAGING

Plastocrete 161 is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastocrete 161 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 30°F (10°C - 27°C) is one year minimum.

## CAUTION

Skin and eye irritant, avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes, contact a physician. Wash clothing before re-use.

### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

## TYPICAL DATA FOR PLASTOCRETE 161

<b>ASTM CERTIFICATION</b>	ASTM C-494 Type A
<b>COLOR</b>	Brown
<b>SPECIFIC GRAVITY g/ml</b>	1.17 ± 0.05
<b>pH</b>	>8
<b>CHLORIDES %</b>	<0.1

ISO 9000



## Water Reducing and Retarding Admixture (Types B & D)

### DESCRIPTION

Plastiment is a water-reducing and retarding admixture. Plastiment contains no calcium chloride or any other intentionally added chlorides.

Plastiment meets the requirements of ASTM C-494 Types B and D and AASHTO M194 Types B and D.

### APPLICATIONS

Plastiment is recommended for use whenever high quality concrete with predictable and controlled set times is desired. Use in flatwork and horizontal or vertical slipform placements where a superior surface finish is required.

### ADVANTAGES

Plastiment is highly effective in hot weather concreting to offset the accelerating effects of high ambient temperatures by controlling the heat of hydration. Concrete workability is enhanced and a superior surface finish is obtained.

### BENEFITS

- ▲ In mass concrete pours Plastiment controls temperature rise and reduces the risk of thermal cracking.
- ▲ Initial set times are delayed, allowing time for proper placement and finishing without cold joints in hot weather conditions.
- ▲ Plastiment increases concrete density and delivers increased early and ultimate, compressive and flexural strengths.

▲ For flatwork applications Plastiment acts as a finishing aid, workability is improved, bleeding is controlled and a superior surface finish is obtained.

▲ Lower water cement ratios provide decreased permeability and increased durability.

**Combination with other Admixtures:** Plastiment works effectively as a single admixture or in combination with other admixtures in the Sika System.

### HOW TO USE

#### DOSAGE

Addition rates of 2 - 4 fl. oz./100 lbs (130-260 ml/100 kg) cement are recommended for general concrete applications. Where extended retardation is required dosage may be increased. Please contact your local Sika Representative for information and assistance.

#### MIXING

Add Plastiment at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to disperse each admixture separately into the mix. Do not mix with dry cement.

### PACKAGING

Plastiment is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastiment should be stored at above 30°F (-1°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 90°F (10°C - 27°C) is one year minimum.

### CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes; contact a physician. Wash clothing before re-use.

### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

### TYPICAL DATA FOR PLASTIMENT

<b>ASTM CERTIFICATION</b>	ASTM C-494 Types B and D
<b>COLOR</b>	Yellow/Green
<b>SPECIFIC GRAVITY g/ml</b>	1.18 ± 0.3
<b>pH</b>	> 8
<b>CHLORIDES %</b>	< 0.1



Date: 14-Jul-03

Client: Jim Bowman Construction

Project: Inwood & South Quorum Dr.  
Addison, TX

Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1" - #4 Crushed Stone

Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-280

1 Cubic Yard By Weight - SSD

Use

FOR USE IN MISC. STRUCTURES

Mix No.	1281	(5 SK, WR, AIR)
Strength @ 28 Days	3000	psi
	Air	
Cement	470	lbs
	0	lbs
Coarse Aggregate	1850	lbs
Fine Aggregate	1354	lbs
Water	250	lbs
Admixture Water Reducer	19	ozs

<u>AEA</u>	<u>3.1</u>	<u>ozs</u>
Total Weight	3924	lbs

Unit Weight	145.34	pcf
W/Cm Ratio	0.53	
Fly Ash Replacement	0%	
Maximum Temperature	95 ° F	
Slump	3-5	inches
Entrained Air	3-6%	

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 94 and when the recommended procedures for placement and curing in ACI 304, 305 / 308 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 369-4646  
www.lmcc.com



Date: 15-Jul-03

Client: Jim Bowman Construction

Project: Inwood & South Quorum Dr.  
Addison, TX

Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1" - #4 Crushed Stone

Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - 88D

Use	Hand Paving
Mix No.	1701 (6 SK, WR, AIR)
Strength @ 28 Days	4000 psi
	Air
Cement	564 lbs
	0 lbs
Coarse Aggregate	1850 lbs
Fine Aggregate	1245 lbs
Water	252 lbs
Admixture Water Reducer	23 ozs

FOR USE IN ALL PAVING ITEMS

AEA 3.7 ozs  
Total Weight 3921 lbs

Unit Weight	145.21 pcf
W/Cm Ratio	0.46
Fly Ash Replacement	0%
Maximum Temperature	95 °F
Slump	3-5 inches
Entrained Air	3-6%

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In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 569-4646  
www.lmccx.com

# LMC

Date: 14-Jul-03

**Client:** Jim Bowman Construction  
**Project:** Inwood & South Quorum Dr.  
Addison, TX  
**Materials:** **Cement:** ASTM C-150, Type I  
**Flyash:** ASTM C-618, Class C  
**Coarse Agg.:** ASTM C 33, 1.5" #4 Crushed Stone  
**Fine Agg.:** ASTM C-33, Concrete Sand  
**Admixtures:** ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - SSD

**Use**

<b>Mix No.</b>	2825 (8 SK, WR, AIR)
<b>Strength @ 28 Days</b>	8 sack
	Air
<b>Cement</b>	752 lbs
	C lbs
<b>Coarse Aggregate</b>	1950 lbs
<b>Fine Aggregate</b>	941 lbs
<b>Water</b>	286 lbs
<b>Admixture</b> Water Reducer	30 ozs

FOR USE AS A 4-Hour  
MAX FOR LOCATIONS  
REQUIRING QUICK OPENING  
TO TRAFFIC.

<b>AEA</b>	4.9 ozs
<b>Total Weight</b>	3929 lbs

<b>Unit Weight</b>	145.54 pcf
<b>W/Cm Ratio</b>	0.38
<b>Fly Ash Replacement</b>	0%
<b>Maximum Temperature</b>	95 ° F
<b>Slump</b>	3-6 inches
<b>Entrained Air</b>	3-6%

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 94 and when the recommended procedures for placement and curing in ACI 304, 305 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

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(972) 221-4646 - (972) 369-4646  
www.lmctx.com



# Field Test Data

Mix No. 1261

# Basis for Selection

Contractor: Smith Concrete Company  
Project: Crossroads Christian Church  
Grand Prairie, Texas  
Laboratory: Terra-Mar

Data Updated: 07/09/03  
Design Strength  $f_c'$ : 3000 psi  
Data Represents: 36 Tests  
Avg. Slump: 5.01 Avg. Air% 4.26

ACI 318, Section 5.3.2.1 (5-1)  
Standard Deviation: 220 psi  
Required Strength  $f_{cr}$ : 3294 psi  
Average Strength: 4300 psi

#	Date	Conc.			7 Day Data		28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	04/08/03	3.50	57	3.20	3850	3850	4460	4560	4510		100		4510
2	04/08/03	4.50	58	4.00	3120	3120	4120	4040	4080		80	304	4300
3	04/08/03	4.25	59	4.10	3030	3030	3900	3940	3920	4170	40	305	4170
4	04/08/03	4.50	72	3.60	3460	3460	4430	4390	4410	4140	40	277	4230
5	04/09/03	3.75	55	4.20	3590	3590	4200	4100	4150	4160	100	242	4210
6	04/17/03	4.50	73	4.80	3430	3430	4470	4350	4410	4320	120	231	4250
7	04/17/03	5.00	74	5.10	3240	3240	4310	4190	4250	4270	120	211	4250
8	04/17/03	4.75	77	5.20	3210	3210	4280	4280	4280	4310	0	195	4250
9	04/17/03	4.25	72	4.60	3110	3110	4150	4210	4180	4240	60	184	4240
10	04/17/03	4.00	74	4.60	3120	3120	4130	4060	4100	4190	70	180	4230
11	04/28/03	4.75	77	3.20	3380	3380	4380	4230	4310	4200	150	172	4240
12	04/28/03	5.50	79	4.20	3140	3140	3790	3830	3810	4070	40	205	4200
13	04/28/03	4.50	73	3.90	3280	3280	4110	4240	4180	4100	130	197	4200
14	04/28/03	4.00	76	3.20	3550	3550	4260	4280	4270	4090	20	190	4200
15	04/28/03	5.25	74	3.10	3220	3220	4200	4190	4200	4220	10	183	4200
16	05/06/03	4.25	87	3.70	3080	3080	4620	4650	4640	4370	30	208	4230
17	05/06/03	5.00	89	3.20	3110	3110	4600	4740	4670	4500	140	227	4260
18	05/07/03	6.25	80	4.80	2970	2970	3990	3920	3960	4420	70	231	4240
19	05/07/03	6.25	81	5.00	3240	3240	4390	4250	4320	4320	140	226	4240
20	05/07/03	5.75	79	5.10	3270	3270	4630	4570	4600	4290	60	234	4260
21	05/07/03	5.50	81	5.00	3080	3080	4250	4410	4330	4420	160	228	4270
22	05/04/03	5.50	84	4.80	3170	3170	4080	4120	4100	4340	40	225	4260
23	05/09/03	5.00	82	5.00	3410	3410	4590	4860	4730	4390	270	241	4280
24	05/09/03	5.00	83	4.80	3090	3090	4170	4270	4220	4350	100	236	4280
25	05/09/03	5.00	81	4.80	3170	3170	4220	4290	4260	4400	70	231	4280
26	05/09/03	5.00	82	5.10	2990	2990	4440	4470	4460	4420	30	229	4280
27	05/09/03	5.00	82	4.80	3370	3370	4250	4200	4230	4290	50	225	4280
28	05/12/03	4.75	82	2.70	3300	3300	4250	4230	4240	4310	20	221	4280
29	05/16/03	5.00	85	1.80	3180	3180	4300	4410	4360	4280	110	218	4280
30	05/16/03	5.00	85	2.00	3210	3210	4280	4380	4330	4310	100	214	4280
31	05/16/03	5.00	85	3.50	3270	3270	4270	4280	4280	4320	10	211	4280
32	05/16/03	7.00	84	3.00	2920	2920	4220	4180	4200	4270	40	208	4280
33	05/16/03	5.00	84	4.00	2980	2980	4310	4320	4320	4270	10	204	4280
34	05/16/03	5.00	85	3.00	2880	2880	4220	4130	4180	4230	90	202	4280
35	05/20/03	5.00	82	4.40	4020	4020	4870	4740	4810	4440	130	218	4290
36	05/20/03	5.00	82	4.60	4010	4010	4550	4570	4560	4520	20	220	4300





# Field Test Data

Mix No. **1701**

# Basis for Selection

Contractor: **Morrow Construction**  
Project: **The Falls**  
**Sunnyvale, Texas**  
Laboratory: **Hooper Engineering**

Data Updated: **07/09/03**  
Design Strength  $f_c$ : **4000** psi  
Data Represents: **26** Tests  
Avg. Slump: **4.25** Avg. Air% **4.22**

ACI 318, Section 5.3.2.1 (5-1)  
Standard Deviation: **430** psi  
Required Strength  $f_{cr}$ : **4577** psi  
Average Strength: **5120** psi

#	Date	Conc.			7 Day Data			28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	Cyl.2	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	03/13/03	3.50	70	4.60	3510	3580	3550	4710	4450	4580		260		4580
2	03/13/03	5.00	74	4.00	4150	3980	4070	5680	5760	5720		80	806	5150
3	03/13/03	5.25	75	4.10	4020	4230	4130	5400	5730	5570	5290	330	619	5290
4	03/13/03	5.50	73	4.50	3390	3320	3360	4580	4480	4530	5270	100	633	5100
5	03/14/03	3.00	65	4.20	3700	4170	3940	4930	5150	5040	5050	220	549	5090
6	03/14/03	3.25	66	4.00	3900	4260	4080	4990	4830	4910	4830	160	496	5060
7	03/17/03	4.00	69	4.60	4100	4060	4080	5210	4820	5020	4990	390	453	5050
8	03/17/03	4.25	72	4.40	3540	3640	3590	4720	4700	4710	4880	20	437	5010
9	04/04/03	4.00	75	4.50	3940	3920	3930	4980	5010	5000	4910	30	408	5010
10	04/07/03	4.00	73	4.00	4680		4680	5940	5970	5960	5220	30	489	5100
11	04/07/03	3.75	69	4.20	4550		4550	5480	5440	5460	5470	40	476	5140
12	04/07/03	3.50	73	4.40	4470		4470	5770	5540	5660	5690	230	478	5180
13	04/08/03	4.00	66	3.80	4530	4460	4500	5760	5820	5790	5640	60	488	5230
14	04/08/03	4.50	65	4.20	4260	4200	4230	5590	5670	5630	5690	80	481	5260
15	04/09/03	4.25	69	4.00	3640	3740	3690	4770	5070	4920	5450	300	472	5230
16	04/09/03	4.00	69	4.00	4060	3970	4020	4840	4660	4750	5100	180	471	5200
17	04/10/03	5.25	68	4.00	4050	4070	4060	4800	4820	4810	4830	20	466	5180
18	04/10/03	4.25	67	4.50	3550	3660	3610	4840	4770	4810	4790	70	461	5160
19	04/11/03	5.00	68	4.40	4030	3920	3980	4970	5260	5120	4910	290	448	5160
20	04/11/03	5.50	72	4.20	3740	3670	3710	4360	4250	4310	4750	110	475	5120
21	04/14/03	5.50	72	4.20	4490	4450	4470	5180	5100	5140	4860	80	463	5120
22	04/14/03	4.50	73	4.40	3650	3850	3750	5140	5230	5190	4880	90	452	5120
23	04/15/03	4.50	73	4.00	4180	4080	4130	5200	5180	5190	5170	20	442	5120
24	04/15/03	3.75	74	4.40	4180	4080	4130	5190	5180	5190	5180	10	433	5130
25	04/16/03	4.50	74	4.90	3750	3520	3640	5000	4820	4910	5120	180	426	5120
26	04/17/03	2.00	80	3.30	4150	4110	4130	5430	5050	5240	5110	380	418	5120





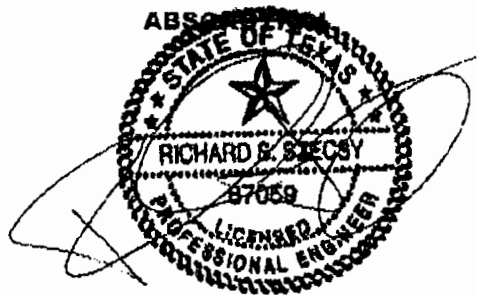
**Lattimore Materials Co.**

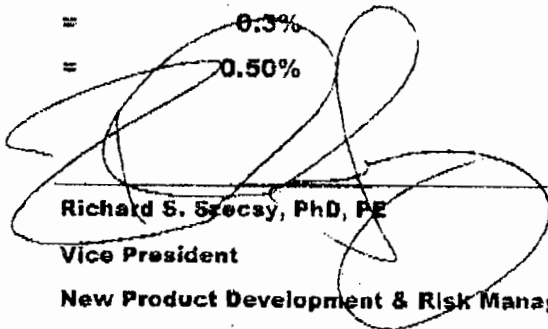
1700 Redbud Blvd., Suite 200  
McKinney, Texas 75070  
Office: (972) 221-4646  
Fax: (972) 221-9647

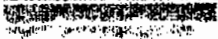
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**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C127 & D75  
**MATERIAL SOURCE:** Bridgeport 1"- #4 Crushed Stone

<b>SIEVE SIZE</b>	<b>PERCENT PASSING</b>	<b>SPECIFICATIONS</b>
		<b>PERCENT PASSING</b>
1 1/2"	100	100
1"	96.6	95 - 100
3/4"	76.5	--
1/2"	41.4	25 - 60
3/8"	16.3	--
#4	4.7	0 - 10
#8	1.7	0 - 5

**DRY RODDED UNIT WEIGHT** = 99.48 PCF  
**SPECIFIC GRAVITY** = 2.68  
**MINUS 200%** = 0.3%  
**ABSORPTION** = 0.50%



  
 Richard S. Szecsy, PhD, PE  
 Vice President  
 New Product Development & Risk Management



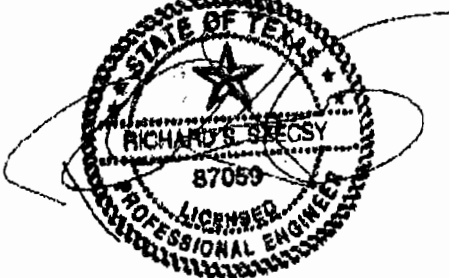
**Lattimore Materials Co.**

1700 Redbud Blvd., Suite 200  
McKinney, Texas 75070  
Office: (972) 221-4646  
Fax: (972) 221-9647

**REPORT OF:** Analysis of Fine Aggregate  
**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C128 & D75  
**MATERIAL SOURCE:** Denton Biend Spec Sand

SIEVE SIZE	PERCENT PASSING	SPECIFICATIONS
		PERCENT PASSING
3/8"	100	100
1/4"	99.8	---
#4	98.2	95 - 100
#8	84.3	80 - 100
#10	82.4	---
#16	74.3	50 - 85
#20	70.0	---
#30	58.2	25 - 60
#40	44.5	---
#50	22.1	10 - 30
#80	5.5	---
#100	2.7	2 - 10
#200	1.7	0 - 3

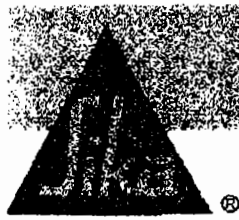
DRY RODDED UNIT WEIGHT	=	110.0 PCF
SPECIFIC GRAVITY	=	2.63
MINUS 200%	=	1.7%
ABSORPTION	=	0.8%



Richard S. Szecsy, PhD, PE  
Vice President

New Product Development & Risk Management

ISO 9000



## Air Entraining Admixture

**DESCRIPTION**

Sika AEA-15 admixture is a liquid solution of concentrated organic materials. It has been formulated and manufactured specifically to provide stable and predictable air contents in concrete, with uniform air bubble spacing throughout the concrete matrix.

Sika AEA-15 meets the requirements of ASTM C-260 for air entraining admixtures and AASHTO M-154.

**APPLICATIONS**

Sika AEA-15 can be used whenever air entrained concrete is desired. Ready-mix, precast and block producers can all achieve optimum entrained air contents, even where harsh mixes are used or fly-ash is added to the mix.

**ADVANTAGES**

Air entrainment is recognized as the most effective prevention against concrete scaling in exposed environments. Air entrained concrete delivers particular benefits in the form of increased concrete durability. This is important in colder climates where frost and freeze-thaw cycles can cause scaling and damage to the concrete surface.

Air entraining agents help to prevent scaling by creating millions of microscopic air voids, allowing water trapped in the concrete to expand when the concrete freezes, thus preventing cracks caused by natural expansion. Entrained air voids in the concrete will also increase durability in harsh environments where concrete is exposed to deicing salts, marine salts and sulfates.

Workability and placeability are also improved by the lubricating action of the microscopic bubbles in the concrete. Concrete will flow better, and bleeding and shrinkage will be reduced because less water is needed to obtain the desired workability.

**HOW TO USE****DOSAGE**

Addition rates will vary depending on the air content required for a particular project. Typically air contents will be specified in the range of 4 to 8 percent by volume. Other factors that may affect the amount of air entrained into the concrete include, but are not limited to, cement content and type, sand gradation, temperature and water content. Sika recommends that trial mixes be tested whenever material or any other changes are made that may affect the amount of entrained air.

Dosage rates for Sika AEA-15 will typically fall between 1/4 and 1 fl. oz. /100 lbs. (16 - 65 ml/100 kg) of cement to entrain between 4 and 6 percent air. Higher air contents may be obtained by increasing the dosage rate.

Combination with other admixtures, particularly water reducers and retarders, will tend to increase the amount of entrained air in the mix. Air contents should be checked with an air-meter after batching and dosage adjustments made at the concrete plant.

**MIXING**

Measure the required quantity per batch manually or with automatic dispenser equipment. Add Sika AEA-15 to mixing water or sand. Do not mix with dry cement. When used in combination with other

admixtures, care must be taken to dispense each admixture separately into the mix.

**PACKAGING**

Sika AEA-15 is supplied in 55 gallon (208 liter) drums and bulk delivery.

**STORAGE AND SHELF LIFE**

Sika AEA-15 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to its normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 80°F (10°C - 27°C) is 1 year minimum.

**CAUTION**

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

**FIRST AID**

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes, contact a physician. Wash clothing before re-use.

**CLEAN UP**

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

**TYPICAL DATA FOR SIKA AEA-15**

<b>ASTM CERTIFICATION</b>	C-260 Air Entraining Admixtures
<b>COLOR</b>	Brown
<b>SPECIFIC GRAVITY g/ml</b>	1.02 ± 0.02
<b>pH</b>	> 8
<b>CHLORIDES %</b>	< 0.1

ISO 9000



# Plastocrete® 161

## Water Reducing Admixture (Type A)

### DESCRIPTION

Plastocrete 161 is a polymer-type water-reducing admixture. Plastocrete 161 contains no chlorides.

Plastocrete 161 meets the requirements of ASTM C-494 Type A and AASHTOM 194 Type A.

### APPLICATIONS

Plastocrete 161 is recommended for use in all applications where high quality concrete with superior workability and normal setting times is required.

### HOW IT WORKS

Plastocrete 161 water reducing admixture provides an economical and highly effective means of reducing the amount of mixing water required to produce concrete of a certain slump by acting as a dispersant for the cement particles in the mix.

Through this dispersing action more of the surface area of the cement particles is available for early hydration. The more cement particles hydrated by contact with the mixing water, the greater the compressive strength of the concrete.

### ADVANTAGES

Plastocrete 161 is formulated as a Type A water reducer to allow 7 - 10% water reduction and maximize the benefits of increased hydration in both the hardened and plastic states.

### BENEFITS

- ▲ Reduced water content required to achieve desired slump, increases compressive and flexural strengths and allows the use of more economical mixes.
- ▲ Improved paste quality makes concrete easier to pump and finish.

▲ Consistent normal setting times throughout the recommended dosage.

▲ Lower water cement ratios provide decreased permeability and increased durability.

### Combination with other Admixtures:

Plastocrete 161 works effectively as a single admixture or in combination with other admixtures in the Sika System. When air entrained concrete is specified, Sika recommends the use of Sika air entraining agents.

### PACKAGING

Plastocrete 161 is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastocrete 161 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 80°F (10°C - 27°C) is one year minimum.

## HOW TO USE

### DOSAGE

Addition rates of 3 - 6 fl. oz./100 lbs. (195 - 390 ml/100 kg) of cement are recommended for general concrete applications where normal setting characteristics are desired.

### MIXING

Plastocrete 161 is added at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to dispense each admixture separately into the mix. Do not mix with dry cement.

## CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes, contact a physician. Wash clothing before re-use.

### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

## TYPICAL DATA FOR PLASTOCRETE 161

<b>ASTM CERTIFICATION</b>	ASTM C-494 Type A
<b>COLOR</b>	Brown
<b>SPECIFIC GRAVITY g/ml</b>	1.17 ± 0.05
<b>pH</b>	>8
<b>CHLORIDES %</b>	<0.1

ISO 9000



## Water Reducing and Retarding Admixture (Types B & D)

### DESCRIPTION

Plastiment is a water-reducing and retarding admixture. Plastiment contains no calcium chloride or any other intentionally added chlorides.

Plastiment meets the requirements of ASTM C-494 Types B and D and AASHTO M-194 Types B and D.

### APPLICATIONS

Plastiment is recommended for use whenever high quality concrete with predictable and controlled set times is desired. Use in flatwork and horizontal or vertical slipform placements where a superior surface finish is required.

### ADVANTAGES

Plastiment is highly effective in hot weather concreting to offset the accelerating effects of high ambient temperatures by controlling the heat of hydration. Concrete workability is enhanced and a superior surface finish is obtained.

### BENEFITS

- ▲ In mass concrete pours Plastiment controls temperature rise and reduces the risk of thermal cracking.
- ▲ Initial set times are delayed, allowing time for proper placement and finishing without cold joints in hot weather conditions.
- ▲ Plastiment increases concrete density and delivers increased early and ultimate, compressive and flexural strengths.

▲ For flatwork applications Plastiment acts as a finishing aid, workability is improved, bleeding is controlled and a superior surface finish is obtained.

▲ Lower water cement ratios provide decreased permeability and increased durability.

**Combination with other Admixtures:** Plastiment works effectively as a single admixture or in combination with other admixtures in the Sika System.

### HOW TO USE

#### DOSAGE

Addition rates of 2 - 4 fl. oz./100 lbs (130-260 ml/100 kg) cement are recommended for general concrete applications. Where extended retardation is required dosage may be increased. Please contact your local Sika Representative for information and assistance.

#### MIXING

Add Plastiment at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to dispense each admixture separately into the mix. Do not mix with dry cement.

### PACKAGING

Plastiment is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastiment should be stored at above 30°F (-1°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 90°F (10°C-27°C) is one year minimum.

### CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes; contact a physician. Wash clothing before re-use.

### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

### TYPICAL DATA FOR PLASTIMENT

ASTM CERTIFICATION	ASTM C-494 Types B and D
COLOR	Yellow/Green
SPECIFIC GRAVITY g/ml	1.18 ± 0.5
pH	> 8
CHLORIDES %	< 0.1



Date: 14-Jul-03

Client: Jim Bowman Construction

Project: Inwood & South Quorum Dr.  
Addison, TX

Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1"- #4 Crushed Stone

Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - SSD

Use

FOR USE IN MISC. STRUCTURES

Mix No.	1281 (S SK, WR, AIR)
Strength @ 28 Days	3000 psi
	Air
Cement	470 lbs
	0 lbs
Coarse Aggregate	1850 lbs
Fine Aggregate	1354 lbs
Water	250 lbs
Admixture Water Reducer	19 ozs

<u>AEA</u>	<u>3.1 ozs</u>
Total Weight	3924 lbs

Unit Weight	145.34 pcf
W/Cm Ratio	0.53
Fly Ash Replacement	0%
Maximum Temperature	95 ° F
Slump	3-5 inches
Entrained Air	3-6%

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 33, and C 94 and when the recommended procedures for placement and curing in ACI 304, 305 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 369-4646  
www.lmccx.com





Date: 15-Jul-03

Client: Jim Bowman Construction

Project: Inwood & South Quorum Dr.  
Addison, TX

Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1" - #4 Crushed Stone

Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - SSD

Use	Hand Paving
Mix No.	1701 (S SK, WR, AIR)
Strength @ 28 Days	4000 psi
	Air
Cement	564 lbs
	0 lbs
Coarse Aggregate	1850 lbs
Fine Aggregate	1245 lbs
Water	262 lbs
Admixture Water Reducer	23 ozs

FOR USE IN ALL PAVING ITEMS

AEA 3.7 ozs  
Total Weight 3921 lbs

Unit Weight 145.21 pcf  
W/Cm Ratio 0.48  
Fly Ash Replacement 0%  
Maximum Temperature 95 °F  
Slump 3-5 inches  
Entrained Air 3-6%

This mix design submittal and or price quote is proprietary and confidential and not to be shared nor transmitted in any form to any person or organization that is not expressly authorized in writing by a designated official of Lattimore Materials Company. Any unauthorized person or entity in possession of this information will be prosecuted to the fullest extent of the law.

Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 84 and when the recommended procedures for placement and curing in ACI 304, 306 / 308 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 536 - McKinney, Texas 75070-0536  
(972) 221-4646 - (972) 569-4646  
www.lmcbr.com



Date: 14-Jul-03

Client: Jim Bowman Construction

Project: Inwood & South Quorum Dr.  
Addison, TX

Materials: Cement: ASTM C-150, Type I  
Flyash: ASTM C-618, Class C  
Coarse Agg.: ASTM C 33, 1.5" #4 Crushed Stone

Fine Agg.: ASTM C-33, Concrete Sand  
Admixtures: ASTM C 494, Type A or D  
ASTM C-260

1 Cubic Yard By Weight - 88D

Use

Mix No.	2925 (8 SK,WR,AIR)
Strength @ 28 Days	8 sack
	Air
Cement	752 lbs
	C lbs
Coarse Aggregate	1950 lbs
Fine Aggregate	941 lbs
Water	286 lbs
Admixture Water Reducer	30 ozs

FOR USE AS A 4-HOUR  
MAX FOR LOCATIONS  
REQUIRING QUICK OPENING  
TO TRAFFIC.

<u>AEA</u>	4.9 <u>ozs</u>
Total Weight	3929 lbs

Unit Weight	145.54 pcf
W/Cm Ratio	0.38
Fly Ash Replacement	0%
Maximum Temperature	95 ° F
Slump	3-6 inches
Entrained Air	3-6%

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Lattimore Ready Mix guarantees the above mix design will achieve the specified strength when tested and evaluated in accordance with ASTM C 172, C 31, C 39, and C 94 and when the recommended procedures for placement and curing in ACI 304, 305 / 306 are followed.

In accordance with ASTM C 94, Lattimore Materials Co. requests that copies of all strength tests be forwarded to our Quality Control Department.

RD

Lattimore Materials Company  
P.O. Box 556 - McKinney, Texas 75070-0556  
(972) 221-4646 - (972) 369-4646  
www.lmctx.com



# Field Test Data

Mix No. **1261**

# Basis for Selection

Contractor: **Smith Concrete Company**  
 Project: **Crossroads Christian Church**  
**Grand Prairie, Texas**  
 Laboratory: **Terra-Mar**

Data Updated: **07/09/03**  
 Design Strength  $f_c$ : **3000** psi  
 Data Represents: **36** Tests  
 Avg. Slump: **5.01** Avg. Air% **4.26**

ACI 318, Section 5.3.2.1 (5-1)  
 Standard Deviation: **220** psi  
 Required Strength  $f_{cr}$ : **3294** psi  
 Average Strength: **4300** psi

#	Date	Conc.			7 Day Data		28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	04/08/03	3.50	57	3.20	3850	3850	4460	4560	4510		100		4510
2	04/08/03	4.50	58	4.00	3120	3120	4120	4040	4080		80	304	4300
3	04/08/03	4.25	59	4.10	3030	3030	3900	3940	3920	4170	40	305	4170
4	04/08/03	4.50	72	3.60	3460	3460	4430	4390	4410	4140	40	277	4230
5	04/09/03	3.75	55	4.20	3590	3590	4200	4100	4150	4160	100	242	4210
6	04/17/03	4.50	73	4.80	3430	3430	4470	4350	4410	4320	120	231	4250
7	04/17/03	5.00	74	5.10	3240	3240	4310	4190	4250	4270	120	211	4250
8	04/17/03	4.75	77	5.20	3210	3210	4280	4280	4280	4310	0	195	4250
9	04/17/03	4.25	72	4.60	3110	3110	4150	4210	4180	4240	60	184	4240
10	04/17/03	4.00	74	4.60	3120	3120	4130	4060	4100	4190	70	180	4230
11	04/28/03	4.75	77	3.20	3380	3380	4380	4230	4310	4200	150	172	4240
12	04/28/03	5.50	79	4.20	3140	3140	3790	3830	3810	4070	40	205	4200
13	04/28/03	4.50	73	3.90	3280	3280	4110	4240	4180	4100	130	197	4200
14	04/28/03	4.00	76	3.20	3550	3550	4260	4280	4270	4090	20	190	4200
15	04/28/03	5.25	74	3.10	3220	3220	4200	4190	4200	4220	10	183	4200
16	05/06/03	4.25	87	3.70	3080	3080	4620	4650	4640	4370	30	208	4230
17	05/06/03	5.00	89	3.20	3110	3110	4600	4740	4670	4500	140	227	4260
18	05/07/03	6.25	80	4.80	2970	2970	3990	3920	3960	4420	70	231	4240
19	05/07/03	6.25	81	5.00	3240	3240	4390	4250	4320	4320	140	226	4240
20	05/07/03	5.75	79	5.10	3270	3270	4630	4570	4600	4290	60	234	4260
21	05/07/03	5.50	81	5.00	3080	3080	4250	4410	4330	4420	160	228	4270
22	05/04/03	5.50	84	4.80	3170	3170	4080	4120	4100	4340	40	225	4260
23	05/09/03	5.00	82	5.00	3410	3410	4590	4860	4730	4390	270	241	4280
24	05/09/03	5.00	83	4.80	3090	3090	4170	4270	4220	4350	100	236	4280
25	05/09/03	5.00	81	4.80	3170	3170	4220	4290	4260	4400	70	231	4280
26	05/09/03	5.00	82	5.10	2990	2990	4440	4470	4460	4420	30	229	4280
27	05/09/03	5.00	82	4.80	3370	3370	4250	4200	4230	4290	50	225	4280
28	05/12/03	4.75	82	2.70	3300	3300	4250	4230	4240	4310	20	221	4280
29	05/16/03	5.00	85	1.80	3180	3180	4300	4410	4360	4280	110	218	4280
30	05/16/03	5.00	85	2.00	3210	3210	4280	4380	4330	4310	100	214	4280
31	05/16/03	5.00	85	3.50	3270	3270	4270	4280	4280	4320	10	211	4280
32	05/16/03	7.00	84	3.00	2920	2920	4220	4180	4200	4270	40	208	4280
33	05/16/03	5.00	84	4.00	2980	2980	4310	4320	4320	4270	10	204	4280
34	05/16/03	5.00	85	3.00	2880	2880	4220	4130	4180	4230	90	202	4280
35	05/20/03	5.00	82	4.40	4020	4020	4870	4740	4810	4440	130	218	4290
36	05/20/03	5.00	82	4.60	4010	4010	4550	4570	4560	4520	20	220	4300



### Field Test Data

Mix No. **1701**

### Basis for Selection

Contractor: **Morrow Construction**  
Project: **The Falls**  
**Sunnyvale, Texas**  
Laboratory: **Hooper Engineering**

Data Updated: **07/09/03**  
Design Strength  $f_c$ : **4000** psi  
Data Represents: **26** Tests  
Avg. Slump: **4.25** Avg. Air% **4.22**

ACI 318, Section 5.3.2.1 (5-1)  
Standard Deviation: **430** psi  
Required Strength  $f_{cr}$ : **4577** psi  
Average Strength: **5120** psi

#	Date	Conc.			7 Day Data			28 Day Compressive Strength Data					28 Day	28 Day
		Slump	Temp	Air%	Cyl.1	Cyl.2	7Avg.	Cyl.1	Cyl.2	SetAvg	Avg./3	Range	St.Dev.	Run.Avg.
1	03/13/03	3.50	70	4.60	3510	3580	3550	4710	4450	4580		260		4580
2	03/13/03	5.00	74	4.00	4150	3980	4070	5680	5760	5720		80	806	5150
3	03/13/03	5.25	75	4.10	4020	4230	4130	5400	5730	5570	5290	330	619	5290
4	03/13/03	5.50	73	4.50	3390	3320	3360	4580	4480	4530	5270	100	633	5100
5	03/14/03	3.00	65	4.20	3700	4170	3940	4930	5150	5040	5050	220	549	5090
6	03/14/03	3.25	66	4.00	3900	4260	4080	4990	4830	4910	4830	160	496	5060
7	03/17/03	4.00	69	4.60	4100	4060	4080	5210	4820	5020	4990	390	453	5050
8	03/17/03	4.25	72	4.40	3540	3640	3590	4720	4700	4710	4880	20	437	5010
9	04/04/03	4.00	75	4.50	3940	3920	3930	4980	5010	5000	4910	30	408	5010
10	04/07/03	4.00	73	4.00	4680		4680	5940	5970	5960	5220	30	489	5100
11	04/07/03	3.75	69	4.20	4550		4550	5480	5440	5460	5470	40	476	5140
12	04/07/03	3.50	73	4.40	4470		4470	5770	5540	5660	5690	230	478	5180
13	04/08/03	4.00	66	3.80	4530	4460	4500	5760	5820	5790	5640	60	488	5230
14	04/08/03	4.50	65	4.20	4260	4200	4230	5590	5670	5630	5690	80	481	5260
15	04/09/03	4.25	69	4.00	3640	3740	3690	4770	5070	4920	5450	300	472	5230
16	04/09/03	4.00	69	4.00	4060	3970	4020	4840	4660	4750	5100	180	471	5200
17	04/10/03	5.25	68	4.00	4050	4070	4060	4800	4820	4810	4830	20	466	5180
18	04/10/03	4.25	67	4.50	3550	3660	3610	4840	4770	4810	4790	70	461	5160
19	04/11/03	5.00	68	4.40	4030	3920	3980	4970	5260	5120	4910	290	448	5160
20	04/11/03	5.50	72	4.20	3740	3670	3710	4360	4250	4310	4750	110	475	5120
21	04/14/03	5.50	72	4.20	4490	4450	4470	5180	5100	5140	4860	80	463	5120
22	04/14/03	4.50	73	4.40	3650	3850	3750	5140	5230	5190	4880	90	452	5120
23	04/15/03	4.50	73	4.00	4180	4080	4130	5200	5180	5190	5170	20	442	5120
24	04/15/03	3.75	74	4.40	4180	4080	4130	5190	5180	5190	5180	10	433	5130
25	04/16/03	4.50	74	4.90	3750	3520	3640	5000	4820	4910	5120	180	426	5120
26	04/17/03	2.00	80	3.30	4150	4110	4130	5430	5050	5240	5110	380	418	5120

# LATTIMORE MATERIALS COMPANY

P.O. BOX 556  
 MCKINNEY, TEXAS 75070-0556  
 (972) 569-4646      (972) 221-4646

**CONTRACTOR:** Tenson Construction  
**MIX NO.:** 448 (2925)  
**PROJECT:** U.S. Highway 75

**LABORATORY:** Tx DOT  
**DESIGN STRENGTH:** 255 Flex  
 Class K Modified

	Date	4 Hrs	4.5 Hrs	5 Hrs	5.5 Hrs	6 Hrs	24 Hrs
1	14-Mar-00						540
2	14-Mar-00						445
3	14-Mar-00						440
4	14-Mar-00						520
5	21-Mar-00	185					
6	21-Mar-00	188					
7	21-Mar-00			260			
8	21-Mar-00			230			
9	21-Mar-00				270		
10	21-Mar-00				280		
11	21-Mar-00					290	
12	21-Mar-00					305	
13	28-Mar-00			261			
14	28-Mar-00			289			
15	05-Apr-00					356	
16	11-Apr-00					281	
17	11-Apr-00					253	
18	13-Apr-00			230			
19	13-Apr-00			240			
20	17-Apr-00			329			
21	17-Apr-00			344			
22	19-Apr-00	357					
23	19-Apr-00	313					
24	20-Apr-00	322					
25	20-Apr-00	349					
26	21-Apr-00	308					
27	21-Apr-00		256				
28	24-Apr-00			263			
29	24-Apr-00			278			
30	26-Apr-00		443				
31	26-Apr-00		363				
		286	354	274	275	293	486



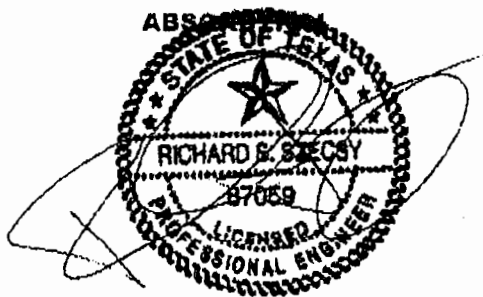
**Lattimore Materials Co.**

1700 Redbud Blvd., Suite 200  
McKinney, Texas 75070  
Office: (972) 221-4646  
Fax: (972) 221-9647

**REPORT OF:** Analysis of Coarse Aggregate  
**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C127 & D75  
**MATERIAL SOURCE:** Bridgeport 1"- #4 Crushed Stone

<b>SIEVE SIZE</b>	<b>PERCENT PASSING</b>	<b>SPECIFICATIONS</b>
		<b>PERCENT PASSING</b>
1 1/2"	100	100
1"	96.6	95 - 100
3/4"	76.5	--
1/2"	41.4	25 - 60
3/8"	16.3	--
#4	4.7	0 - 10
#8	1.7	0 - 5

**DRY RODDED UNIT WEIGHT** = 99.48 PCF  
**SPECIFIC GRAVITY** = 2.68  
**MINUS 200%** = 0.3%  
**ABSOLUTE** = 0.50%



*[Handwritten Signature]*  
**Richard S. Szecsy, PhD, PE**  
 Vice President  
 New Product Development & Risk Management



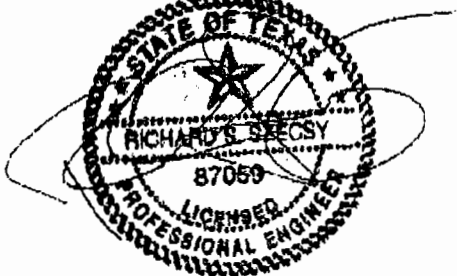
**Lattimore Materials Co.**

1700 Redbud Blvd., Suite 200  
McKinney, Texas 75070  
Office: (972) 221-4646  
Fax: (972) 221-9647

**REPORT OF:** Analysis of Fine Aggregate  
**PROJECT:** Various Projects  
**DATE:** 2/20/2003  
**METHOD:** ASTM C29, C33, C117, C128 & D75  
**MATERIAL SOURCE:** Denton Blend Spec Sand

<u>SIEVE SIZE</u>	<u>PERCENT PASSING</u>	<u>SPECIFICATIONS PERCENT PASSING</u>
3/8"	100	100
1/4"	99.8	--
#4	98.2	95 - 100
#8	84.3	80 - 100
#10	82.4	--
#16	74.3	50 - 85
#20	70.0	--
#30	58.2	25 - 60
#40	44.5	--
#50	22.1	10 - 30
#80	5.5	--
#100	2.7	2 - 10
#200	1.7	0 - 3

**DRY RODDED UNIT WEIGHT** = 110.0 PCF  
**SPECIFIC GRAVITY** = 2.63  
**MINUS 200%** = 1.7%  
**ABSORPTION** = 0.8%

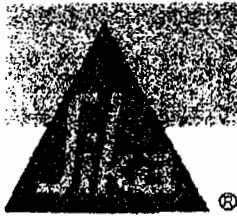


Richard S. Szecsy, PhD, PE  
Vice President

New Product Development & Risk Management

# Sika AEA-15

ISO 9000



## Air Entraining Admixture

### DESCRIPTION

Sika AEA-15 admixture is a liquid solution of concentrated organic materials. It has been formulated and manufactured specifically to provide stable and predictable air contents in concrete, with uniform air bubble spacing throughout the concrete matrix.

Sika AEA-15 meets the requirements of ASTM C-260 for air entraining admixtures and AASHTO M-154.

### APPLICATIONS

Sika AEA-15 can be used whenever air entrained concrete is desired. Ready-mix, precast and block producers can all achieve optimum entrained air contents, even where harsh mixes are used or fly-ash is added to the mix.

### ADVANTAGES

Air entrainment is recognized as the most effective prevention against concrete scaling in exposed environments. Air entrained concrete delivers particular benefits in the form of increased concrete durability. This is important in colder climates where frost and freeze-thaw cycles can cause scaling and damage to the concrete surface.

Air entraining agents help to prevent scaling by creating millions of microscopic air voids, allowing water trapped in the concrete to expand when the concrete freezes, thus preventing cracks caused by natural expansion. Entrained air voids in the concrete will also increase durability in harsh environments where concrete is exposed to deicing salts, marine salts and sulfates.

Workability and placeability are also improved by the lubricating action of the microscopic bubbles in the concrete. Concrete will flow better, and bleeding and shrinkage will be reduced because less water is needed to obtain the desired workability.

### HOW TO USE

#### DOSAGE

Addition rates will vary depending on the air content required for a particular project. Typically air contents will be specified in the range of 4 to 8 percent by volume. Other factors that may affect the amount of air entrained into the concrete include, but are not limited to, cement content and type, sand gradation, temperature and water content. Sika recommends that trial mixes be tested whenever material or any other changes are made that may affect the amount of entrained air.

Dosage rates for Sika AEA-15 will typically fall between 1/4 and 1 fl. oz. /100 lbs. (16 - 65 ml/100 kg) of cement to entrain between 4 and 6 percent air. Higher air contents may be obtained by increasing the dosage rate.

Combination with other admixtures, particularly water reducers and retarders, will tend to increase the amount of entrained air in the mix. Air contents should be checked with an air-meter after batching and dosage adjustments made at the concrete plant.

#### MIXING

Measure the required quantity per batch manually or with automatic dispenser equipment. Add Sika AEA-15 to mixing water or sand. Do not mix with dry cement. When used in combination with other

admixtures, care must be taken to disperse each admixture separately into the mix.

#### PACKAGING

Sika AEA-15 is supplied in 55 gallon (208 liter) drums and bulk delivery.

#### STORAGE AND SHELF LIFE

Sika AEA-15 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to its normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 80°F (10°C - 27°C) is 1 year minimum.

### CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

#### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes; contact a physician. Wash clothing before re-use.

#### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

### TYPICAL DATA FOR SIKA AEA-15

ASTM CERTIFICATION	C-260 Air Entraining Admixtures
COLOR	Brown
SPECIFIC GRAVITY g/ml	1.02 ± 0.02
pH	> 8
CHLORIDES %	< 0.1



ISO 9000



# Plastocrete<sup>®</sup> 161

1/97

## Water Reducing Admixture (Type A)

### DESCRIPTION

Plastocrete 161 is a polymer-type water-reducing admixture. Plastocrete 161 contains no chlorides.

Plastocrete 161 meets the requirements of ASTM C-494 Type A and AASHTOM194 Type A

### APPLICATIONS

Plastocrete 161 is recommended for use in all applications where high quality concrete with superior workability and normal setting times is required.

### HOW IT WORKS

Plastocrete 161 water reducing admixture provides an economical and highly effective means of reducing the amount of mixing water required to produce concrete of a certain slump by acting as a dispersant for the cement particles in the mix.

Through this dispersing action more of the surface area of the cement particles is available for early hydration. The more cement particles hydrated by contact with the mixing water, the greater the compressive strength of the concrete.

### ADVANTAGES

Plastocrete 161 is formulated as a Type A water reducer to allow 7 - 10% water reduction and maximize the benefits of increased hydration in both the hardened and plastic states.

### BENEFITS

- ▲ Reduced water content required to achieve desired slump, increases compressive and flexural strengths and allows the use of more economical mixes
- ▲ Improved paste quality makes concrete easier to pump and finish.

▲ Consistent normal setting times throughout the recommended dosage.

▲ Lower water cement ratios provide decreased permeability and increased durability.

**Combination with other Admixtures:** Plastocrete 161 works effectively as a single admixture or in combination with other admixtures in the Sika System. When air entrained concrete is specified, Sika recommends the use of Sika air entraining agents.

### PACKAGING

Plastocrete 161 is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastocrete 161 should be stored at above 35°F (2°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 30°F (10°C - 27°C) is one year minimum.

## HOW TO USE

### DOSAGE

Addition rates of 3 - 6 fl. oz./100 lbs. (195 - 390 ml/100 kg) of cement are recommended for general concrete applications where normal setting characteristics are desired.

### MIXING

Plastocrete 161 is added at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to dispense each admixture separately into the mix. Do not mix with dry cement.

## CAUTION

Skin and eye irritant, avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

Wash skin with soap and water. In case of eye contact, flush with water for 15 minutes, contact a physician. Wash clothing before re-use.

### CLEAN UP

Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

## TYPICAL DATA FOR PLASTOCRETE 161

<b>ASTM CERTIFICATION</b>	ASTM C-494 Type A
<b>COLOR</b>	Brown
<b>SPECIFIC GRAVITY g/ml</b>	1.17 ± 0.05
<b>pH</b>	>8
<b>CHLORIDES %</b>	<0.1

ISO 9000



# Plastiment

1/97

## Water Reducing and Retarding Admixture (Types B & D)

### DESCRIPTION

Plastiment is a water-reducing and retarding admixture. Plastiment contains no calcium chloride or any other intentionally added chlorides.

Plastiment meets the requirements of ASTM C-494 Types B and D and AASHTO M194 Types B and D.

### APPLICATIONS

Plastiment is recommended for use whenever high quality concrete with predictable and controlled set times is desired. Use in flatwork and horizontal or vertical slipform placements where a superior surface finish is required.

### ADVANTAGES

Plastiment is highly effective in hot weather concreting to offset the accelerating effects of high ambient temperatures by controlling the heat of hydration. Concrete workability is enhanced and a superior surface finish is obtained.

### BENEFITS

- ▲ In mass concrete pours Plastiment controls temperature rise and reduces the risk of thermal cracking.
- ▲ Initial set times are delayed, allowing time for proper placement and finishing without cold joints in hot weather conditions.
- ▲ Plastiment increases concrete density and delivers increased early and ultimate, compressive and flexural strengths.

▲ For flatwork applications Plastiment acts as a finishing aid, workability is improved, bleeding is controlled and a superior surface finish is obtained.

▲ Lower water cement ratios provide decreased permeability and increased durability.

**Combination with other Admixtures:** Plastiment works effectively as a single admixture or in combination with other admixtures in the Sika System.

### PACKAGING

Plastiment is supplied in 55 gallon (208 liter) drums and bulk delivery.

### STORAGE AND SHELF-LIFE

Plastiment should be stored at above 30°F (-1°C). If frozen, thaw and agitate thoroughly to return to normal state before use.

Shelf life when stored in dry warehouse conditions between 50°F and 90°F (10°C-27°C) is one year minimum.

## HOW TO USE

### DOSAGE

Addition rates of 2 - 4 fl. oz./100 lbs (130-260 ml/100 kg) cement are recommended for general concrete applications. Where extended retardation is required dosage may be increased. Please contact your local Sika Representative for information and assistance.

### MIXING

Add Plastiment at the concrete plant. Measure required quantity manually or by automated dispenser. Add into the sand at the weigh hopper or into the water line at the batch plant.

When used in combination with other admixtures, care must be taken to disperse each admixture separately into the mix. Do not mix with dry cement.

## CAUTION

Skin and eye irritant; avoid contact. The use of NIOSH/MSHA approved respirator, safety goggles and rubber gloves is recommended. Avoid breathing product. Use with adequate ventilation. Remove contaminated clothing.

### FIRST AID

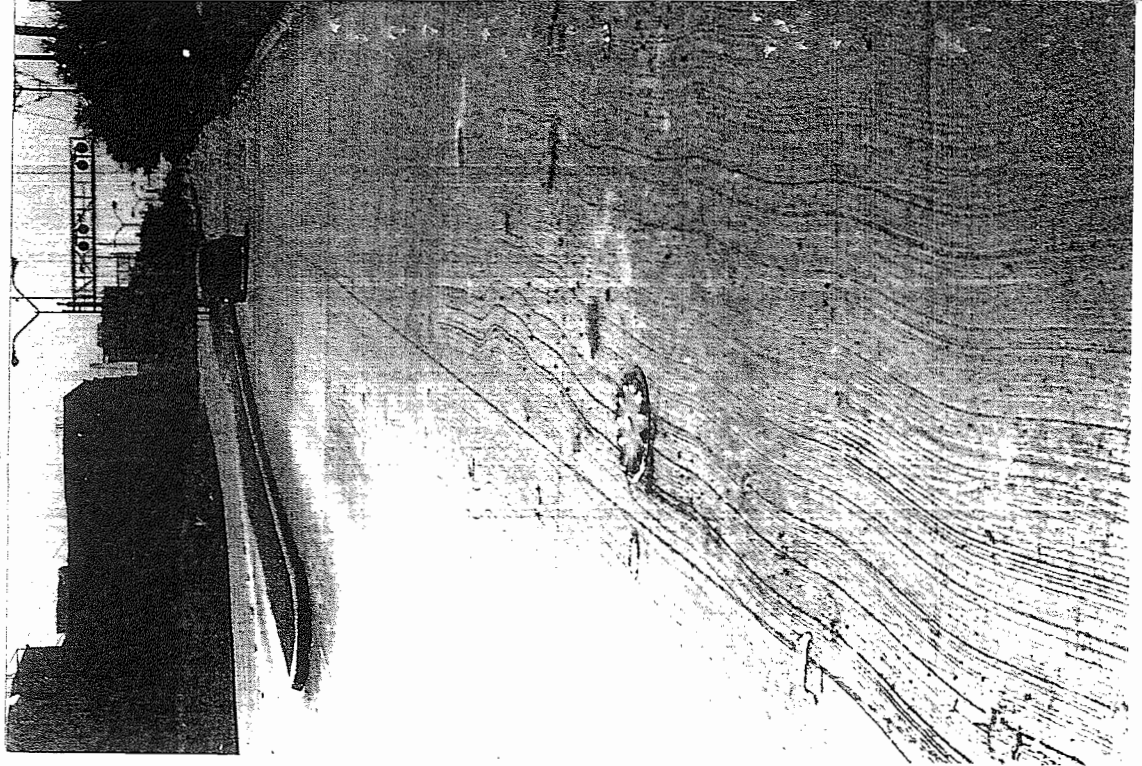
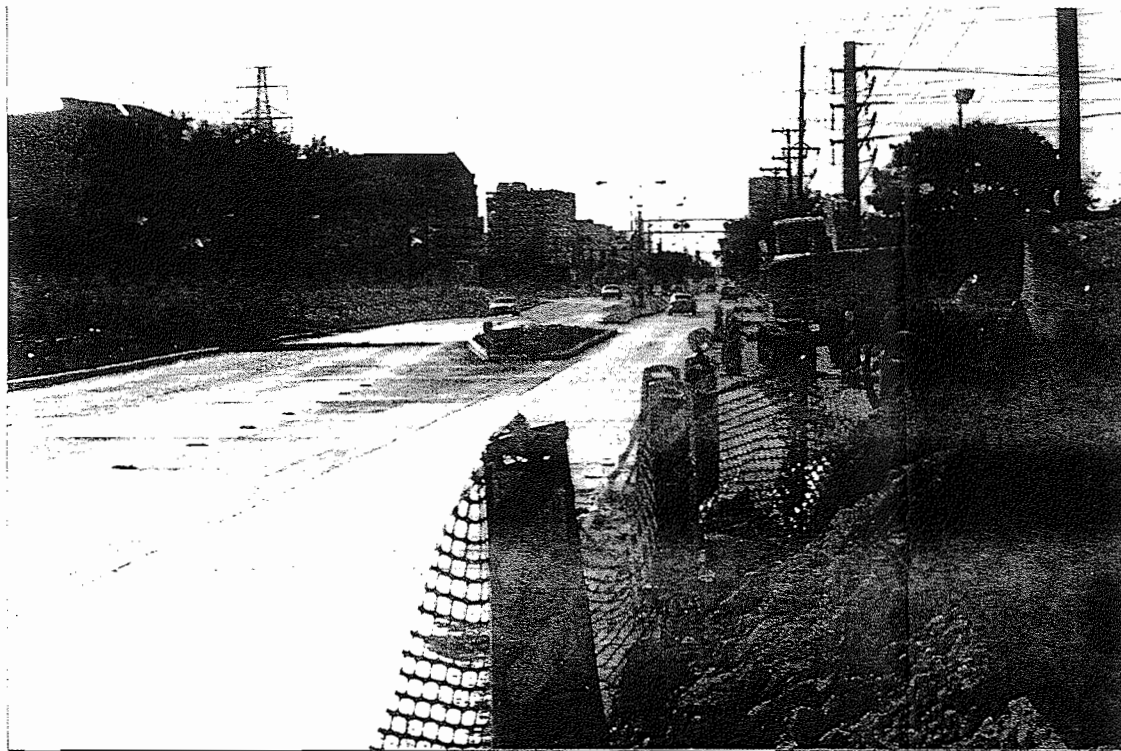
Wash skin with soap and water, in case of eye contact, flush with water for 15 minutes; contact a physician. Wash clothing before re-use.

### CLEAN UP

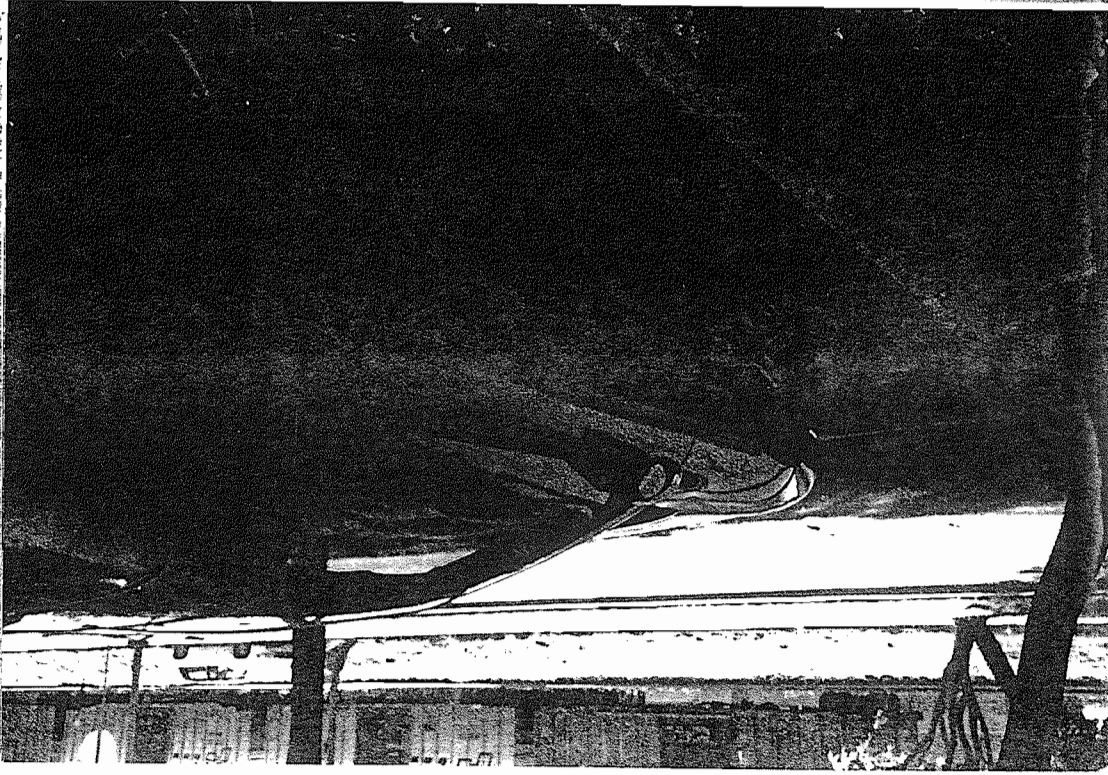
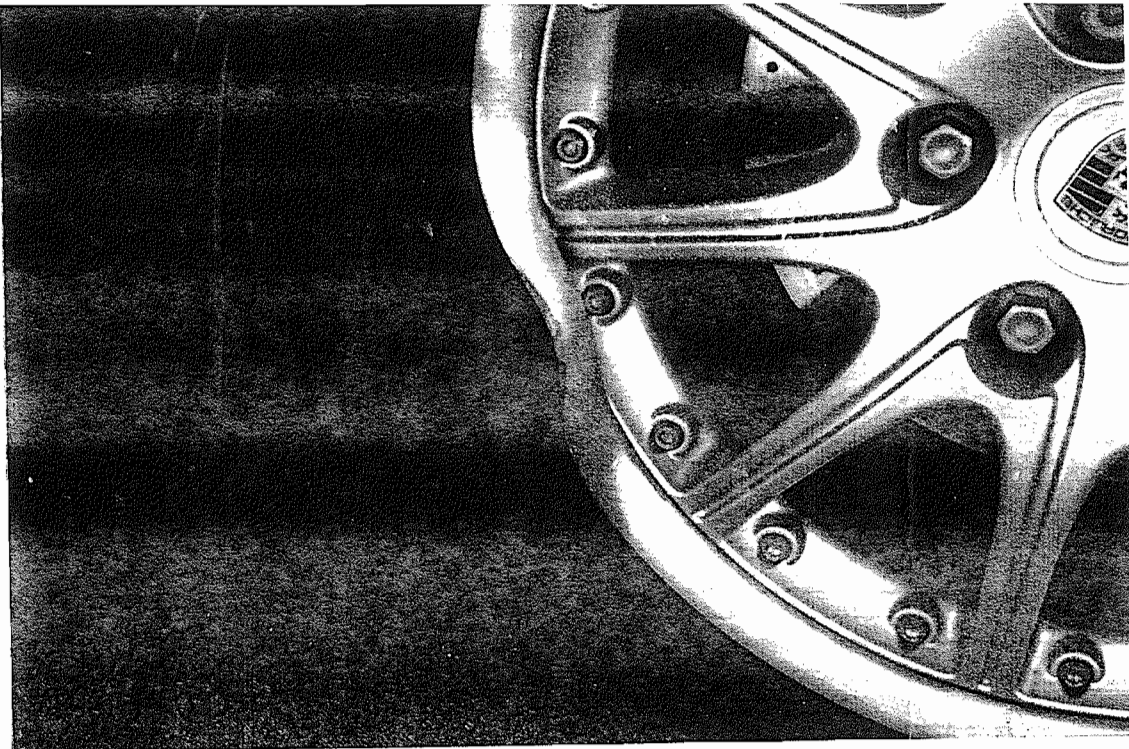
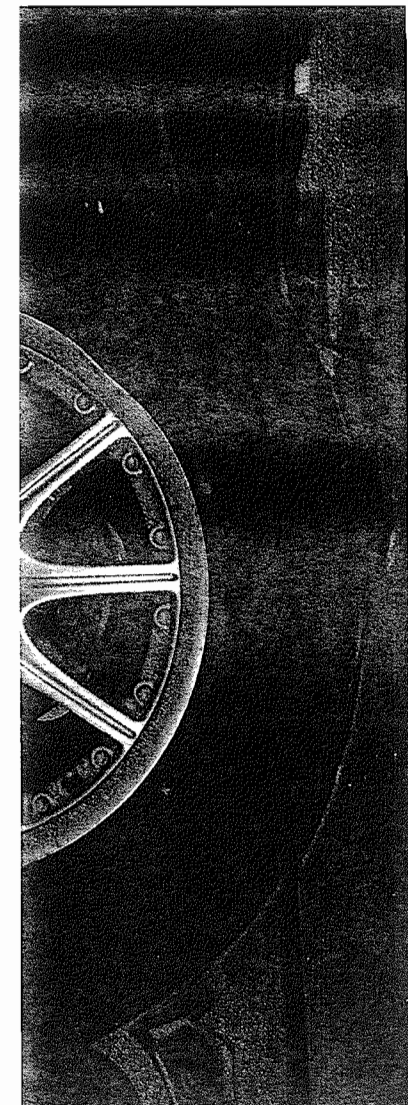
Contain and collect with absorbent material. Dispose of in accordance with local, state and federal regulations.

### TYPICAL DATA FOR PLASTIMENT

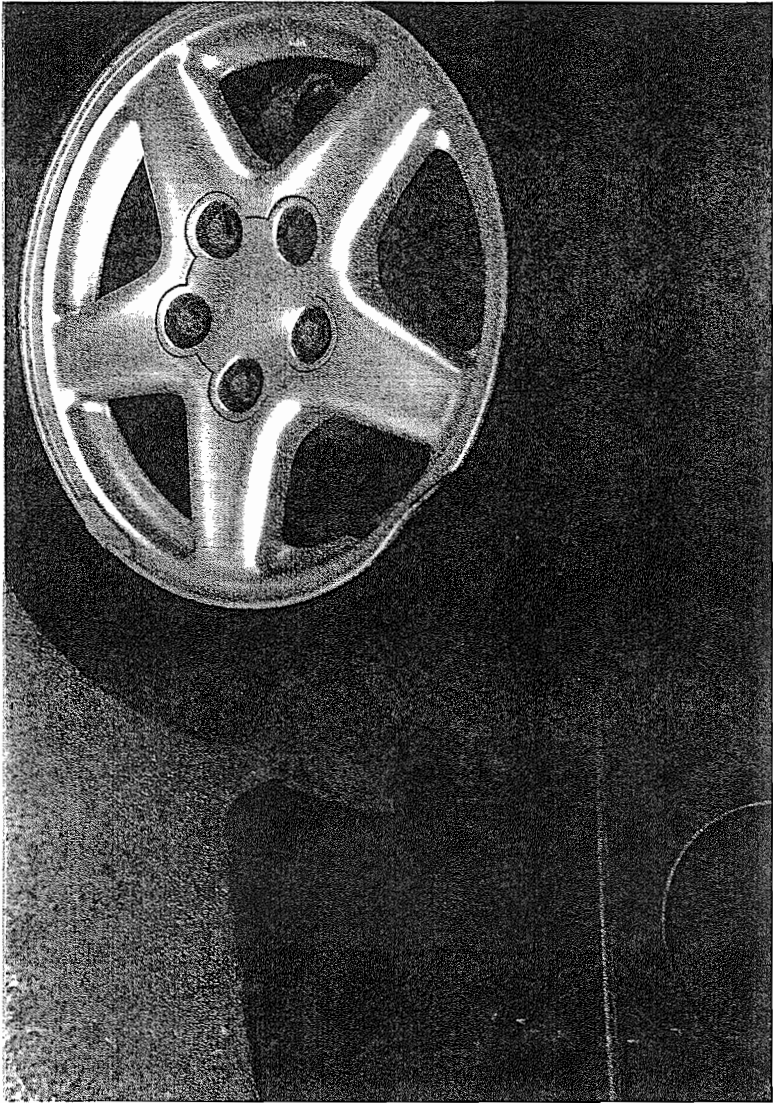
ASTM CERTIFICATION	ASTM C-494 Types B and D
COLOR	Yellow/Green
SPECIFIC GRAVITY g/ml	1.18 ± 0.5
pH	> 8
CHLORIDES %	< 0.1











Addison!

**RON WHITEHEAD**

(972) 450-7028

(972) 450-7043 FAX

Town of Addison 5300 Belt Line Road P.O. Box 9010, Addison, Texas 75001-9010

11-24-03

Chris,

Let's figure this  
out quickly. Have  
we had other claims?  
I don't exactly  
understand what  
happened.

R-

RECEIVED  
NOV 24 2003  
CITY MANAGER

November 19, 2003

Mr. Ron Whitehead  
City Manager, Town of Addison  
P. O. Box 9010  
Addison, Texas 75001

Via CMRRR# 7003 1010 0003 7347 3197

RE: Automobile Accident on Addison Road, north of the railroad tracks on Friday  
October 17, 2003

Dear Mr. Whitehead,

This letter is a request for reimbursement for damages sustained in a single car accident on Addison Road, north of the railroad tracks, in front of the Hasty Mart on October 17, 2003.

On October 17, 2003 my husband was driving our car south on Addison Road. At the time there was significant construction underway. The lanes shifted to single lanes north and south, with the right lane southbound being entirely closed. A large median on the left side of the left lane was directly parallel with an oversized excavator, which was parked in the right lane, all southbound. In the dark, it was impossible to see the median, and drivers veered to the left to avoid the excavator. There was no warning of the right side of the median, which is three to four feet wide. The only warning was located on the far-left side of the median, and there was no flashing or reflective light on it. Additionally, there was no yellow paint on the median curb to give notice of it. Inevitably, the driver's side of the car hit the median with both tires, resulting in two flat tires, two broken rims, and major damage to be repaired.

As we sat in the parking lot of the Mailboxes USA waiting for our taxi to arrive, we witnessed three additional cars hit the same median with the same result. This all happened within a span of fifteen minutes. One of the other drivers who hit the median had witnessed earlier in the evening another person waiting in the same parking lot with a flat tire. I have the phone numbers of two of the other casualties and a license plate of the third.

At this time, I request the reimbursement of my expenses for the damage to my car, which is \$7,105.85. This mishap caused me to be forty minutes late to pick up my young children from their school where the middle school students were conducting a babysitting fundraiser, which is why we did not call a tow truck that evening. My family was not the only group of people affected, the middle school teachers and the director of my children's school, which is located in Addison, Texas were also impacted.

The hope is to resolve this matter quickly and quietly. To expedite matters, I have enclosed copies of the photographs I took the next day illustrating the exact location of the accident, the median, the damage to our car, and the damage to one of the other cars. Also enclosed is the copy of the repair bill to fix our car.

Please do not hesitate to contact me if necessary. I can be reached at home at 972-702-9944 or on my cell phone at 214-497-7899 or by email at [lisaesniak@sbcglobal.net](mailto:lisaesniak@sbcglobal.net). I look forward to resolving this matter quickly.

Sincerely,



Lisa J. Lesniak

Enclosures: 10 photographs  
Repair Bill  
Cc: Jim Lesniak



49589201

6 2 2 1 7 6

Park Place MOTORCARS



Mercedes-Benz

4023 OAK LAWN DALLAS, TEXAS 75219 (214) 559-2310

JAMES J LESNIAK LISA LESNIAK 1526 LAREN LANE DALLAS, TX 75244 HOME: 972-702-9944 BUS: 214-497-7896

\*INVOICE\* DUPLICATE 3 PAGE 1

SERVICE ADVISOR: 709 ARUN MENON

Table with columns: PAINT TRIM, YEAR, MAKE/MODEL, VIN, LICENSE, MILEAGE, TAG. Includes details for PORSCHE 996, WP0AA2993YS621313, L97GZW, 21419/21419, T7597. Also includes dates, warr. exp, promised, po no, rate, payment, inv. date, and options like STK:ETM27868, DLR:653, etc.

Table with columns: LINE, OPCODE, TECH, TYPE, HOURS, LIST, NET, TOTAL. Includes description: CLIENT REPORTS DAMAGE TO LEFT FRONT AND REAR TIRES ADVISE 2RW MOUNT AND BALANCED TIRES AND WHEELS. Lists parts like 678 CPI, 996-362-140-50, etc.

Table with columns: LINE, OPCODE, TECH, TYPE, HOURS, LIST, NET, TOTAL. Includes description: 21419 CP TECH 678 1.50 TU REPLACED BOTH FRONT AND REAR WHEELS AND TIRES ON LEFT SIDE FO VEHICLE. PARTS: 0.00 LABOR: 189.95 OTHER: 0.00 TOTAL LINE B: 189.95

21419 CP TECH 678 3.00 TU PERFRMOED 4 WHEEL THRUST ANGLE ALIGNMENT ON VEHICLE.

Table with columns: LINE, OPCODE, TECH, TYPE, HOURS, LIST, NET, TOTAL. Includes description: C\*\* INSURANCE REQUESTS PERFORM REPAIRS AS PER ESTIMATE C108 REPLACED DAMAGE SUSPENSIONS. Lists parts like 678 CPP, 996-343-041-04 SHOCK ABSORBER, etc.

NOTICE PURSUANT TO §70.001, TEXAS PROPERTY CODE I AM THE PERSON OR AGENT ACTING ON BEHALF OF THE PERSON, WHO IS OBLIGATED TO PAY FOR THE REPAIR OF THE MOTOR VEHICLE SUBJECT TO THE REPAIR CONTRACT. I UNDERSTAND THAT THIS VEHICLE IS SUBJECT TO REPOSSESSION IN ACCORDANCE WITH §9.609 Texas Business and Commerce Code, IF PAYMENT FOR THE REPAIR OF THE MOTOR VEHICLE BY A CHECK, MONEY ORDER, OR A CREDIT CARD TRANSACTION IS STOPPED, DISHONORED BECAUSE OF INSUFFICIENT FUNDS, NO FUNDS, OR BECAUSE THE MAKER OR DRAWER OF THE ORDER OF THE CREDIT CARD HOLDER HAS NO ACCOUNT OR THE ACCOUNT ON WHICH IT IS DRAWN OR THE CREDIT CARD ACCOUNT HAS BEEN CLOSED. Supplies- A token charge equivalent to 8.5% of the labor charge is included for supplies used on your vehicle. Applicable supply items are: nuts, bolts, washers, tape, pins, aerospray, shellac, solvent, rags, carburetor cleaner, towels, solder, battery cleaner, wire, window sealer, pick up and disposal of hazardous waste, etc. DISCLAIMERS OF WARRANTIES Any warranties on the products sold hereby are those made by the manufacturer. The Seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of



Table with columns: DESCRIPTION, TOTALS. Includes rows for LABOR AMOUNT, PARTS AMOUNT, GAS, OIL, LUBE, SUBLET AMOUNT, MISC. CHARGES, TOTAL CHARGES, LESS INSURANCE, SALES TAX, PLEASE PAY THIS AMOUNT

49589201

6 2 2 1 7 6

Park Place  
MOTORCARS



4028 OAK LAWN  
DALLAS, TEXAS 75219  
(214) 559-2310

AMES J LESNIAK  
ISA LESNIAK  
526 LAREN LANE  
DALLAS, TX 75244  
HOME: 972-702-9944 BUS: 214-497-7896

\*INVOICE\*

DUPLICATE 3  
PAGE 2

SERVICE ADVISOR: 709 ARUN MENON

PAINT TRIM	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE	TAG	
LDNIGHT B 00		PORSCHE 996	WPOAA2993YS621313	L97GZW	21419/21419	T7597	
DEL DATE	PRGD DATE	WARR EXP	PROMISED	PG NO	RATE	PAYMENT	INV DATE
17FEB2000	17DEC99	24FEB2004	18:00	30OCT03	VARIABLE	CASH	07NOV2003

R/G OPENED READY OPTIONS: STK:ETM27868 DLR:653 ENG:3.4 Liter  
 TRN:MAN 1)\*\*RC #0548 \*\*WHEEL LOCK KEY #026 2)\*\*  
 17:20 18OCT03 18:47 07NOV03 NO OPEN RE-CALLS 2.10.00

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
1419	CP	TECH	678	10.80	TU	REPLACED DAMAGED SUSPENSION COMPONENTS AS PER INSURANCE ESTIMATE.	

\*\* SUPPLEMENT REPAIRS ON INSURANCE REPLACE LEFT FRONT CONTROL ARM  
 330 REPLACED LEFT FRONT CONTROL ARM.  
 678 CP1 109.72 109.72  
 1 996-341-941-01 TRACK CONTROL ARM 671.59 671.59 671.59  
 PARTS: 671.59 LABOR: 109.72 OTHER: 0.00 TOTAL LINE D: 781.31

1419 CP TECH 678 1.00 TU REPLACED LEFT FRONT CONTROL ARM PER INSURANCE.  
 \*\*\*\*\*  
 \*\* FOUR WHEEL THRUST ANGLE ALIGNMENT.  
 331AP FOUR WHEEL THRUST ANGLE ALIGNMENT.  
 678 CP3 189.95 189.95  
 PARTS: 0.00 LABOR: 189.95 OTHER: 0.00 TOTAL LINE E: 189.95

1419 CP TECH 678 PERFORMED 4 WHEEL THRUST ANGLE ALIGNMENT ON VEHICLE PER INSURANCE. 3.00 TU

EST: 190.00 18OCT03 17:20 SA: 709

- THANK YOU FOR CHOOSING PARK PLACE.
- PLEASE CHECK OUR WEB SITE FOR
- YEAR AROUND SPECIALS.
- WWW.PARKPLACETEXAS.COM --

EXPERTS IN EXCELLENCE

NOTICE PURSUANT TO 570.001, TEXAS PROPERTY CODE  
 I AM THE PERSON OR AGENT ACTING ON BEHALF OF THE PERSON, WHO IS OBLIGATED TO PAY FOR THE REPAIR OF THE MOTOR VEHICLE SUBJECT TO THE REPAIR CONTRACT. I UNDERSTAND THAT THIS VEHICLE IS SUBJECT TO REPOSSESSION IN ACCORDANCE WITH 59.609 Texas Business and Commerce Code, IF PAYMENT FOR THE REPAIR OF THE MOTOR VEHICLE BY A CHECK, MONEY ORDER, OR A CREDIT CARD TRANSACTION IS STOPPED, DISHONORED BECAUSE OF INSUFFICIENT FUNDS, NO FUNDS, OR BECAUSE THE MAKER OR DRAWER OF THE ORDER OF THE CREDIT CARD HOLDER HAS NO ACCOUNT OR THE ACCOUNT ON WHICH IT IS DRAWN OR THE CREDIT CARD ACCOUNT HAS BEEN CLOSED.

Supplies: A token charge equivalent to 8.5% of the labor charge is included for supplies used on your vehicle. Applicable supply items are: nuts, bolts, washers, tape, pins, aerospray, shellac, solvent, rags, carburetor cleaner, towels, solder, battery cleaner, wire, window sealer, pick up and disposal of hazardous waste, etc.

DISCLAIMERS OF WARRANTIES

Any warranties on the products sold hereby are those made by the manufacturer. The Seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of



DESCRIPTION	TOTALS
LABOR AMOUNT	1751.13
PARTS AMOUNT	4946.63
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	0.00
MISC. CHARGES	0.00
TOTAL CHARGES	6697.76
LESS INSURANCE	0.00
SALES TAX	408.09
PLEASE PAY THIS AMOUNT	7105.85

**DURABLE SPECIALTIES, INC.**

P.O. Box 381788  
Duncanville, Texas 75138  
972-296-6324

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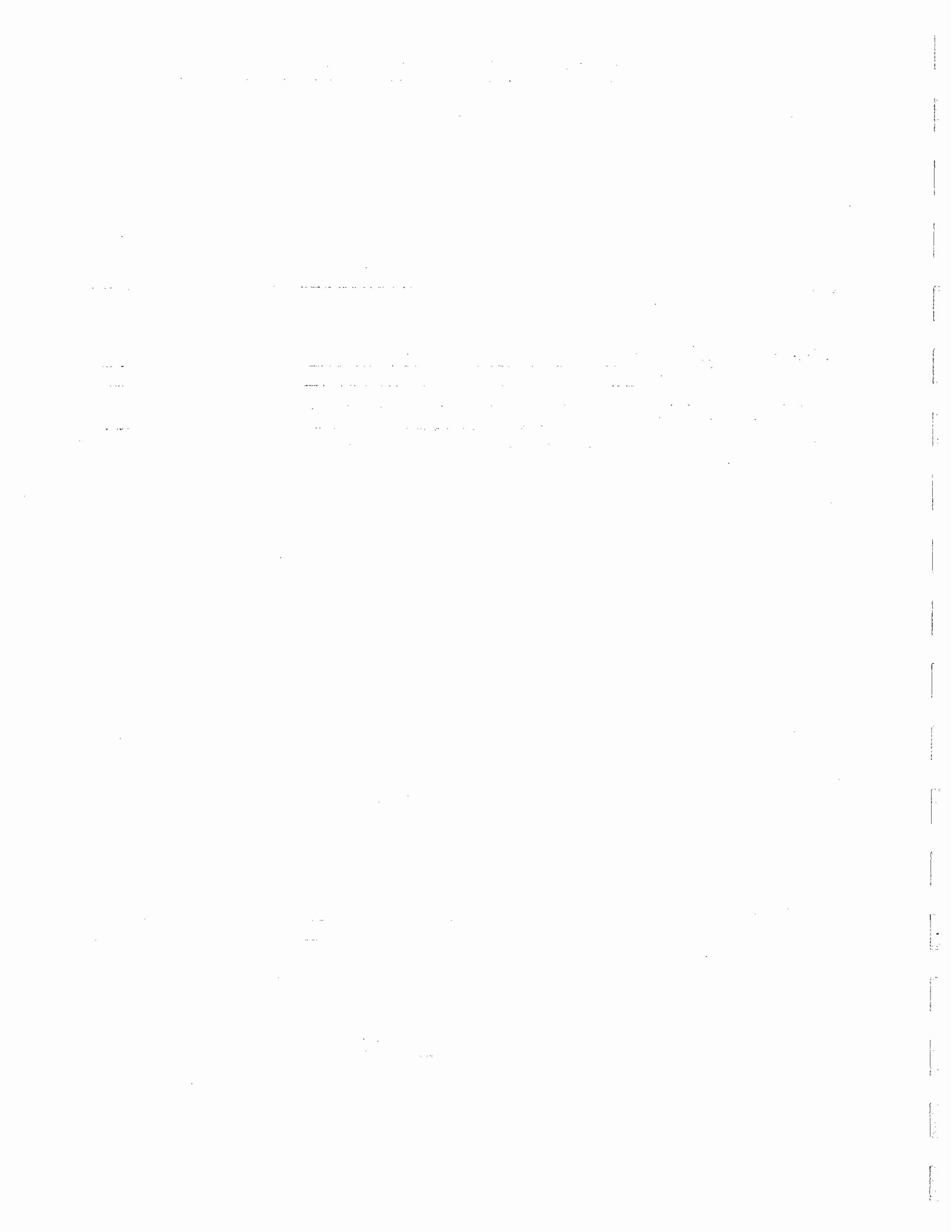
TOWN OF ADDISON PROJECT  
INWOOD/SOUTH QUORUM  
ACCESS – PHASE II  
SUBMITTALS  
DSI #323

# **DURABLE SPECIALTIES, INC.**

P.O. BOX 381788 • DUNCANVILLE, TX 75138 • PHONE 1-972-296-6324 • FAX 1-972-780-7411

## **TABLE OF CONTENTS INWOOD/SOUTH QUORUM ACCESS – PHASE II DSI#323**

- 1. Bare Wire**
- 2. Ground Box**
- 3. Traffic Sign LED Blankout**
- 4. Traffic Signs**
- 5. Signal Pole Concrete Foundation**
- 6. Signal Heads**
- 7. Backplate**
- 8. Astro-Brac**
- 9. Pedestrian Signal Head**
- 10. Opticom Cable**
- 11. Signal Cable 5 and 7 Cndr.**
- 12. Signal Cable 16 Cndr.**
- 13. Pedestrian Push-Button and Sign**
- 14. Directional Sensors**
- 15. Opticom Discriminator**
- 16. Coaxial Cable and 3 Cndr. Signal Cable**
- 17. Video Camera**



# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  
 Under Separate Cover

The following: \_\_\_\_\_  
 Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	#6 BARE

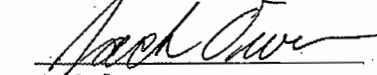
THE ATTACHED IS SUBMITTED FOR:

- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Comments | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved, as noted  | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 304 No. 6 AWG Bare Wire

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator







**Traffic Signal Inc.**  
 1801 BIG TOWN BLVD #700  
 MESQUITE, TEXAS 75149  
 PHONE: (214) 381-2500  
 Fax: (214) 381-2524

# PACKING LIST

DATE
8/1/2003

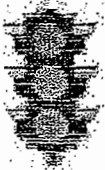
BILL TO

SHIP TO
DURABLE SPECIALTIES 1211 SOUTH ALEXANDER DUNCANVILLE, TX 75137 TAG: 072303

P.O. NO	SHIP VIA	FOB
072303		

ITEM	DESCRIPTION	BACK ORDER	QTY
141517	14/1 STR IMSA 51-7 1 X 2500'	0	2,500
1415170	14/1 STR IMSA 51-7 ORANGE 1 X 2500'	0	2,500
8BCT	8 STR BARE COPPER 1 X 5000', 1 X 4675'	0	9,675
6BCT	6 STR SD BARE CU 2 X 5000'	0	10,000
8XH	8 STR XHHW CU BLACK 6 X 5000'	0	30,000
6xh	6 STR XHHW COPPER BLACK 1 X 5000'	0	5,000
4XH	4 STR XHHW COPPER BLACK 1 X 2500'	0	2,500
14XHW	14 STR XHHW CU WHITE 10 X 2500'	0	25,000
14XH	14 STR XHHW BLACK 10 X 2600'	0	26,000
14XHO	14 STR XHHW CU ORANGE 8 X 2500'	5000	15,000





# TRAFFIC SIGNAL INC.

## CERTIFICATE OF COMPLIANCE

THIS IS TO CERTIFY THAT ALL MATERIAL SHIPPED AGAINST YOUR PURCHASE ORDER  
MEETS ALL REQUIREMENTS OF SPECIFICATIONS APPLICABLE TO THIS ORDER.

DATE 8/01/03

CUSTOMER PURCHASE ORDER NUMBER 072303

TRAFFIC SIGNAL PART NUMBER 6BCT

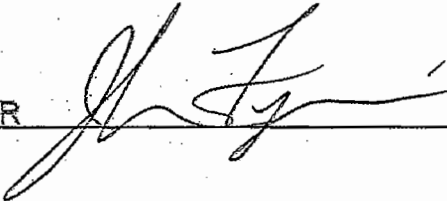
SALES ORDER NUMBER \_\_\_\_\_

QUANTITY SHIPPED 10000' 

LENGTHS SHIPPED 2 X 5000' 

MATERIAL 6 STR BARE COPPER 

UL STYLE NUMBER (IF APPLICABLE) \_\_\_\_\_

BY: JOHN FRAZIER 

# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

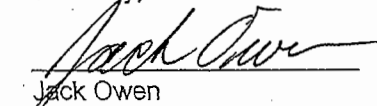
COPIES	DESCRIPTION OR ITEM
1	<u>TXI Concrete Mix Design #0709 and #0728</u>

THE ATTACHED IS SUBMITTED FOR:

- Comments
- Correction & resubmission
- Your use
- Field Use
- Approval
- Estimate
- Your Files
- Fabrication
- Approved as noted
- Field Check
- Pricing only
- Price and Proceed

COMMENTS: Materials to be used for Item 305 Ground Box (Type A) w/  
Apron

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,  
  
 Jack Owen  
 Project Coordinator





May 22, 2003

Durable Specialties  
P.O. Box 381788  
Duncanville, TX 75138

Attn: Mr. Jack Owens

RE: TxDOT Various State Projects Calendar Year 2003

0709 0728



The attached concrete mix designs utilizing the appropriate ASTM C-33 or ASTM C-330 aggregate are proposed for use on the above referenced project for ready-mixed concrete to be furnished by TXI.

To ensure that the correct mix is delivered to your project, please order by the mix design number which appears in the upper left hand corner of the mix design.

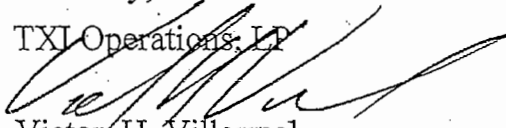
TXI certifies that the above mix designs, when ordered by specified design identity, and delivered by TXI, will meet or exceed the indicated design strength at the designated age when tested in accordance with the applicable and current ASTM Standards C 31, C 39, C 78, C 172, C 293, applicable provisions of C 94, and evaluated in accordance with applicable provisions of the ACI Building Code.

TXI would like to be included on your mailing list to receive all test reports. ASTM C 94 entitles a manufacturer to receive copies of all test reports when strength of concrete is used as a basis for acceptance.

Please contact us if you have any questions or require any additional information. Please notify TXI of approval of the proposed mix designs prior to their use. Failure to notify us prior to first placement shall constitute acceptance. To ensure that the proper mix designs are ordered, please send a copy of this letter, after approval, to the above referenced project to be used by the person ordering the concrete for this job.

Sincerely,

TXI Operations, LP

  
Victor H. Villarreal

Manager - Q.A./Q.C.

## GENERAL NOTES

### Pumping Notes:

1. 5" minimum diameter lines with no reduction to smaller lines.
2. Keep rubber hose to absolute minimum length and plan pipe with as few 90 degree angles as possible.
3. Samples for slump and strength tests should be taken at discharge end of hose for strength guarantee to be valid.
4. To prime pump lines, a minimum of 8.0 sack grout is recommended for lubrication. In the case of strength concrete, equivalent strength grout should be used if the grout remains in the placement.
5. Pump mixes are based on minimum cement content pumped at ground level. As pump line increases in length or height and/or layout configuration changes, mix design modifications may be required to assure strength and pumpability at additional cost to the contractor.
6. TXI cannot control, and is therefore not responsible for excessive loss of entrained air content when loss occurs as a result of boom configuration or free fall discharge from hose. To ensure minimum air loss when pumping, maintain a continuous flow of concrete through the entire length of pipe and do not subject concrete to free fall.
7. The term "pumpable concrete" refers to concrete which is capable of being transported through an apparatus which forces concrete to the placing position through a pipeline or hose as long as the recommendations indicated above are followed. The term "pumpable concrete" does not relate to concrete proportioned in a particular manner or containing a specific type of product.

We are enclosing all available back up data for the referenced mix design(s). If the strength information is not available, or is insufficient, confirmation tests may have to be conducted by your laboratory.

CONCRETE DESIGN WORK SHEET  
(NATURAL AGGREGATES) (METRIC)

County: Dallas  
Project: TxDOT Various Projects (2003)  
Date: May 22, 2003  
Design Num: 0709  
Class: A



AGGREGATE CHARACTERISTICS:

		SOURCE	Specific	SSD Unit Wt.		Fineness Moduls
			Gravity	Kg / m <sup>3</sup>	% Solids	
Fine Aggregate	(FA)	TXI Bell Savoy (Wade)	2.65	1601	60.4%	2.70
Coarse Aggregate	(CA)	TXI Mill Creek (GRADE 4)	2.71	1599	59.0%	
Cement		MIDLOTHIAN TYPE I/II	3.10	3100		
Fly Ash		0	0	0		
Water		CITY	1.00			

ADMIXTURE DOSAGES

(Description)	(Amt. / Batch)	
Daratard 17 or WRDA / Hycol	1.3 to 2.6	ml / Kg
0	0	ml / Kg

AIR ENTRAINING AGENT DOSAGE

(Description)	(Amt. / Batch)	
Daravair-1000	0.3 to 1.3	ml / Kg

DESIGN FACTORS:

Cement Factor	(CF)	279 Kg / m <sup>3</sup>
Coarse Aggregate Factor	(CAF)	0.75
Water Cement Ratio	(WCR)	0.53 L / Kg
Air factor	(AF)	6.00%
Percent Fly Ash	0.00	Specific Gravity (fly ash)

BATCH FACTOR:

Size of Batch (Full Size) = 1000 L = 1.0 m<sup>3</sup>

BATCH DESIGN (ONE SACK)	VOLUMES:	Liters	VOL. TO WT. (Kg) VOL. x 1.00 x SP. GR.	1000 L BATCH WTS.	FULL SIZE BATCH FACTOR	Kg / m <sup>3</sup>
1. Concrete Yield = $\frac{L}{m^3}$	1000	*1				
2. Volume CA = Yield x CAF x Solids	1000 x 0.75 x 0.59 =	442.500	x 1.00 x 2.71 =	1199.18	1.00	1199
Volume Mortar = Yield - Vol. CA	1000 - 442.5 = 557.500	*1				
4. Volume Water = $\frac{WCR \times CF}{100}$	0.53 x 279 =	148.535	x 1.00 x 1.00 =	148.5349	1.00	149
5. Volume Fly Ash = $\frac{CF \times \% \text{ Fly Ash}}{100}$	279 x $\frac{0.00}{3.10}$ % Fly Ash =	0.000	x 1.00 x 0 =	0	1.00	0
6. Volume Cement = (CF/3.10) - Vol. Fly Ash	89.9 - 0.000 =	89.949	x 1.00 x 3.10 =	278.84	1.00	279
7. Volume Entrained Air = Yield x AF	1000 x 6.00% =	60.000				
8. Volume Paste = Water + Fly Ash + Vol. Cement + Air	148.5 + 0.000 + 89.949 + 60 = 298.5 ***					
9. Volume FA = Vol. Mortar - Paste	557.5 - 298.5 =	259.016	x 1 x 2.65 =	686.39	1.00	<u>686</u> 2313
10. Yield (Sumation of 2,4,5,7 & 9 to check No. 1 Above)		= 1000.000				
11. Fine Aggregate Factor = $\frac{\text{Vol. FA}}{\text{FA Solids} \times \text{Vol. Mortar}}$		= $\frac{259.016}{60.4\% \times 557.500}$ = 0.769				Slump: 102 mm max.

\* Correct for free Moisture or Absorption

\*\* Specific Gravity of Fly Ash from Source to be Used

\*\*\* Sum of Steps 4, 5, 6 & 7

REMARKS: Volumes in Above Are Absolute Unless Otherwise Noted  
Water Added at Mixer Must Include the Liquid of the Admixtures



Project: \_\_\_\_\_ Control: \_\_\_\_\_ Section: \_\_\_\_\_ Job: \_\_\_\_\_  
 Cement Type: \_\_\_\_\_ Source: \_\_\_\_\_ Concrete Class: A ←

Beam Number A & B	Date Made	Date Broken	Width	Depth	Factor	Break Pounds	Corrected Break	Avg.	Description	Inspector
67	11/4	11/11/02	5 7/8	6	1.01	665	672	705	Sidewalk, Lake St.	CVH
			6	5 7/8	1.04	710	738			
68	11/7	11/14	6	6 1/8	.96	465	444	496	Sidewalk Driveway on Ramply Cherry	CVH
			6	5 7/8	1.04	525	546			
69	11/8	11/15	6	5 7/8	1.04	530	551	511	Sidewalk Rip Rap	CVH
			6 1/8	6 1/8	.94	500	470			
70	11/12	11/18	6 1/8	6	.98	570	559	535	Sidewalk, Calhoun 17th St.	CVH
			5 7/8	6	1.01	505	570			
71	11/14	11/21	6 1/8	6	.98	435	426	430	Curb & Gutter, Leonard Lane	CVH
			5 7/8	6	1.01	430	434			
72	11/19	11/26	6 1/8	6	.98	530	519	535	Sidewalks, Rio Grande	RM
			6	6	1.0	550	550			
73	11/22	12/02	6	6 1/8	.96	480	461	471	RIP RAP B LONCATR	RM
			6	6 1/8	.96	500	480			
74	11/22	12/02	6 1/8	6	.98	475	464	498	RIP RAP B LONCATR	RM
			6	6	1.0	530	530			
75	12/05	12/12	6 1/8	6 1/8	.94	490	461	509	Inlets E-19 & A-412 (TOPS)	CVH
			6	6 1/8	.96	530	557			
76	12/06	12/13/02	6	6	1.0	418	410	413	Inlets B-28 & B-35 (TOPS)	A CVH
			6	6	1.0	415	415			
77	12/10	12/17/02	6	6 1/8	.96	430	413	407	Drive Cherry & Heusterson	A CVH
			6	6	1.0	400	400			





CONCRETE DESIGN WORK SHEET  
(NATURAL AGGREGATES) (METRIC)

County: Dallas  
Project: TxDOT Various Projects (2003)  
Date: May 22, 2003  
Design Num: 0728  
Class: C



AGGREGATE CHARACTERISTICS:

		SOURCE	Specific	SSD Unit Wt.	% Solids	Fineness Moduls
			Gravity	Kg / m <sup>3</sup>		
Fine Aggregate	(FA)	TXI Bell Savoy (Wade)	2.65	1606	60.4%	2.70
Coarse Aggregate	(CA)	TXI Mill Creek (Grade 4)	2.71	1606	59.0%	
Cement		MIDLOTHIAN TYPE I/II	3.10	1510		
Fly Ash		0	0	0		
Water		CITY	1.00			

ADMIXTURE DOSAGES

(Description)	(Amt. / Batch)	
Daratard 17 or WRDA / Hycol	1.3 to 2.6	ml / Kg

AIR ENTRAINING AGENT DOSAGE

(Description)	(Amt. / Batch)
---------------	----------------

DESIGN FACTORS:

Cement Factor	(CF)	335 Kg / m <sup>3</sup>
Coarse Aggregate Factor	(CAF)	0.71
Water Cement Ratio	(WCR)	0.44 L / Kg
Air factor	(AF)	1.00%
Percent Fly Ash	0.00	Specific Gravity (fly ash)

BATCH FACTOR:

Size of Batch (Full Size) = 1000 L = 1.0 m<sup>3</sup>

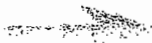
BATCH DESIGN (ONE SACK)	VOLUMES:	Liters	VOL. TO WT. (Kg) VOL. x 1.00 x SP. GR.	1000 L BATCH WTS.	FULL SIZE BATCH	
					FACTOR	Kg / m <sup>3</sup>
1. Concrete Yield = $\frac{L}{m^3}$	1000	*1				
2. Volume CA = Yield x CAF x Solids	1000 x 0.71 x 0.59 =	418.900	x 1.00 x 2.71 =	1135.22	1.00	1135
3. Volume Mortar = Yield - Vol. CA	1000 - 418.9 = 581.100	*1				
4. Volume Water = $\frac{WCR * CF}{100}$	0.44 x 335 =	148.535	x 1.00 x 1.00 =	148.5349	1.00	149
5. Volume Fly Ash = $\frac{CF/3.10 \times \% \text{ Fly Ash}}{100}$	335 x $\frac{0.00}{3.10}$ % Fly Ash =	0.000	x 1.00 x 0 =	0	1.00	0
6. Volume Cement = (CF/3.10) - Vol. Fly Ash	107.9 - 0.000 =	107.939	x 1.00 x 3.10 =	334.61	1.00	335
7. Volume Entrained Air = Yield x AF	1000 x 1.00%	= 10.000				
8. Volume Paste = Water + Fly Ash + Vol. Cement + Air	148.5 + 0.000 + 107.939 + 10 = 266.5 ***					
9. Volume FA = Vol. Mortar - Paste	581.1 - 266.5 =	314.626	x 1 x 2.65 =	833.76	1.00	$\frac{834}{2452}$
10. Yield (Sumation of 2,4,5,7 & 9 to check No. 1 Above)		= 1000.000				
11. Fine Aggregate Factor = $\frac{\text{Vol. FA}}{\text{FA Solids} \times \text{Vol. Mortar}}$	$\frac{314.626}{60.4\% \times 581.100}$	= 0.896	Slump: 102 mm max.			

\* Correct for free Moisture or Absorption

\*\* Specific Gravity of Fly Ash from Source to be Used

\*\*\* Sum of Steps 4, 5, 6 & 7

REMARKS: Volumes in Above Are Absolute Unless Otherwise Noted  
Water Added at Mixer Must Include the Liquid of the Admixtures





1341 West Mockingbird Lane · Dallas, Texas 75247 · 972.647.6700 · www.txi.com

# MATERIAL SAFETY DATA SHEET

## SECTION 1 - IDENTITY

Name	Address
TXI OPERATIONS, LP	1341 MOCKINGBIRD LANE, DALLAS, TEXAS 75247
Emergency Telephone Number	Person Responsible for Preparation
(972) 647-6700	NANCY GARNETT
Common Name (used on label)	Date
CTB OR READY-MIX	NOVEMBER 1998
Chemical Name	Chemical Family
DOES NOT APPLY	DOES NOT APPLY
Trade Name & Synonyms	Formula
CEMENT TREATED BASE (CTB), READY-MIX, CONCRETE MIX, WET CONCRETE, CEMSAND STABILIZING SAND	MIXTURE OF PORTLAND CEMENT, WATER, AGGREGATE AND/OR SAND

## SECTION 2 - HAZARDOUS INGREDIENTS

Hazardous Component	CAS #	% Typical	TLV (Units)	PEL (Units)
AGGREGATE/SAND:				
QUARTZ	14808-60-7	-	0.1 mg/m <sup>3</sup> **	0.1 mg/m <sup>3</sup> **
CRISTOBALITE	14464-46-1	-	0.05 mg/m <sup>3</sup> **	0.05 mg/m <sup>3</sup> **
PORTLAND CEMENT	65997-15-1	*	10 mg/m <sup>3</sup>	15 mg/m <sup>3</sup> (total dust) 5 mg/m <sup>3</sup> **

\*Varies depending on product

\*\*Respirable fraction

PEL: Permissible Exposure Limit established by the Occupational Safety and Health Administration (OSHA).

TLV: Threshold Limit Value established by the American Conference of Governmental Industrial Hygienists (ACGIH).

## SECTION 3 - PHYSICAL DATA

Boiling Point	Specific Gravity (H <sub>2</sub> O = 1)	Vapor Pressure (mm = Hg)
DOES NOT APPLY	APPROXIMATELY 2.4	DOES NOT APPLY
Percent Volatile by Volume	Vapor Density (Air = 1)	Evaporation Rate (n=Butyl Acetate)
0%	DOES NOT APPLY	DOES NOT APPLY
Percent Soluble in Water	Reactivity in Water	
SLIGHT (0.1 - 1.0%)	WILL NOT EVOLVE FLAMMABLE OR TOXIC GASES	
Appearance and Odor		
GRAY, MUD-LIKE, VISCOUS SUBSTANCE. NO ODOR		

### Hazardous Material Information System Identifier (HMIS)

HEALTH = 2    FLAMMABILITY = 0    REACTIVITY = 1    PERSONAL PROTECTION = X

## SECTION 4 - FIRE AND EXPLOSION DATA

Flash Point	Flammable Limits in Air (% by Volume)
WILL NOT IGNITE	Lower: DOES NOT APPLY    Upper: DOES NOT APPLY
Extinguishing Media	Auto Ignition Temperature
DOES NOT APPLY	DOES NOT APPLY
Unusual Fire and Explosion Hazards	
NONE	
Special Fire Fighting Procedures	
NONE	

## SECTION 5 - HEALTH INFORMATION

### Signs and Symptoms of Exposure - (1) Acute Overexposure

CONTACT WITH THE SKIN OR EYES MAY RESULT IN IRRITATION AND/OR ALKALI BURNS.

### Signs and Symptoms of Exposure - (2) Chronic Overexposure

NONE DETERMINED FROM TYPICAL EXPOSURE TO PRODUCT. EXCESSIVE EXPOSURE BY INHALATION TO CONCRETE WHICH IS BEING SAWED, OR OTHERWISE CAUSED TO EMIT PARTICULATES, OVER AN EXTENDED PERIOD OF TIME MAY RESULT IN THE DEVELOPMENT OF PULMONARY DISEASES INCLUDING PNEUMOCONIOSIS AND SILICOSIS, DUE TO THE PRESENCE OF CRYSTALLINE SILICA. OVER TIME, EXPOSURE TO CRYSTALLINE SILICA COULD EVENTUALLY LEAD TO LUNG CANCER.

### Medical Conditions Generally Aggravated by Exposure

DERMATITIS OR OTHER SKIN DISORDERS MAY BE AGGRAVATED BY EXPOSURE.

### Chemical/Component Listed as Carcinogen

QUARTZ, CRISTOBALITE

NTP	IARC	OSHA
YES	YES	NO

### Other Exposure Limits

NONE

### Emergency & First Aide Procedures for Indicated Routes of Entry

**EYE CONTACT:** IMMEDIATELY FLUSH EYES WITH LARGE QUANTITIES OF WATER FOR AT LEAST 15 MINUTES. CONSULT A PHYSICIAN.

**SKIN CONTACT:** IMMEDIATELY WASH SKIN THOROUGHLY WITH SOAP AND WATER.

## SECTION 6 - REACTIVITY DATA

### Stability

STABLE

### Conditions to Avoid

DOES NOT APPLY

### Incompatibility (Materials to Avoid)

MATERIAL IS HIGHLY ALKALINE. CONTACT WITH ACIDS MAY PRODUCE A VIOLENT, EXOTHERMIC REACTION AND MAY EVOLVE TOXIC GASES OR VAPORS, DEPENDING UPON THE ACID INVOLVED.

### Hazardous Decomposition or Combustion Products

DOES NOT APPLY

### Hazardous Polymerization

WILL NOT OCCUR

### Conditions to Avoid

DOES NOT APPLY

## SECTION 7 - SPILL OR LEAK PROCEDURES

### Steps to be Taken in Case Material is Leaked or Spilled

CLEAN-UP OF SPILLS MAY REQUIRE PERSONAL PROTECTIVE EQUIPMENT TO PREVENT DUST EXPOSURES AND PROTECT AGAINST ALKALI BURNS OR IRRITATION. SEE SECTION 8.

### Waste Disposal Method

IF THIS MATERIAL, AS PACKAGED, BECOMES A WASTE, IT DOES NOT MEET THE CRITERIA FOR A HAZARDOUS WASTE AS DEFINED BY THE ENVIRONMENTAL PROTECTION AGENCY UNDER THE AUTHORITY OF THE RESOURCE CONSERVATION AND RECOVERY ACT (40CFR.261). DISPOSE OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.

## SECTION 8 - PERSONAL PROTECTION INFORMATION

### Respiratory Protection

NOT NECESSARY UNDER CONDITIONS OF NORMAL USE. IF MATERIAL IS DRIED AND IS SUBJECT TO CONDITIONS CAUSING DUST TO BE EMITTED, USE NIOSH/MSHA APPROVED RESPIRATORS FOR PROTECTION AGAINST CRYSTALLINE SILICA AND NUISANCE DUSTS.

### Ventilation

NOT NECESSARY UNDER CONDITIONS OF NORMAL USE.

### Protective Gloves

RUBBER, PVC, NEOPRENE OR OTHER IMPERVIOUS MATERIAL.

### Eye Protection

GOGGLES

### Other Protective Clothing or Equipment

RUBBER HIGH TOP BOOTS, ARM SLEEVES AND APRONS MAY BE USED, WHEN NECESSARY, TO PREVENT SKIN CONTACT.

## SECTION 9 - SPECIAL PRECAUTIONS

### Precautions to be Taken in Handling & Storing

SHOULD BE STORED IN A MANNER TO PREVENT CONTACT WITH STRONG ACIDS.

### Other Precautions

NONE

TXI015



**ARMORCAST PRODUCTS COMPANY**

Engineered Enclosures for the Utility Industry

**TX DOT**

WOMEN & MINORITY BUSINESS ENTERPRISE (WMBE)  
CLEARINGHOUSE

CERTIFICATE OF ELIGIBILITY

VERIFICATION EXPIRATION DATE: 8/25/02

The Women & Minority Business Enterprise (WMBE) Clearinghouse hereby certifies that it has audited and verified the eligibility of **ARMORCAST PRODUCTS CO** of **NORTH HOLLYWOOD, CA** as a WBE pursuant to California Public Utilities Commission (CPUC) General Order 156, and the terms and conditions stipulated in the Verification Application Package. This Certificate shall be valid only with the Clearinghouse seal affixed hereto.

Eligibility must be maintained at all times, and renewed within thirty (30) days upon any changes of ownership or control. The Clearinghouse may reconsider WMBE status if it is determined that such status was obtained by false, misleading or incorrect information. Failure to comply may violate Section 8285 of the Public Utilities Code cited in the Verification Application which can result in a denial of eligibility. Deverification may occur if, in a formal opinion, the California Public Utilities Commission determines that a WMBE Verification criterion under which eligibility was awarded becomes invalid. The Clearinghouse may request additional information or conduct on-site visits during the term of verification to verify eligibility.

This certification is valid only for the period that the above named firm remains eligible as determined by the Clearinghouse. Utility companies may direct inquiries concerning this Certificate to the WMBE Clearinghouse at (800)869-7385 in Los Angeles and (800)359-7998 in San Francisco.

VON: 90DS0001

August 27, 1999



All Boxes sold as Assemblies unless ordered as BOX ONLY.

## TEXAS DOT 20K SPLICE BOXES

In compliance with TXDOT 2001 specifications. Box base and cover constructed of "RPM", Reinforced Polymer Concrete.

Includes 1/2" captive SS Hex-head bolts.

Unistrut bolt down with floating nut in box base.

Non-Skid cover surface. 0.5 minimum friction coefficient.

Cover Identifications – Inside

1. Armorcast Logo and Date
2. Cover part number

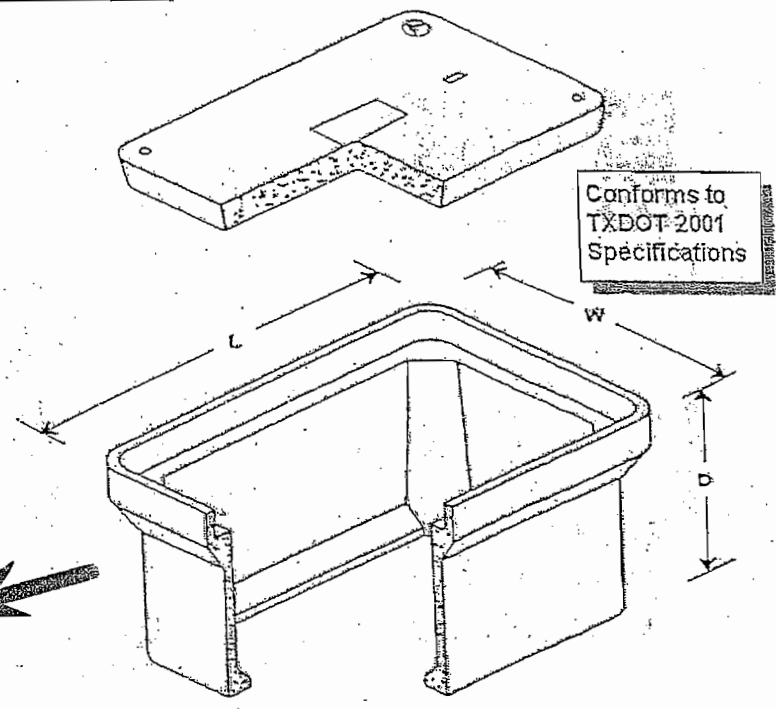
Box Identifications – Inside and Outside

1. Armorcast Logo and Date
2. Box part number

1" High lettering on cover.

All covers read "Danger High Voltage" Additional logos added per job specs

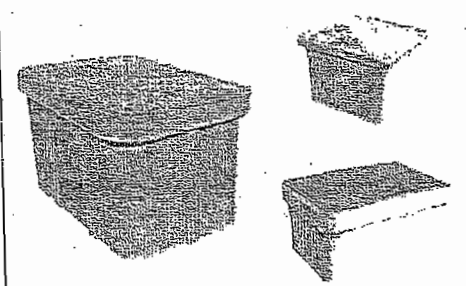
Specify Additional Logos when ordering: Traffic Signal; TXDOT Signal; Illumination; Lighting; Fiber Optics; Communications as these appear on TXDOT specifications.



Additional District logos have included: Pedestrian Lighting; FTM; Telephone; Call Box; Emergency Shut-Off.

TXDOT	Dimensions	Assembly Part Number	Assembly Qty	Per Pallet	Rep. Part Number
Type "A"	13 x 24 x 12	A6001946TAPCX12	90	20	A6001866T
Type "B"	13 x 24 x 24 Stacked	A6001945TAPC-Stacked	140	15	A6001866T
Type "C"	17 x 30 x 12	A6001640TAPCX12	132	12	A6001643T
Type "D"	17 x 30 x 22	A6001640TAPCX22	175	6	A6001643T
Type "E"	17 x 30 x 18	A6001640TAPCX18	156	6	A6001643T
Type "F"	17 x 30 x 18	A6001640TAX18	128	16	A6001643T

Popular 20K Polymer Concrete Splice Boxes. Contact Factory Representative for additional sizes.



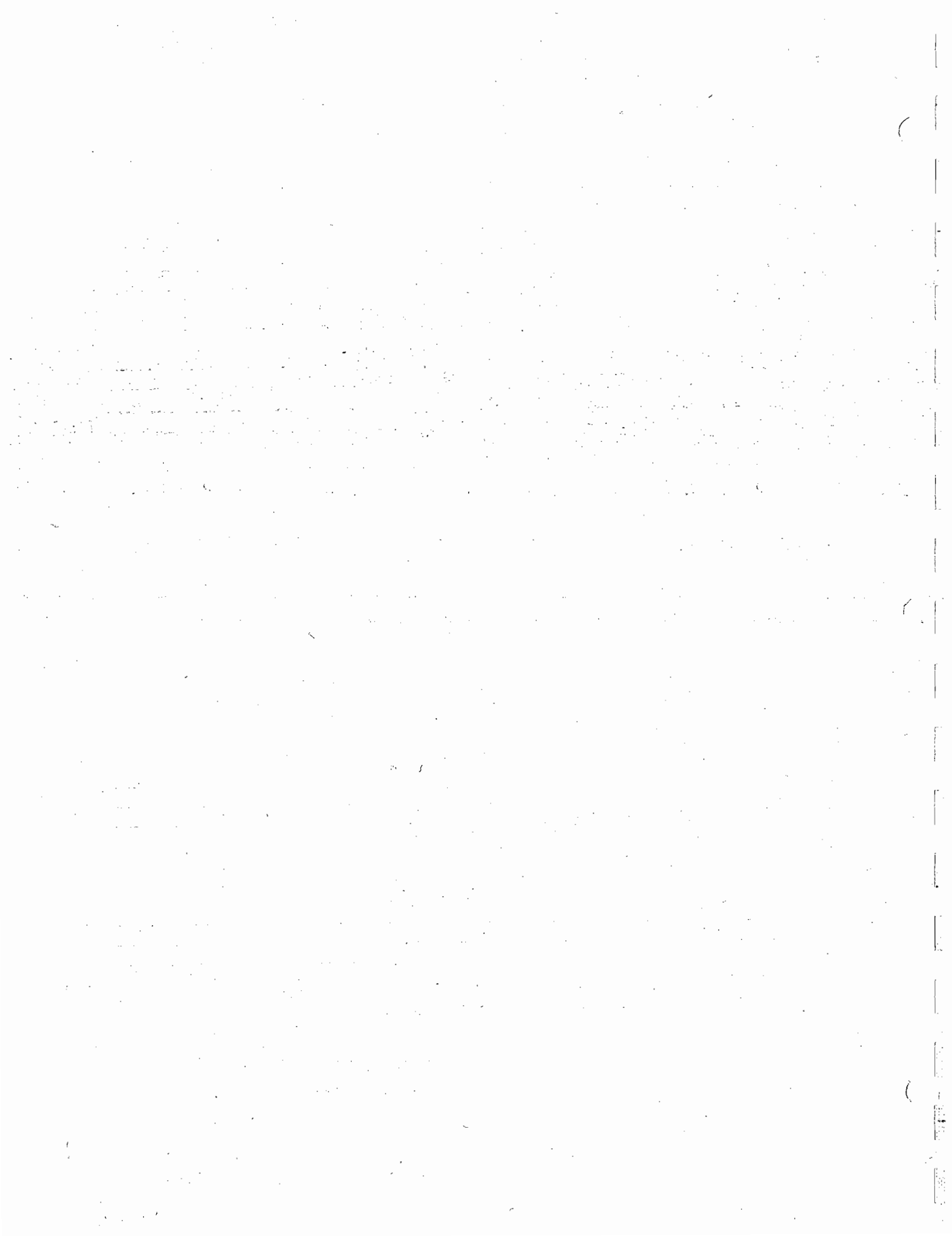
N x L x D	Assembly Part Number	Assembly Qty	Per Pallet
12 x 12 x 12	A6001423TAPCX12	42	27
12 x 18 x 12	A6001425TAPCX12	56	18
24 x 36 x 12	A6001974TAPCX12	195	6
24 x 36 x 18	A6001974TAPCX18	220	4
24 x 36 x 24	A6001974TAPCX24	270	2
30 x 48 x 12	A6001430TAPCX12	270	2
30 x 48 x 18	A6001430TAPCX18	300	2
30 x 48 x 24	A6001430TAPCX24	370	1
30 x 48 x 30	A6001430TAPCX30	520	1
30 x 48 x 48	A6001430TAPCX48	580	1



ARMORCAST PRODUCTS COMPANY  
 13230 Saticoy St. North Hollywood, CA 91605  
 Phone: 818: 982-3600 Fax 818:982-7742  
 www.info@armorcastprod.com

TXBOX-1 0908-1  
 RPLCS 0715-1





# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following:  
 Under Separate Cover  Prepared by: \_\_\_\_\_

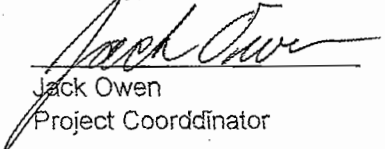
COPIES	DESCRIPTION OR ITEM
1	30" x 30" 1 Message

THE ATTACHED IS SUBMITTED FOR:

- Comments
- Correction & resubmission
- Your use
- Field Use
- Approval
- Estimate
- Your Files
- Fabrication
- Approved as noted
- Field Check
- Pricing only
- Price and Proceed

COMMENTS: Materials to be used for Item 306 Traffic Sign (SR3-1)  
(Mast Arm mounted) (LED Blankout)

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,  
  
 Jack Owen  
 Project Coordinator



P:2/2

AUG-7-2003 THU 13:46 TEL:8178319407

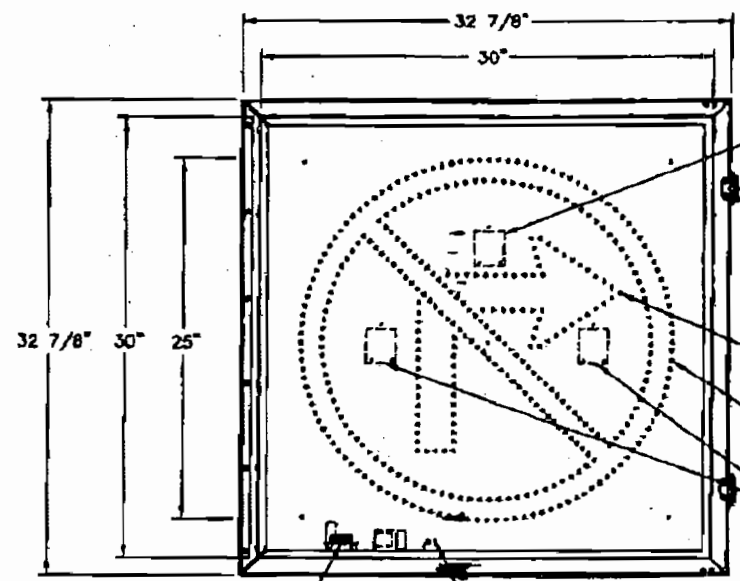
ISD:01

AUG-7-2003 14:15 FROM:PARADIGM TRAFFIC SYS SYS 1041821810

NAME:PARADIGM TRAFFIC SYSTEMS P. 1

THIS DRAWING OR SPECIFICATION IS CONFIDENTIAL AND PROPRIETARY TO NATIONAL SIGN AND SIGNAL INC. AND IT MAY NOT BE REPRODUCED, USED, OR DISCLOSED TO OTHERS WITHOUT THE WRITTEN CONSENT OF NATIONAL SIGN AND SIGNAL INC.

# FIXED



RESISTOR BOARD ASSYS. (102-1040)  
(1 RECD. FOR ARROW)

VISOR  
(.063 ALUM.)

1/4-TURN LOCKS  
(S.S.)

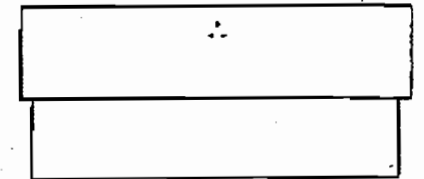
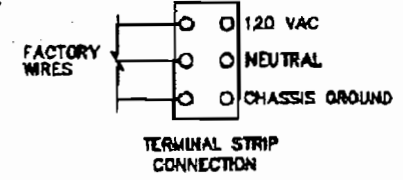
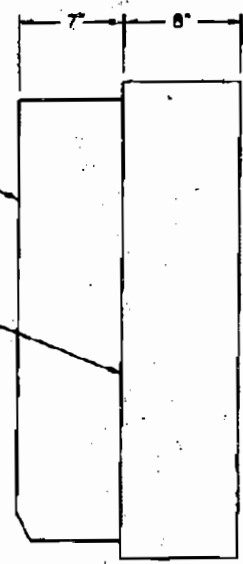
WHITE LED'S  
(QTY. 80)

RED LED'S  
(QTY. 308)

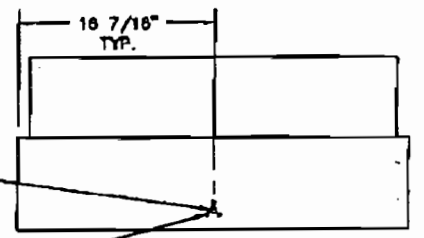
RESISTOR BOARD ASSYS. (102-1020)  
(2 RECD. FOR CIRCLE & DIAGONAL)  
EACH HELD IN PLACE WITH ONE (1)  
#4-40 x 3/4" SCREW, HEX NUT,  
AND TWO (2) #4-40 x 3/16" MALE/  
FEMALE THREADED SPACER ASSY.  
(118-1000), AND #4-40 x 3/16" SCREWS

POWER SUPPLY ASSY. (101-1010)  
AND TRANSFORMER (118-1050)

TERMINAL STRIP



TOP VIEW  
(NOT TO SCALE)



BOTTOM VIEW  
(NOT TO SCALE)

1/2" DIA. WIRE ENTRY HOLE

3/8" DIA. DRILL, 3 PLACES  
DRILLED TO MATCH PELCO /  
TRI-STUD FOR MAST ARM  
MOUNT. PELCO BRACKET  
PROVIDED BY OTHERS.

### NOTES:

1. MESSAGE SHALL BE FORMED BY SINGLE ROWS OF RED & WHITE LED'S SPACED AT 5/8" O.C. (NOMINAL).
2. MESSAGE COLORS: CIRCLE & DIAGONAL - RED ILLUMINATION.  
ARROW - WHITE ILLUMINATION.
3. MESSAGE SHALL COMPLETELY BLANK OUT WHEN NOT ENERGIZED.
4. LED'S SHALL BE PROTECTED BY A MATTE/CLEAR POLYCARBONATE LENS AND SHALL MINIMIZE ANY UNWANTED REFLECTIONS.
5. HOUSING SHALL BE DRILLED TOP AND BOTTOM FOR PELCO TR-STUD BRACKET. 1/2" DIA. HOLE PROVIDED IN BOTTOM OF HOUSING FOR WIRE ENTRANCE.
6. HOUSING SHALL MEET THE REQUIREMENTS OF NEMA TYPE 4 ENCLOSURES.
7. SIGN SHALL BE EQUIPPED WITH FOUR (4) 3/16" DIA. WEEP HOLES LOCATED IN THE LOWER CORNERS OF THE HOUSING.
8. ENTIRE HOUSING ASSY. SHALL BE ACID ETCHED AND PAINTED WITH TWO COATS OF ZINC-CHROMATE PRIMER, DOOR FRAME, FACE PLATE, AND INTERIOR OF HOUSING AND VISOR SHALL BE PAINTED WITH TWO COATS OF HIGH QUALITY FLAT BLACK ENAMEL. EXTERIOR OF HOUSING SHALL BE PAINTED WITH TWO COATS OF HIGH QUALITY SEMI-GLOSS BLACK ENAMEL.
9. APPROXIMATE WEIGHT OF SIGN ASSY. - 80#

UNLESS OTHERWISE SPECIFIED,  
ALL DIMENSIONS HAVE A  
TOLERANCE OF: ± 1/4"

**N** NATIONAL SIGN AND SIGNAL  
301 S. ARMSTRONG RD BATTLE CREEK, MI 49015

DRAWN BY: P.H.

TITLE  
30" x 30" 1 MESSAGE / 1-WAY  
LED BLANK-OUT SIGN

DATE: 11/29/99

OUR JOB NO.

CUSTOMER/JOB NO:  
PARADIGM  
P303241-01-VAR

SCALE	REVISION	SIZE	DRAWING NO.
1:12		A	S449LED-5

NO. 8562 P. 1/1

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The text notes that records should be kept for a minimum of seven years and should be accessible to authorized personnel at all times.

2. The second part of the document outlines the specific requirements for record-keeping. It states that all transactions must be recorded in a clear and concise manner, using a standardized format. This includes recording the date, amount, and description of each transaction. The text also requires that records be kept in a secure and protected environment, with access restricted to authorized personnel only.

3. The third part of the document discusses the role of internal controls in ensuring the accuracy of records. It notes that internal controls should be designed to prevent errors and fraud, and to ensure that all transactions are properly recorded. The text emphasizes that internal controls should be regularly reviewed and updated to reflect changes in the business environment.

4. The fourth part of the document discusses the importance of training and education for personnel involved in record-keeping. It states that all personnel should receive appropriate training and education to ensure that they are able to perform their duties accurately and efficiently. The text also notes that training should be ongoing and should cover both technical and ethical aspects of record-keeping.

5. The fifth part of the document discusses the role of external audits in ensuring the accuracy of records. It notes that external audits are conducted by independent auditors who are not affiliated with the organization. The text states that external audits provide an objective assessment of the organization's financial records and internal controls, and that they are essential for the credibility of the financial statements.

6. The sixth part of the document discusses the importance of transparency and disclosure in record-keeping. It notes that organizations should be transparent about their financial records and should disclose any material information that may affect the financial statements. The text emphasizes that transparency and disclosure are essential for the confidence of investors and other stakeholders.

7. The seventh part of the document discusses the role of technology in record-keeping. It notes that technology can be used to improve the accuracy and efficiency of record-keeping, and that it can also be used to detect and prevent fraud. The text states that organizations should invest in appropriate technology and should ensure that it is used in a secure and protected environment.

8. The eighth part of the document discusses the importance of compliance with applicable laws and regulations. It notes that organizations must comply with all applicable laws and regulations, including those related to record-keeping. The text emphasizes that compliance is essential for the integrity of the financial system and for the ability to detect and prevent fraud.

9. The ninth part of the document discusses the role of the board of directors in ensuring the accuracy of records. It notes that the board of directors is responsible for overseeing the organization's financial records and internal controls, and that it should ensure that all transactions are properly recorded. The text states that the board of directors should regularly review the financial records and internal controls, and should take appropriate action to address any deficiencies.

10. The tenth part of the document discusses the importance of a strong corporate culture in ensuring the accuracy of records. It notes that a strong corporate culture that emphasizes integrity and ethical behavior is essential for the accuracy of records. The text states that organizations should foster a culture of integrity and ethical behavior, and should ensure that all personnel are held accountable for their actions.

# DURABLE SPECIALTIES, INC.

TO: Town of Adalison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Adalison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	Sign mounting hardware

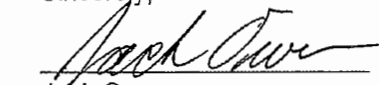
THE ATTACHED IS SUBMITTED FOR:

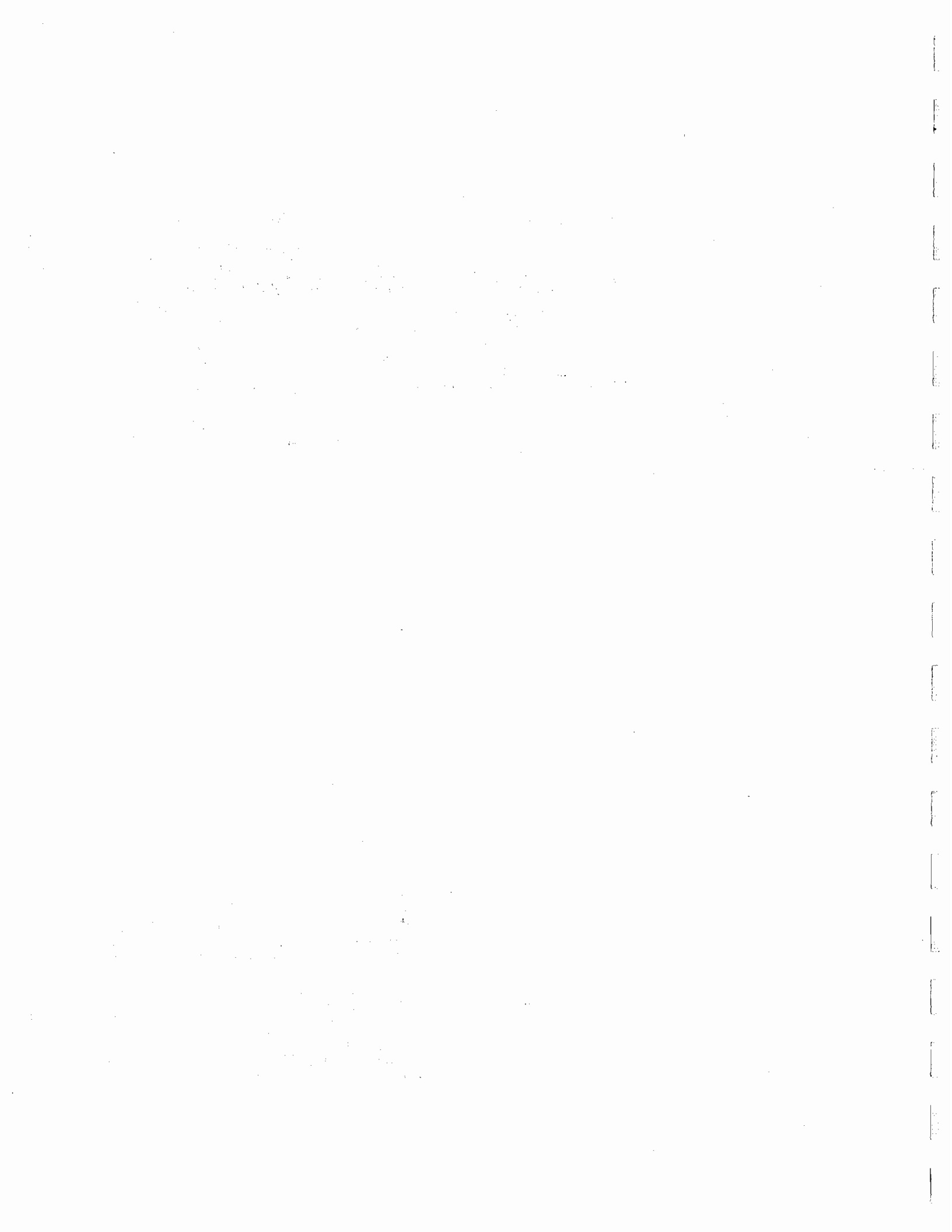
- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input type="checkbox"/> Comments            | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 307 308 309 310  
Traffic Sign (SR3-4) (SR3-8) (R3-5) (R10-12S) (Mast Arm Modnt)

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator



# SIGNFIX STAINLESS STEEL CLAMPS

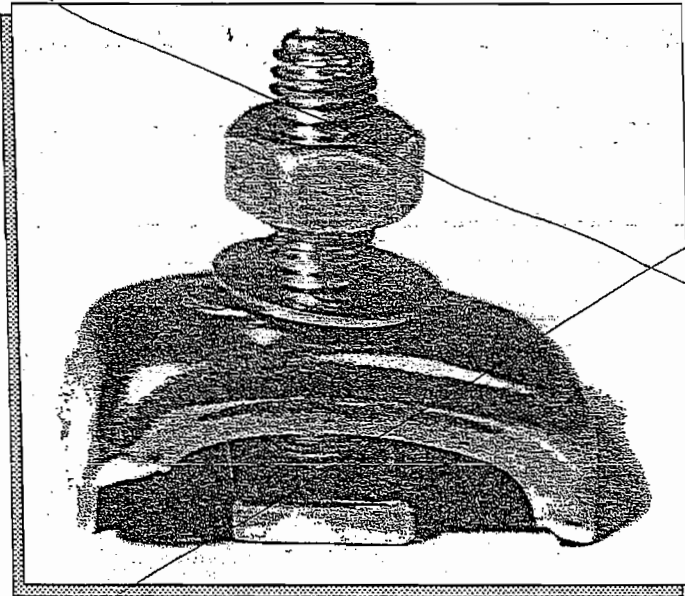
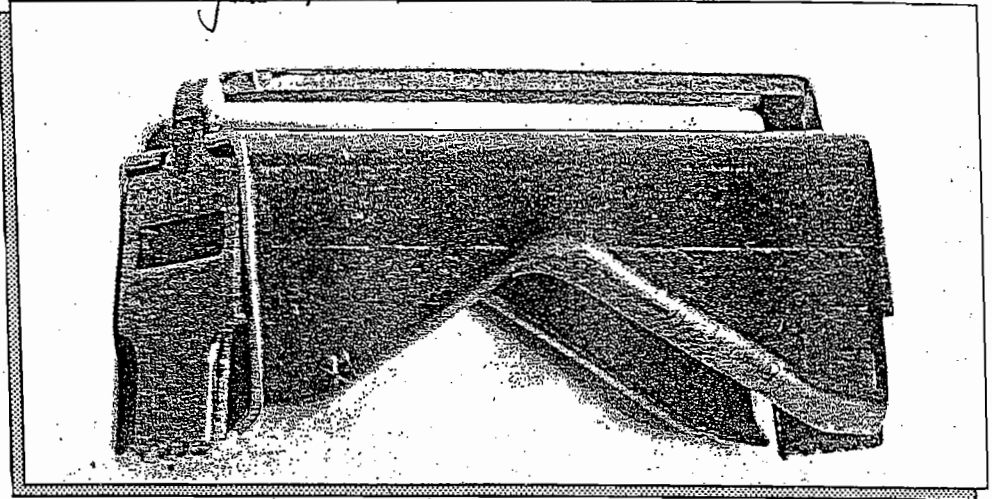
*Signs hardware*



## UNIVERSAL CHANNEL CLAMP

- Attaches to any diameter post
- 12 gauge stainless steel

(HPN 034)



## RSJ CLAMP

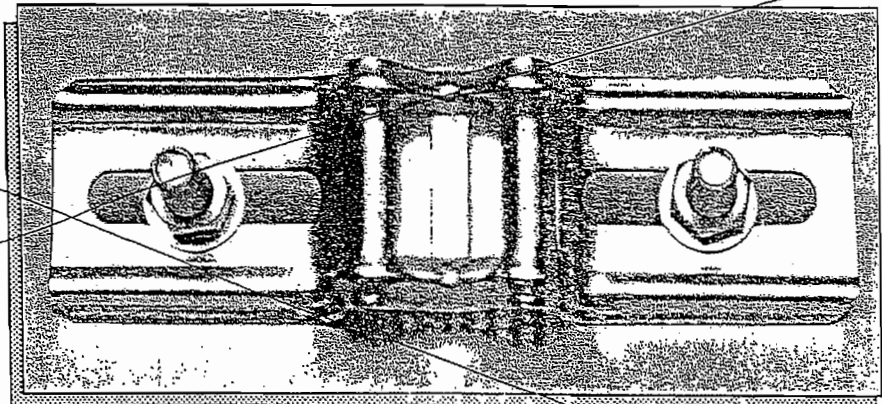
- Attaches to I-beam or U- channel post
- 14 gauge stainless steel
- Square-head bolt with nyloc nut prevents loosening of clamp

(HPN 101)

## LIGHTWEIGHT STIFFENER CLAMP

- Attaches to post up to 2-3/8 in diameter
- All stainless steel
- Bolts to channel

(HPN 181)



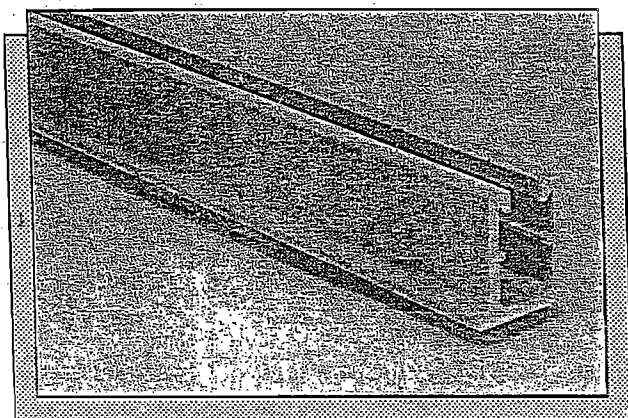
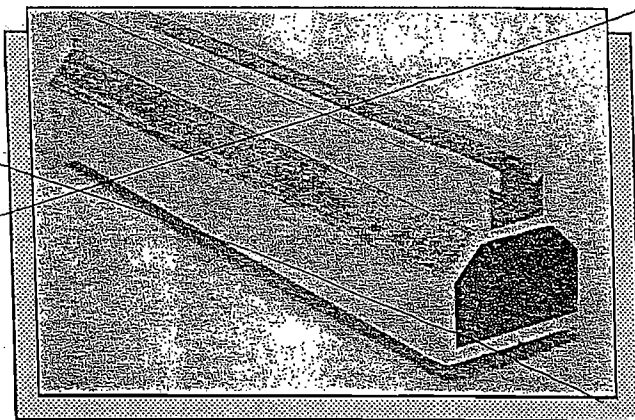
For information: J.O. Herbert Company Inc. 800-874-8385



# SIGNFIX ALUMINUM EXTRUSIONS

## Large Extrusion HPN055

- \*6061-T6 Aluminum
- \*Supports signs 10 ft to 30 ft in width
- \*16 ft stock lengths
- \*Joining section (HPN049) designed to join large extrusion to create length in excess of 16 ft.



## Medium Extrusion HPN053

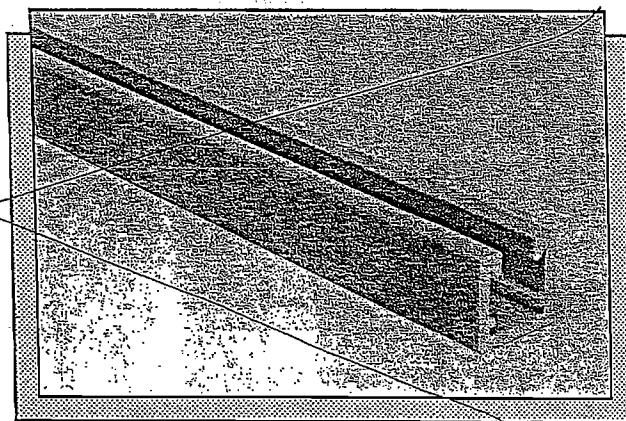
*Signs hardware*

- \*6061-T6 Aluminum
- \*Supports signs 3 ft to 18 ft in width
- \*10 ft stock lengths
- \*Medium coupling (HPN051) designed to join medium extrusions to create length in excess of 10 ft.



## Small Extrusion HPN052

- \*6061-T6 Aluminum
- \*Supports signs up to 3 ft in width
- \*10 ft stock lengths



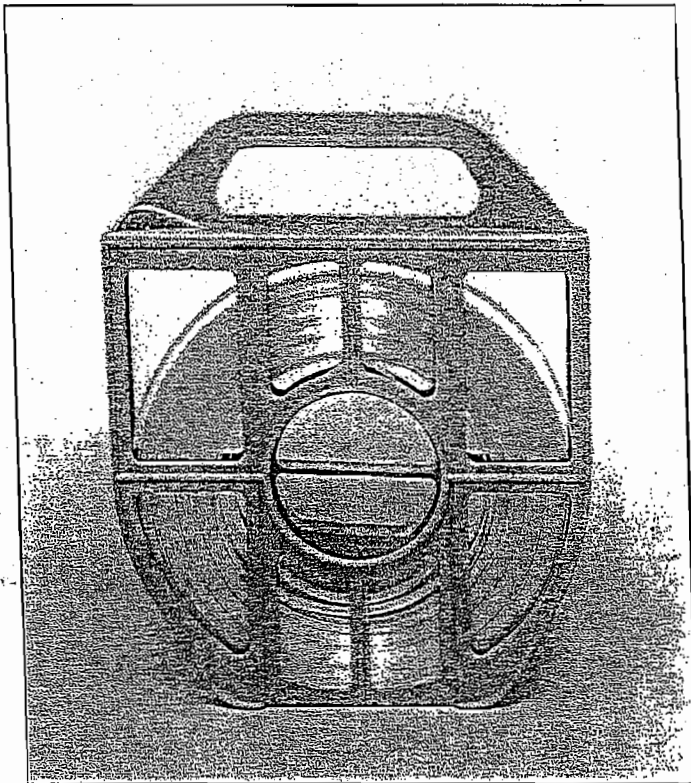
### Advantages:

- \* Meets AASHTO Standard Specifications 1985 for Structural Support
- \* Each Extrusion Works With All Signfix Stainless Steel Clamps
- \* Extrusions Offer Proper Support To The Sign Blank For Maximum Reflectivity
- \* Extrusions And Hardware Offer Framework Capabilities For Multiple Sign Installations
- \* Extrusions Can Be Attached To The Sign Blank Without Damaging The Reflective Sheeting
- \* Signfix Products Will Mount To Any Type Pole Or Post

For information: J.O. Herbert Company Inc. 800-874-8385

# SIGNFIX BANDING PRODUCTS

*Signs  
hardware*



## Signfix features:

### \*PVC container

- Center spool recoils excess band to prevent waste
- Prevents injury by storing end of band
- Waterproof
- Protects band
- Handle for easy carrying

### \*AISI 201 stainless

- Best for street name and regulatory signing
- Corrosion resistance
- Superior strength
- Signlife performance
- Excellent tensile properties

Color Coded PVC container identifies the different widths of band

Part Number	Color	Width-inches	Thickness-inches	Weight-lbs
HPN-209	BLUE	1/2	0.030	5.1
HPN-109	GREEN	5/8	0.030	6.4
HPN-127	RED	3/4	0.030	7.7

Specify AISI 201 Stainless Steel To Insure Proper Strength

MINIMUM BREAKING STRENGTH				
	Type 201	Type 304	Type 316	Carbon Steel
Width-inches	Force	Force	Force	Force
1/2	1465	1130	1200	1125
5/8	1835	1410	1500	1405
3/4	2350	1890	1800	1690

Values shown in pounds

## Chemical Composition

C	S	Mn	P	S	Cr	Ni	N
0.08	1.0	6.00	.045	0.30	16.0	3.5	0.25
Max	Max	7.50	Max	Max	18.0	5.0	Max

## REGULAR BUCKLE

*Signs  
hardware*

\*Available in widths 1/2", 5/8", 3/4"

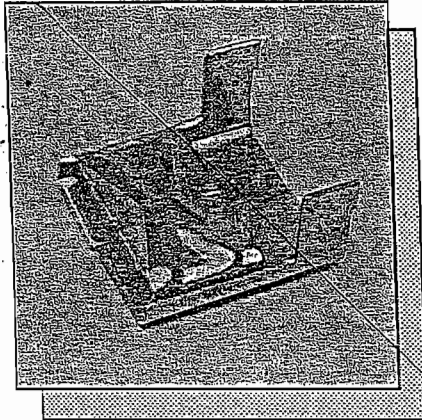
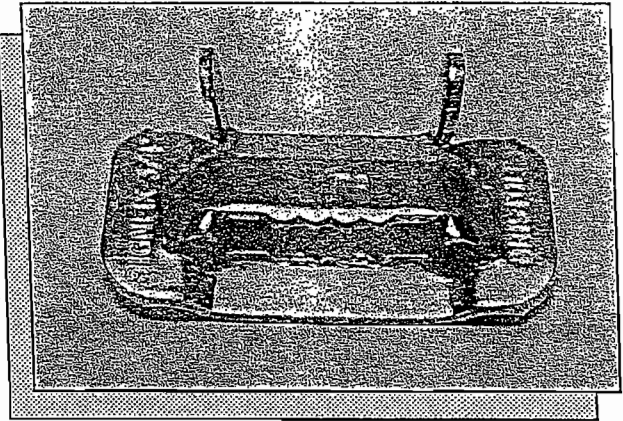
\*Type 201 stainless steel

\*For use with .030" and .036"  
thick stainless steel band

HPN210 - 1/2"

HPN110 - 5/8" ←

HPN128 - 3/4"



## LIGHTWEIGHT BUCKLES

\*Available in widths 3/8", 1/2", 5/8", 3/4"

\*Type 201 stainless steel

\*For use with .020" thick stainless steel band

HPN205 - 3/8"

HPN206 - 1/2"

HPN207 - 5/8"

HPN208 - 3/4"

## SCREW BUCKLES

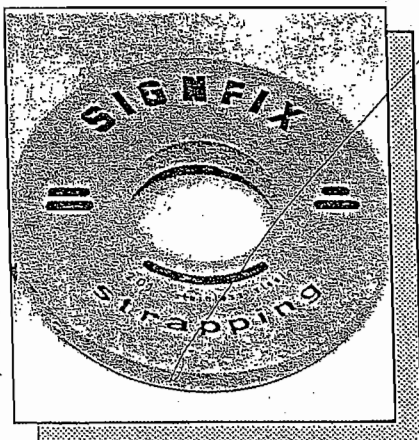
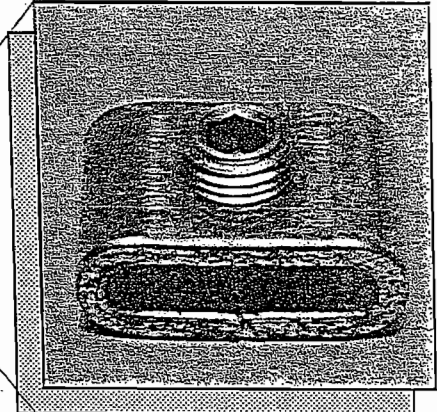
\*Available in 1/2" and 3/4" widths

\*Type 201 stainless steel

\*For use with .030" thick or  
thinner stainless steel

HPN211 - 1/2"

HPN212 - 3/4"



## LIGHTWEIGHT BAND

\*Available in widths 3/8", 1/2", 5/8", and 3/4"

\*Type 201 stainless steel

\*150' coils

\*.020" thickness

HPN066 - 3/8"

HPN067 - 1/2"

HPN068 - 5/8"

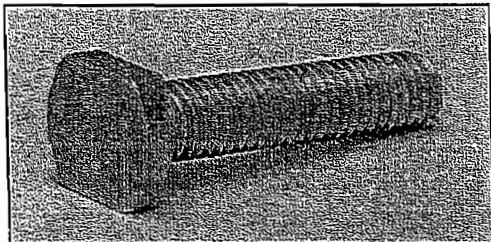
HPN069 - 3/4"

Sign hardware

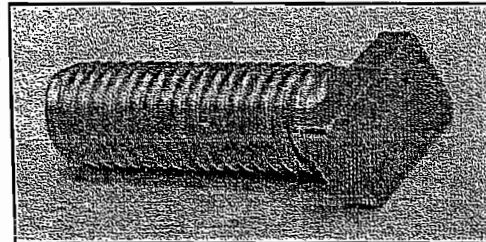
→ **BOLTS, NUTS AND WASHERS** ←

All of the Signfix® bolts, washers and nuts are made of AISI type A270 stainless steel. The bolts are 5/16" diameter (M8 thread) with matching nut and washer. The standard bolt is the unidirectional bolt. Twist-in bolts are designed for use with butting plates to allow for ease of assembly of separate panels. Washers are available as either flat washers or lock washers. Nuts are available as a standard hex nut, a nyloc (lock) nut or a vandal proof stainless steel nut.

← **UNIDIRECTIONAL**



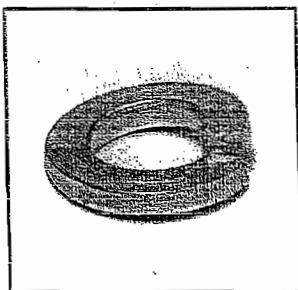
**TWIST-IN**



HPN111	..... 3/4"	..... (19mm)
HPN058(T)	..... 1"	..... (25mm)
HPN059(T)	..... 1 1/4"	..... (32mm)
HPN060	..... 1 1/2"	..... (38mm)
HPN061	..... 2"	..... (50mm)
HPN105	..... 2 1/2"	..... (65mm)
HPN106	..... 3"	..... (75mm)

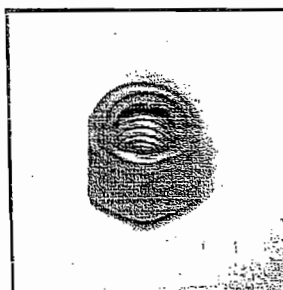
(T) denotes available in twist-in version

← **LOCK WASHER**



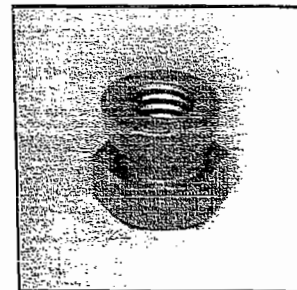
HPN253 ✓ ←

← **NYLOC NUT**



HPN235 ✓ ←

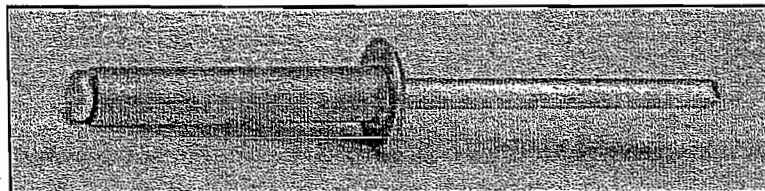
← **VANDAL PROOF NUT**



HPN124

**RIVETS**

Signfix® recommends the use of aluminum body rivets with steel mandrels.



→

HPN073	..... 1/2"
HPN245	..... 3/4"
HPN120	..... 1"

Patents Granted or Pending to Signfix Ltd.

Signfix is a Registered Trademark of Signfix Ltd.

**SIGNFIX®**

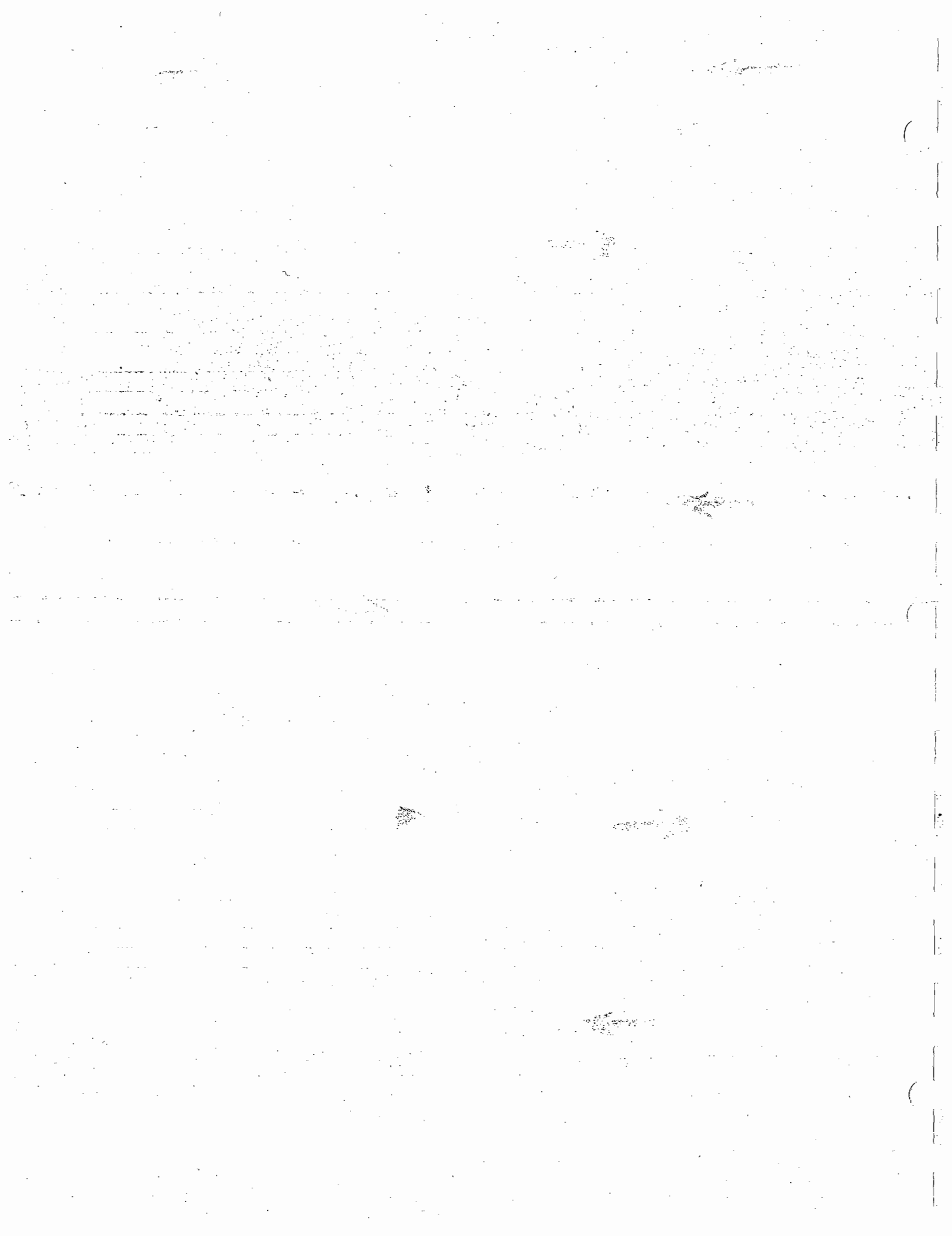
A division of J.O. Herbert Co., Inc.

P. O. BOX 187 MIDLOTHIAN, VA 23113

INFORMATION/ORDERS: (800) 874-8395

FAX: (804) 794-0035

Distributed by:



# DURABLE SPECIALTIES, INC.

TO: Town of Adalison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	TXF Concrete Mix Designs #0709 and #0728

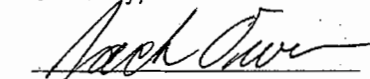
THE ATTACHED IS SUBMITTED FOR:

- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input type="checkbox"/> Comments            | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 311 and 312 Signal Pole Concrete Foundation (Type 30-A) and (Type 36-A)

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator







May 22, 2003

Durable Specialties  
P.O. Box 381788  
Duncanville, TX 75138

Attn: Mr. Jack Owens

RE: TxDOT Various State Projects Calendar Year 2003

0709 0728



The attached concrete mix designs utilizing the appropriate ASTM C-33 or ASTM C-330 aggregate are proposed for use on the above referenced project for ready-mixed concrete to be furnished by TXI.

To ensure that the correct mix is delivered to your project, please order by the mix design number which appears in the upper left hand corner of the mix design.

TXI certifies that the above mix designs, when ordered by specified design identity, and delivered by TXI, will meet or exceed the indicated design strength at the designated age when tested in accordance with the applicable and current ASTM Standards C 31, C 39, C 78, C 172, C 293, applicable provisions of C 94, and evaluated in accordance with applicable provisions of the ACI Building Code.

TXI would like to be included on your mailing list to receive all test reports. ASTM C 94 entitles a manufacturer to receive copies of all test reports when strength of concrete is used as a basis for acceptance.

Please contact us if you have any questions or require any additional information. Please notify TXI of approval of the proposed mix designs prior to their use. Failure to notify us prior to first placement shall constitute acceptance. To ensure that the proper mix designs are ordered, please send a copy of this letter, after approval, to the above referenced project to be used by the person ordering the concrete for this job.

Sincerely,

TXI Operations, LP

Victor H. Villarreal

Manager - Q.A./Q.C.



## GENERAL NOTES

### Pumping Notes:

1. 5" minimum diameter lines with no reduction to smaller lines.
2. Keep rubber hose to absolute minimum length and plan pipe with as few 90 degree angles as possible.
3. Samples for slump and strength tests should be taken at discharge end of hose for strength guarantee to be valid.
4. To prime pump lines, a minimum of 8.0 sack grout is recommended for lubrication. In the case of strength concrete, equivalent strength grout should be used if the grout remains in the placement.
5. Pump mixes are based on minimum cement content pumped at ground level. As pump line increases in length or height and/or layout configuration changes, mix design modifications may be required to assure strength and pumpability at additional cost to the contractor.
6. TXI cannot control, and is therefore not responsible for excessive loss of entrained air content when loss occurs as a result of boom configuration or free fall discharge from hose. To ensure minimum air loss when pumping, maintain a continuous flow of concrete through the entire length of pipe and do not subject concrete to free fall.
7. The term "pumpable concrete" refers to concrete which is capable of being transported through an apparatus which forces concrete to the placing position through a pipeline or hose as long as the recommendations indicated above are followed. The term "pumpable concrete" does not relate to concrete proportioned in a particular manner or containing a specific type of product.

We are enclosing all available back up data for the referenced mix design(s). If the strength information is not available, or is insufficient, confirmation tests may have to be conducted by your laboratory.

CONCRETE DESIGN WORK SHEET  
(NATURAL AGGREGATES) (METRIC)

County: Dallas  
Project: TxDOT Various Projects (2003)  
Date: May 22, 2003  
Design Num: 0709  
Class: A



AGGREGATE CHARACTERISTICS:

		SOURCE	Specific Gravity	SSD Unit Wt.	% Solids	Fineness Moduls
				Kg / m <sup>3</sup>		
Fine Aggregate	(FA)	TXI Bell Savoy (Wade)	2.65	1601	60.4%	2.70
Coarse Aggregate	(CA)	TXI Mill Creek (GRADE 4)	2.71	1599	59.0%	
Cement		MIDLOTHIAN TYPE I/II	3.10	3100		
Fly Ash		0	0	0		
Water		CITY	1.00			

ADMIXTURE DOSAGES

(Description)	(Amt. / Batch)	
Daratard 17 or WRDA / Hycol	1.3 to 2.6	ml / Kg
0	0	ml / Kg

AIR ENTRAINING AGENT DOSAGE

(Description)	(Amt. / Batch)	
Daravair-1000	0.3 to 1.3	ml / Kg

DESIGN FACTORS:

Cement Factor	(CF)	279 Kg / m <sup>3</sup>
Coarse Aggregate Factor	(CAF)	0.75
Water Cement Ratio	(WCR)	0.53 L / Kg
Air factor	(AF)	6.00%
Percent Fly Ash	0.00	Specific Gravity (fly ash)

BATCH FACTOR:

Size of Batch (Full Size) = 1000 L = 1.0 m<sup>3</sup>

BATCH DESIGN (ONE SACK)	VOLUMES:	Liters	VOL. TO WT. (Kg) VOL. x 1.00 x SP. GR.	1000 L BATCH WTS.	FULL SIZE BATCH FACTOR	Kg / m <sup>3</sup>
1. Concrete Yield = $\frac{L}{m^3}$	1000	*1				
2. Volume CA = Yield x CAF x Solids	1000 x 0.75 x 0.59 =	442.500	x 1.00 x 2.71 =	1199.18	1.00	1199
Volume Mortar = Yield - Vol. CA	1000 - 442.5 = 557.500	*1				
4. Volume Water = $\frac{WCR * CF}{100}$	0.53 x 279 =	148.535	x 1.00 x 1.00 =	148.5349	1.00	149
5. Volume Fly Ash = $\frac{(CF/3.10) * \% Fly Ash}{100}$	279 x $\frac{0.00}{3.10}$ % Fly Ash =	0.000	x 1.00 x 0 =	0	1.00	0
6. Volume Cement = (CF/3.10) - Vol. Fly Ash	89.9 - 0.000 =	89.949	x 1.00 x 3.10 =	278.84	1.00	279
7. Volume Entrained Air = Yield x AF	1000 x 6.00% =	60.000				
8. Volume Paste = Water + Fly Ash + Vol. Cement + Air	148.5 + 0.000 + 89.949 60 = 298.5 ***					
9. Volume FA = Vol. Mortar - Paste	557.5 - 298.5 =	259.016	x 1 x 2.65 =	686.39	1.00	<u>686</u> 2313
10. Yield (Sumation of 2,4,5,7 & 9 to check No. 1 Above)		= 1000.000				
11. Fine Aggregate Factor = $\frac{Vol. FA}{FA Solids x Vol. Mortar}$		= $\frac{259.016}{60.4\% x 557.500}$ = 0.769				Slump: 102 mm max.

\* Correct for free Moisture or Absorption  
\*\* Specific Gravity of Fly Ash from Source to be Used  
\*\*\* Sum of Steps 4, 5, 6 & 7

REMARKS: Volumes in Above Are Absolute Unless Otherwise Noted  
Water Added at Mixer Must Include the Liquid of the Admixtures



Project: \_\_\_\_\_  
 Cement Type: \_\_\_\_\_

Control: \_\_\_\_\_  
 Source: \_\_\_\_\_

Section: \_\_\_\_\_ Job: \_\_\_\_\_  
 Concrete Class: A ←

Beam Number A& B	Date Made	Date Broken	Width	Depth	Factor	Break Pounds	Corrected Break	Avg.	Description	Inspector
67	11/4	11/10/02	5 7/8	6	1.01	665	672	705	Sidewalk, Lake St.	CWH
			6	5 7/8	1.04	710	738			
68	11/7	11/16	6	6 1/8	.96	465	446	496	Sidewalk Driveway on Ramp St. Cherry	CWH
			6	5 7/8	1.04	525	546			
69	11/8	11/15	6	5 7/8	1.04	530	551	511	Sidewalk Rip Rap	CWH
			6 1/8	6 1/8	.94	500	470			
70	11/14	11/18	6 1/8	6	.98	570	557	535	Sidewalk, Calhoun 17th St.	CWH
			5 7/8	6	1.01	505	510			
71	11/14	11/21	6 1/8	6	.98	435	426	430	Curb & Gutter, Leonard Lane	CWH
			5 7/8	6	1.01	430	434			
72	11/19	11/26	6 1/8	6	.98	530	519	535	Sidewalk, Rio Grande	RM
			6	6	1.0	550	550			
73	11/22	10/02	6	6 1/8	.96	480	461	471	RIP RAP B Hancock	RM
			6	6 1/8	.96	500	480			
74	11/22	10/07	6 1/8	6	.96	475	464	498	RIP RAP B Hancock	RM
			6	6	1.0	530	530			
75	12/05	12/12	6 1/8	6 1/8	.94	490	401	509	Inlets E-19 & A-412 (TOPS)	CWH
			6	6 1/8	.90	530	557			
76	12/06	10/13/02	6	6	1.0	418	410	413	Inlets B-21 & B-35 (TOPS)	A CWH
			6	6	1.0	415	415			
77	12/10	12/17/02	6	6 1/8	.96	430	413	407	Drive Cherry & Henderson	A CWH
			6	6	1.0	400	400			



CONCRETE DESIGN WORK SHEET  
(NATURAL AGGREGATES) (METRIC)

County: Dallas  
Project: TxDOT Various Projects (2003)  
Date: May 22, 2003  
Design Num: 0728  
Class: C



AGGREGATE CHARACTERISTICS:

		SOURCE	Specific Gravity	SSD Unit Wt. Kg / m <sup>3</sup>	% Solids	Fineness Moduls
Fine Aggregate	(FA)	TXI Bell Savoy (Wade)	2.65	1606	60.4%	2.70
Coarse Aggregate	(CA)	TXI Mill Creek (Grade 4)	2.71	1606	59.0%	
Cement		MIDLOTHIAN TYPE I/II	3.10	1510		
Fly Ash		0	0	0		
Water		CITY	1.00			

ADMIXTURE DOSAGES

(Description)	(Amt. / Batch)	
Daratard 17 or WRDA / Hycol	1.3 to 2.6	ml / Kg

AIR ENTRAINING AGENT DOSAGE

(Description)	(Amt. / Batch)

DESIGN FACTORS:

Cement Factor	(CF)	335 Kg / m <sup>3</sup>
Coarse Aggregate Factor	(CAF)	0.71
Water Cement Ratio	(WCR)	0.44 L / Kg
Air factor	(AF)	1.00%
Percent Fly Ash	0.00	Specific Gravity (fly ash)

BATCH FACTOR:

Size of Batch (Full Size) = 1000 L = 1.0 m<sup>3</sup>

BATCH DESIGN (ONE SACK)	VOLUMES:	Liters	VOL. TO WT. (Kg) VOL. x 1.00 x SP. GR.	1000 L BATCH WTS.	FULL SIZE BATCH FACTOR	Kg / m <sup>3</sup>
1. Concrete Yield = $\frac{L}{m^3}$	1000	*1				
2. Volume CA = Yield x CAF x Solids	1000 x 0.71 x 0.59 =	418.900	x 1.00 x 2.71 =	1135.22	1.00	1135
3. Volume Mortar = Yield - Vol. CA	1000 - 418.9 =	581.100				
4. Volume Water = $\frac{WCR * CF}{100}$	0.44 x 335 =	148.535	x 1.00 x 1.00 =	148.5349	1.00	149
5. Volume Fly Ash = $\frac{CF/3.10 \times \% \text{ Fly Ash}}{100}$	335 x $\frac{0.00}{3.10}$ % Fly Ash =	0.000	x 1.00 x 0 =	0	1.00	0
6. Volume Cement = (CF/3.10) - Vol. Fly Ash	107.9 - 0.000 =	107.939	x 1.00 x 3.10 =	334.61	1.00	335
7. Volume Entrained Air = Yield x AF	1000 x 1.00% =	10.000				
8. Volume Paste = Water + Fly Ash + Vol. Cement + Air	148.5 + 0.000 + 107.939 + 10 =	266.5 ***				
9. Volume FA = Vol. Mortar - Paste	581.1 - 266.5 =	314.626	x 1 x 2.65 =	833.76	1.00	<u>834</u> 2452
10. Yield (Sumation of 2,4,5,7 & 9 to check No. 1 Above)						
11. Fine Aggregate Factor = $\frac{\text{Vol. FA}}{\text{FA Solids x Vol. Mortar}}$						

Slump: 102 mm max.

\* Correct for free Moisture or Absorption  
\*\* Specific Gravity of Fly Ash from Source to be Used  
\*\*\* Sum of Steps 4, 5, 6 & 7

REMARKS: Volumes in Above Are Absolute Unless Otherwise Noted  
Water Added at Mixer Must Include the Liquid of the Admixtures

→

C

C

C



1341 West Mockingbird Lane • Dallas, Texas 75247 • 972.647.6700 • www.txi.com

# MATERIAL SAFETY DATA SHEET

## SECTION 1 - IDENTITY

Name	TXI OPERATIONS, LP		Address	1341 MOCKINGBIRD LANE, DALLAS, TEXAS 75247
Emergency Telephone Number	(972) 647-6700	Person Responsible for Preparation	Date	NOVEMBER 1998
Common Name (used on label)	CTB OR READY-MIX	Chemical Family	Chemical Family	DOES NOT APPLY
Chemical Name	DOES NOT APPLY	Formula	Formula	MIXTURE OF PORTLAND CEMENT, WATER, AGGREGATE AND/OR SAND
Trade Name & Synonyms	CEMENT TREATED BASE (CTB), READY-MIX, CONCRETE MIX, WET CONCRETE, CEMSAND STABILIZING SAND			

## SECTION 2 - HAZARDOUS INGREDIENTS

Hazardous Component	CAS #	% Typical	TLV (Units)	PEL (Units)
AGGREGATE/SAND:				
QUARTZ	14808-60-7	-	0.1 mg/m <sup>3</sup> **	0.1 mg/m <sup>3</sup> **
CRISTOBALITE	14464-46-1	-	0.05 mg/m <sup>3</sup> **	0.05 mg/m <sup>3</sup> **
PORTLAND CEMENT	65997-15-1	*	10 mg/m <sup>3</sup>	15 mg/m <sup>3</sup> (total dust) 5 mg/m <sup>3</sup> **

\*Varies depending on product      \*\*Respirable fraction

PEL: Permissible Exposure Limit established by the Occupational Safety and Health Administration (OSHA).  
 TLV: Threshold Limit Value established by the American Conference of Governmental Industrial Hygienists (ACGIH).

## SECTION 3 - PHYSICAL DATA

Boiling Point	Specific Gravity (H <sub>2</sub> O = 1)	Vapor Pressure (mm = Hg)
DOES NOT APPLY	APPROXIMATELY 2.4	DOES NOT APPLY
Percent Volatile by Volume	Vapor Density (Air = 1)	Evaporation Rate (n=Butyl Acetate)
0%	DOES NOT APPLY	DOES NOT APPLY
Percent Soluble in Water	Reactivity in Water	
SLIGHT (0.1 - 1.0%)	WILL NOT EVOLVE FLAMMABLE OR TOXIC GASES	
Appearance and Odor		
GRAY, MUD-LIKE, VISCOUS SUBSTANCE. NO ODOR		

### Hazardous Material Information System Identifier (HMIS)

HEALTH = 2      FLAMMABILITY = 0      REACTIVITY = 1      PERSONAL PROTECTION = X

## SECTION 4 - FIRE AND EXPLOSION DATA

Flash Point	Flammable Limits in Air (% by Volume)
WILL NOT IGNITE	Lower: DOES NOT APPLY    Upper: DOES NOT APPLY
Extinguishing Media	Auto Ignition Temperature
DOES NOT APPLY	DOES NOT APPLY
Unusual Fire and Explosion Hazards	
NONE	
Special Fire Fighting Procedures	
NONE	



## SECTION 5 - HEALTH INFORMATION

### Signs and Symptoms of Exposure - (1) Acute Overexposure

CONTACT WITH THE SKIN OR EYES MAY RESULT IN IRRITATION AND/OR ALKALI BURNS.

### Signs and Symptoms of Exposure - (2) Chronic Overexposure

NONE DETERMINED FROM TYPICAL EXPOSURE TO PRODUCT. EXCESSIVE EXPOSURE BY INHALATION TO CONCRETE WHICH IS BEING SAWED, OR OTHERWISE CAUSED TO EMIT PARTICULATES, OVER AN EXTENDED PERIOD OF TIME MAY RESULT IN THE DEVELOPMENT OF PULMONARY DISEASES INCLUDING PNEUMOCONIOSIS AND SILICOSIS, DUE TO THE PRESENCE OF CRYSTALLINE SILICA. OVER TIME, EXPOSURE TO CRYSTALLINE SILICA COULD EVENTUALLY LEAD TO LUNG CANCER.

### Medical Conditions Generally Aggravated by Exposure

DERMATITIS OR OTHER SKIN DISORDERS MAY BE AGGRAVATED BY EXPOSURE.

### Chemical/Component Listed as Carcinogen

QUARTZ, CRISTOBALITE

NTP  
YES

IARC  
YES

OSHA  
NO

### Other Exposure Limits

NONE

### Emergency & First Aid Procedures for Indicated Routes of Entry

**EYE CONTACT:** IMMEDIATELY FLUSH EYES WITH LARGE QUANTITIES OF WATER FOR AT LEAST 15 MINUTES. CONSULT A PHYSICIAN.

**SKIN CONTACT:** IMMEDIATELY WASH SKIN THOROUGHLY WITH SOAP AND WATER.

## SECTION 6 - REACTIVITY DATA

### Stability

STABLE

### Conditions to Avoid

DOES NOT APPLY

### Incompatibility (Materials to Avoid)

MATERIAL IS HIGHLY ALKALINE. CONTACT WITH ACIDS MAY PRODUCE A VIOLENT, EXOTHERMIC REACTION AND MAY EVOLVE TOXIC GASES OR VAPORS, DEPENDING UPON THE ACID INVOLVED.

### Hazardous Decomposition or Combustion Products

DOES NOT APPLY

### Hazardous Polymerization

WILL NOT OCCUR

### Conditions to Avoid

DOES NOT APPLY

## SECTION 7 - SPILL OR LEAK PROCEDURES

### Steps to be Taken in Case Material is Leaked or Spilled

CLEAN-UP OF SPILLS MAY REQUIRE PERSONAL PROTECTIVE EQUIPMENT TO PREVENT DUST EXPOSURES AND PROTECT AGAINST ALKALI BURNS OR IRRITATION. SEE SECTION 8.

### Waste Disposal Method

IF THIS MATERIAL, AS PACKAGED, BECOMES A WASTE, IT DOES NOT MEET THE CRITERIA FOR A HAZARDOUS WASTE AS DEFINED BY THE ENVIRONMENTAL PROTECTION AGENCY UNDER THE AUTHORITY OF THE RESOURCE CONSERVATION AND RECOVERY ACT (40CFR 261). DISPOSE OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.

## SECTION 8 - PERSONAL PROTECTION INFORMATION

### Respiratory Protection

NOT NECESSARY UNDER CONDITIONS OF NORMAL USE. IF MATERIAL IS DRIED AND IS SUBJECT TO CONDITIONS CAUSING DUST TO BE EMITTED, USE NIOSH/MSHA APPROVED RESPIRATORS FOR PROTECTION AGAINST CRYSTALLINE SILICA AND NUISANCE DUSTS.

### Ventilation

NOT NECESSARY UNDER CONDITIONS OF NORMAL USE.

### Protective Gloves

RUBBER, PVC, NEOPRENE OR OTHER IMPERVIOUS MATERIAL.

### Eye Protection

GOGGLES

### Other Protective Clothing or Equipment

RUBBER HIGH TOP BOOTS, ARM SLEEVES AND APRONS MAY BE USED, WHEN NECESSARY, TO PREVENT SKIN CONTACT.

## SECTION 9 - SPECIAL PRECAUTIONS

### Precautions to be Taken in Handling & Storing

SHOULD BE STORED IN A MANNER TO PREVENT CONTACT WITH STRONG ACIDS.

### Other Precautions

NONE

TXI015

THE INFORMATION CONTAINED WITHIN WAS OBTAINED FROM AUTHORITATIVE SOURCES AND IS BELIEVED TO BE ACCURATE FOR THE MANNER IN WHICH THE PRODUCT IS INTENDED TO BE USED. OTHER USES COULD RESULT IN RAMIFICATIONS WHICH ARE NOT INCLUDED WITHIN THIS DOCUMENT.

# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following:  
 Under Separate Cover  Prepared by: \_\_\_\_\_

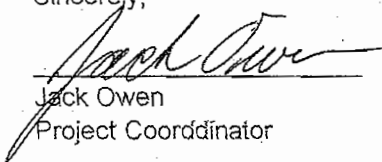
COPIES	DESCRIPTION OR ITEM
1	Signal Head
1	Red, Yellow, Green, Green Arrow LED'S
1	Fiberoptic, 2" Color, 12" Turn Arrow

THE ATTACHED IS SUBMITTED FOR:

- Comments  Correction & resubmission  Your use  Field Use  
 Approval  Estimate  Your Files  Fabrication  
 Approved as noted  Field Check  Pricing only  Price and Proceed

COMMENTS: Materials to be used for Item 313 314 and 315 12"-3 Section  
LED Signal Head (Type V3); 12"-4 Section LED Signal Head (Type V4LT);  
12"-4 Section LED Signal Head (Type V4LT-BM)

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,  
  
 Jack Owen  
 Project Coordinator



# 12-Inch Traffic Signal

Polycarbonate



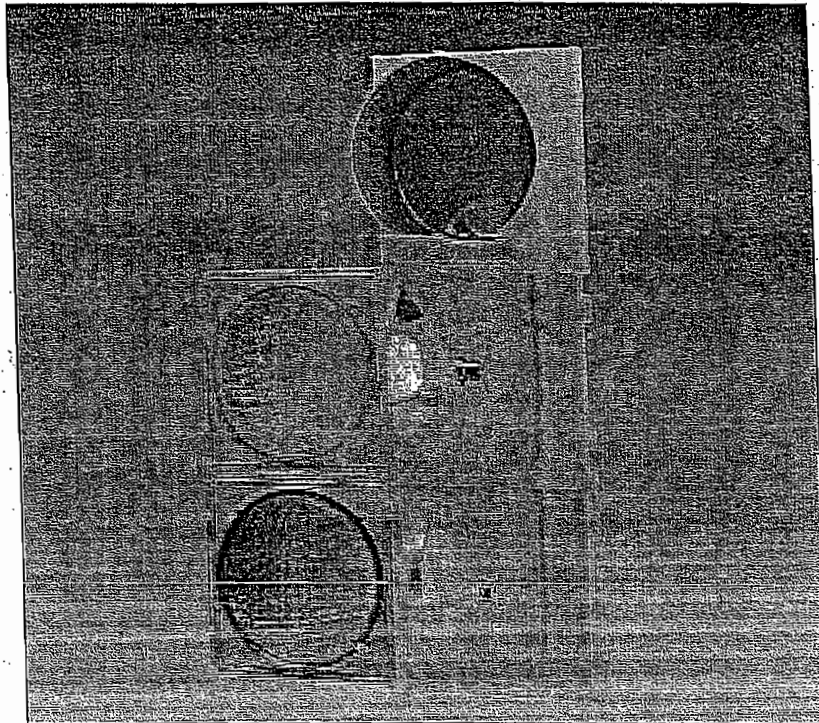
The 12-Inch Polycarbonate

Traffic Signal is interchangeable

with incandescent assemblies

or LED modules and allows for

a 130° door opening



## Features

- Tested to ITE required wind loading on single point attachment
- Reversible door - left side standard; right side optional
- Doors equipped with two latches
- FASTON tab terminal block
- Provisions for one, five-position and one six-position terminal block in each housing
- EPDM or optional red silicone lens gasketing
- Aluminum or plastic reflector ring with spun ALZAK reflector
- Optional hydroformed reflector

## General

Each traffic signal consists of a number of identical signal sections rigidly fastened together to present a continuous, pleasing appearance. Each section shall have a separate and complete housing. The traffic signal shall meet or exceed the equipment standard of the Institute of Transportation Engineers' (ITE) latest revision.

## Housing

The housing of each section shall be a one piece molded ultraviolet and heat stabilized polycarbonate unit. Two integral hinge/screw lugs shall be molded into each side of the housing. Through a symmetrical concept each shall be capable of providing either right- or left-hand door

opening. Left hinged is standard; right hinged is optional and must be specified. The top and bottom of the housing shall have an opening to accommodate standard 1 1/2 inch pipe brackets. Each signal section shall be rigidly attached, one above the other, by means of corrosion resistant bolts and attaching washers in such a manner that any section may be rotated about a vertical axis and oriented with respect to an adjacent section. An alternate means for attaching sections together shall be available. It shall consist of four matching punch-out locations, top and bottom of each section, to allow the sections to be bolted with four 1" x 10-32 corrosion resistant screws. The top and bottom of the signal housing shall have a Shurlock boss

3360 E. La Palma, Anaheim, CA 92806-2856  
Tel: (714) 630-3700 • Fax: (714) 630-6349  
Email: sales@econolite.com  
Web site: <http://www.econolite.com>

  
CONTROL PRODUCTS, INC.

integrally cast into the housing. The radial angular grooves of the Shurlock boss, when used with Shurlock fittings, shall provide positive 5 (five) degree increment positioning of the entire signal head to eliminate rotation or misalignment of the signal. Each housing shall have molded bosses for 1(one) five and 1 (one) six position terminal block. The back of each housing shall have the manufacturer's name clearly displayed. Each housing shall have provisions for easily adding a back plate. Hinge pins, door latching hardware, visor, back plate, and lens clip screws shall be high quality stainless steel.

### Housing Door

The housing door of each section shall be a one-piece molded ultraviolet and heat stabilized polycarbonate unit. Two hinge lugs shall be molded into one side and two latch jaws shall be molded on the other side.

The door shall be attached to the housing by means of two stainless steel hinge pins. Two stainless steel "eye" bolts and wing nuts on one side of the door shall provide for opening and closing the signal door without the use of any special tools. A gasket groove on the inside of the door shall accommodate a weather-proof and mildew-proof resilient gasket which, when the door is closed, shall seal flat against the housing, making a positive seal.

The outer face of the door shall have four metal threaded inserts equally spaced about the circumference of the lens opening, with four screws to accommodate the signal head visors. The door and visor shall overlap to prevent light escaping between visor and door.

### Optical System

**Lens** - The prisms traffic signal lens shall be standard red, yellow, or green and shall conform to the

latest revision of the ITE standard specifications. The lens shall fit into a specially designed, slotted, extruded, and bonded full-circle lens gasket designed to fit the housing door in such a manner so as to exclude moisture, dust, and road film. The lens and gasket shall be secured to the door with four aluminum lens clips and stainless steel screws. The lenses shall be polycarbonate, glass, or LED, as specified.

**Reflector** - The reflector assembly shall consist of a glass filled polycarbonate or aluminum reflector ring and spun ALZAK aluminum reflector (or optional unitized hydroformed ALZAK aluminum reflector). The assembly shall be pivoted in the signal housing on two molded in polycarbonate tension supports in such a manner that it can be easily swung open for servicing the unit. The entire assembly shall be easily removed for maintenance or service without the use of any tools.

**Lamp Receptacle** - The prefocused, molded phenolic lamp receptacle shall be equipped with a lamp grip to prevent the lamp working loose due to vibration. The receptacle shall be able to be rotated to allow proper orientation of lamp filament.

**Bail** - The bail shall be a corrosion resistant piano wire assembly that secures and orients the socket to the reflector.

### Wiring

Each receptacle shall be provided with two leads with FASTON type terminals. Wires shall be color coded per customers specifications.

Lamp receptacle conductors shall be No. 18 AWG, or larger, 600-volt appliance wiring material, which conforms to Military Specification MIL-W-16878 D, Type B, with a vinyl nylon jacket rated 115 degrees Centigrade.

### Terminal Block

Each complete signal head shall be provided with a terminal block. The terminal block shall be placed in the bottom section unless otherwise specified. The terminal block for a standard three-section head shall be a five-position, ten terminal, barrier type strip. (a six-position terminal block could be used for a five section head). To one side of each FASTON terminal strip shall be attached the AC common, red, yellow, and green signal section leads, leaving the opposite screw-clamp terminal for field wires.

### Visors

Visors shall be tunnel, full circle or cap, and a minimum of 10 inches long. Visors shall be molded from ultraviolet and heat stabilized polycarbonate. They shall have attaching tabs to facilitate installation.

### Color

The housing and door shall be molded of one color polycarbonate material throughout. The inside of yellow visors shall be painted dull black. The stainless steel parts shall not be painted.

Standard colors are:

Dark Olive Green - shall match Federal Standard 595a-14056

Yellow - shall match Federal Standard 595a-13538

Dull Black - shall match Federal Standard 595a-37038

Technical Information	
Dimensions	14" H x 18" W x 7 1/2" D
Weight (typical)	5.36 lbs (less visor)
Poly Lens	6.92 lbs (less visor)
Glass Lens	6.92 lbs (less visor)

Distributed By:  
**PARADIGM Traffic Systems, Inc.**

P. O. Box 14509

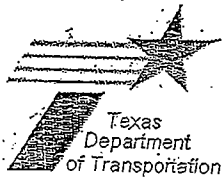
Fort Worth, TX 76117-0509

817-831-9406 fx: 817-831-9407

3360 E. La Palma, Anaheim, CA 92806-2856 ■ P. O. Box 6150, Anaheim, CA 92816-0150

Tel: (714) 630-3700 ■ Fax: (714) 630-6349 ■ Email: sales@econolite.com ■ www.econolite.com

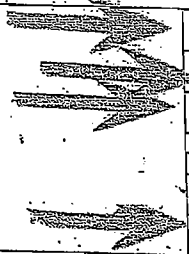


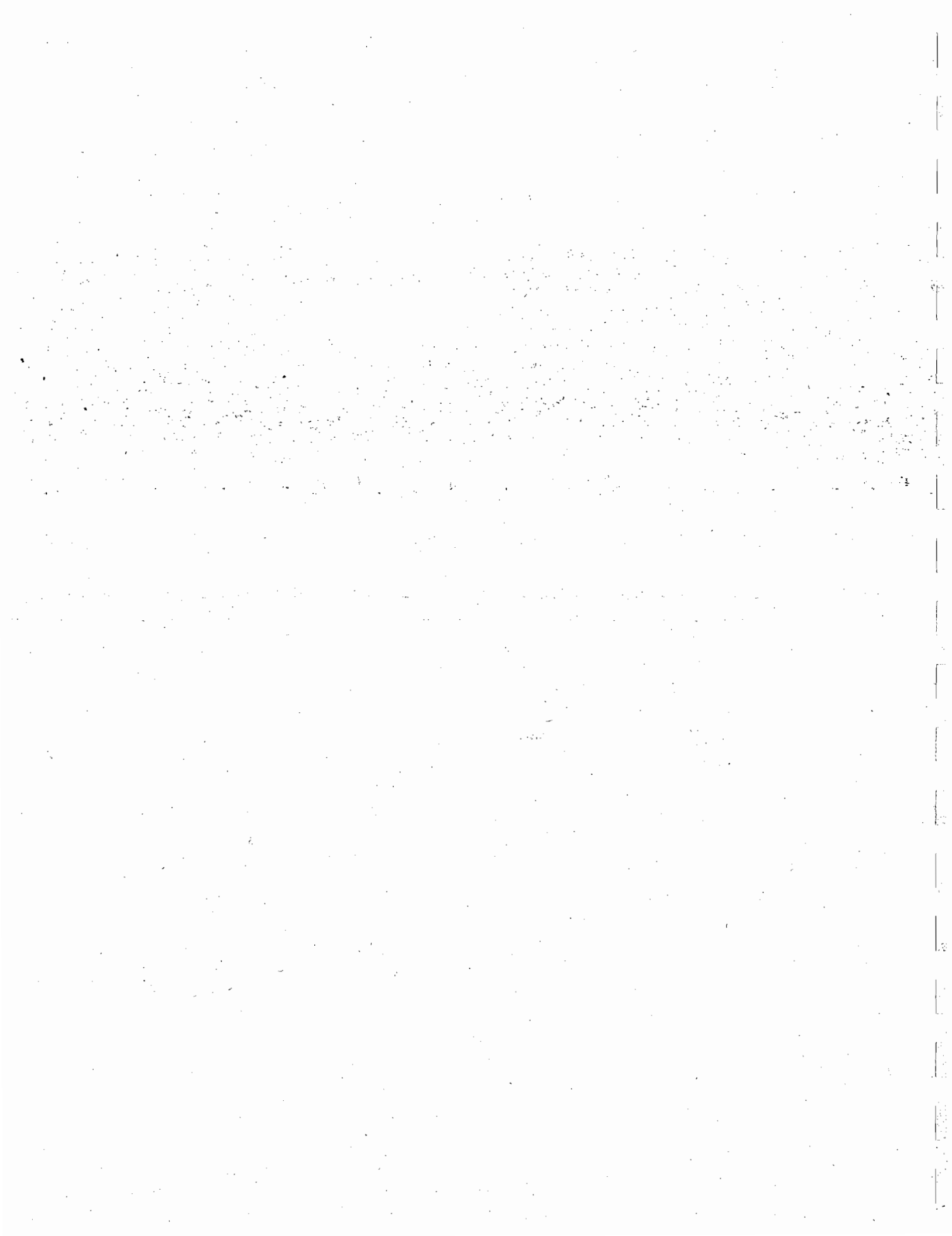


General Services Division  
 PREQUALIFIED PRODUCT LIST (QPL) FOR  
 TO-7057-S  
 300 MM LED TRAFFIC SIGNAL LAMP UNIT  
 Mast Arm or Span Wire Mount

The following traffic signal, lamp units have been tested and are qualified for use when TxDOT Special Specification TO-7057-S 300 MM LED Traffic Signal Lamp Unit for Mast Arm or Span Wire Mount (rev. 2/15/2002) is referenced.

Manufacturer	Color/Type	Brand Name/Model Number
Cooper Lighting	Red	CLB 12RAS-EV(FB)005
	Yellow	CLB 12YAS-EV(FB)005
	Green	CLB 12GAS-EV(FB)005
	Red Arrow	CLA 12RAS-EV(FB)005
	Yellow Arrow	CLA 12YAS-EV(FB)005
	Green Arrow	CLA 12GAS-EV(FB)005
Dialight	Red	434-1210-001, 434-1210-801
	Yellow	434-3230-001, 434-3230-801
	Green	434-2270-001, 434-2270-801
	Red Arrow	430-1314-807, 430-1314-808
	Yellow Arrow	430-3334-803, 430-3334-805
	Green Arrow	430-2374-804, 430-2374-805
Duraflight	Red	JXC-300VIR
	Yellow	JXC-300VIY
	Green	JXC-300VIG
	Yellow Arrow	JXJ-300VII
	Green Arrow	JXJ-300VIG
GELcore	Red	DR6-RTFB-01A-31
	Yellow	DR6-YTFB-01A-31
	Green	DR6-GCFB-01A-31
	Red Arrow	DR6-RTA3-01A-31
	Yellow Arrow	DR6-YTA3-01A-31
	Green Arrow	DR6-GCA3-01A-31





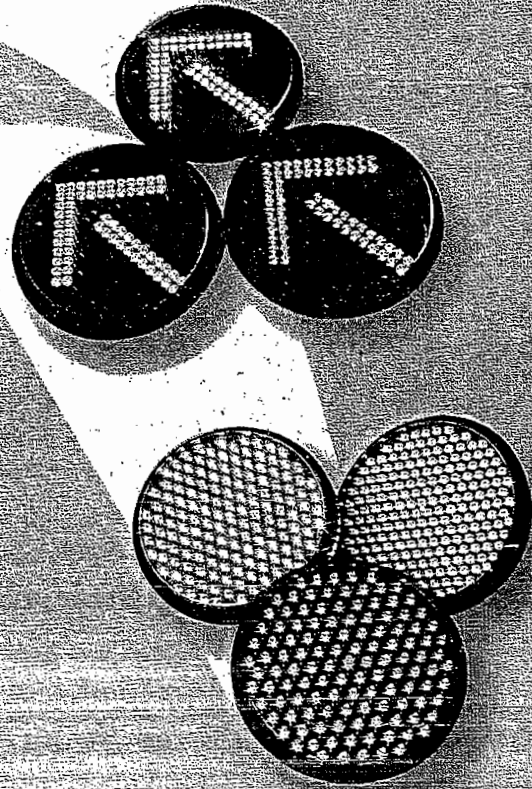


# JXC-300 VI Series LED Traffic Signal Lamps

Certified by ISO9001 International Quality Assurance System

## Main Features

- Conform to ITE specifications
- Low power consumption
- Long operating lifetime LEDs
- Retrofit design & UV stabilized shell
- Wide viewing angles
- Even brightness & standard chromaticity
- Less than 1% light loss with single LED failure

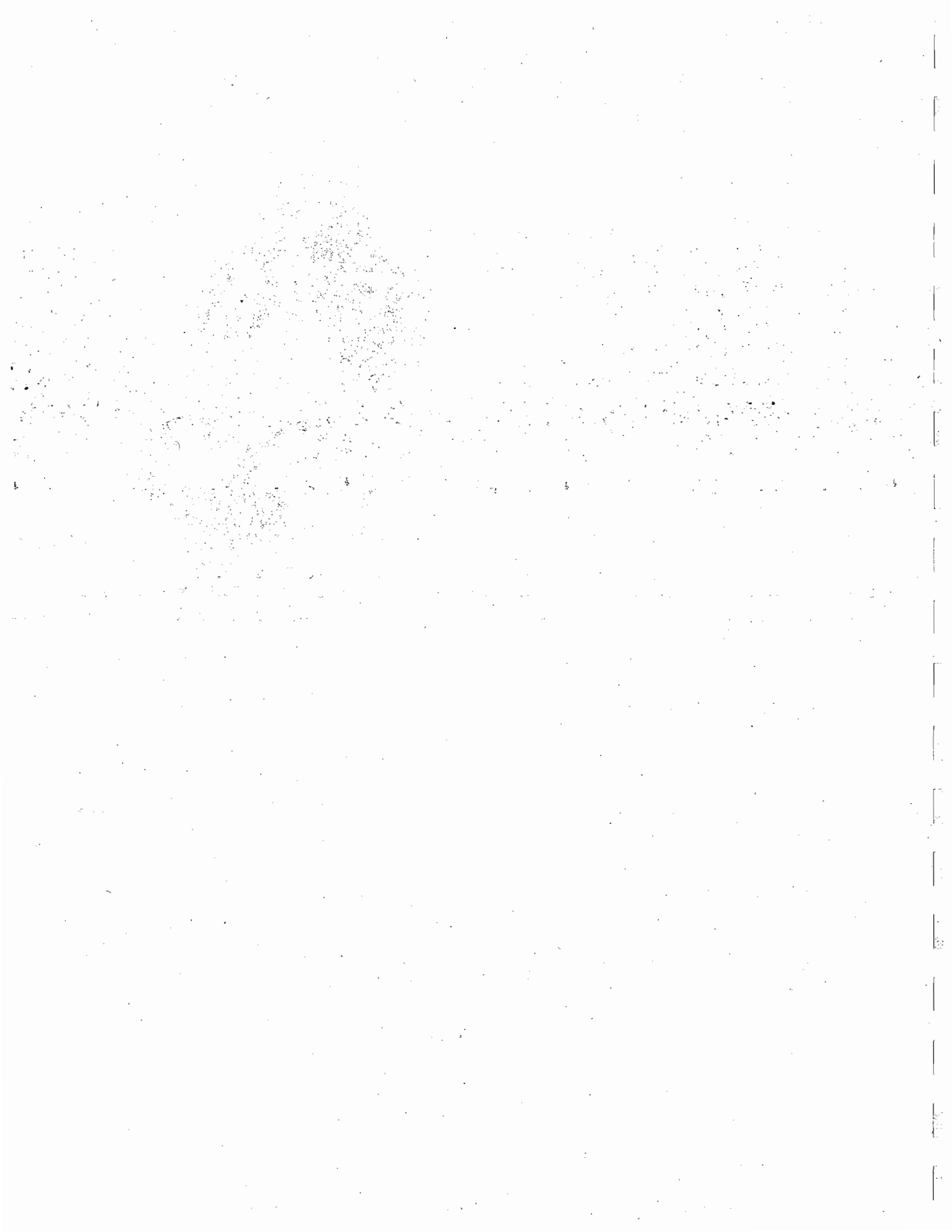


## Product Characteristics:

Model Number	Size (mm)	Color	Voltage (Typical)	Voltage Range	Power(W) Typical	Operation Temperature	Power Factor	T.H.D	ITE Specs.
JXC-300VIR	300	Red(626)	120V-60Hz	80V-135V	10.5	-40°F - +165°F	>0.9	<20%	Yes
JXC-300VIY	300	Yellow(592)	120V-60Hz	80V-135V	18	-40°F - +165°F	>0.9	<20%	Yes
JXC-300VIG	300	Green(505)	120V-60Hz	80V-135V	13.5	-40°F - +165°F	>0.9	<20%	Yes
JXJ-300VIR	300	Red(626)	120V-60Hz	80V-135V	7.5	-40°F - +165°F	>0.9	<20%	Yes
JXJ-300VIY	300	Yellow(592)	120V-60Hz	80V-135V	7.5	-40°F - +165°F	>0.9	<20%	Yes
JXJ-300VIG	300	Green(505)	120V-60Hz	80V-135V	7.5	-40°F - +165°F	>0.9	<20%	Yes

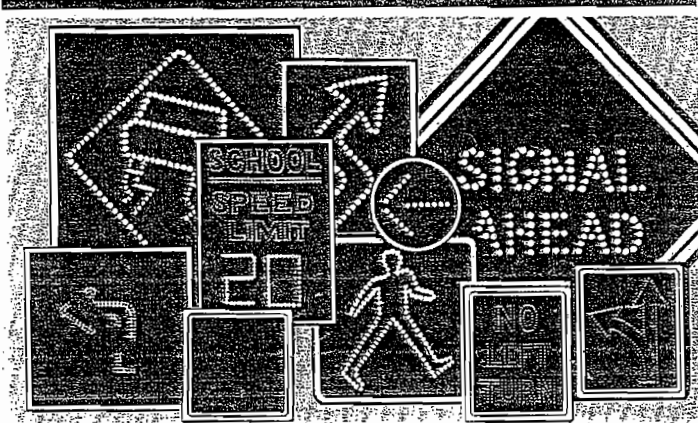
TraStar, Inc.  
 Tel: (469) 867-0788  
 Fax: (214) 473-8880  
 Add: P.O. Box 251752  
 Plano, TX 75025  
 Email: ptian@attbi.com





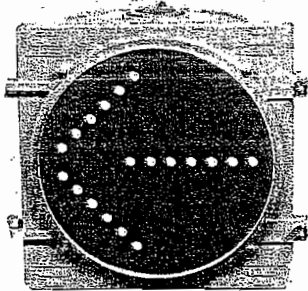
## Fiberoptic Traffic Signals

FIBEROPTIC SIGNALS / THE CLEAR CHOICE



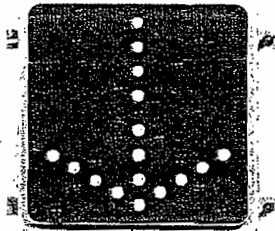
- > Intersection Control
- > Major Highways
- > Pedestrian Controls
- > Tunnels
- > Overpasses
- > Toll Booths
- > Harbors
- > Weigh Stations
  
- > Bridges

### → Fiberoptic, 2 Color, 12" Turn Arrow ←



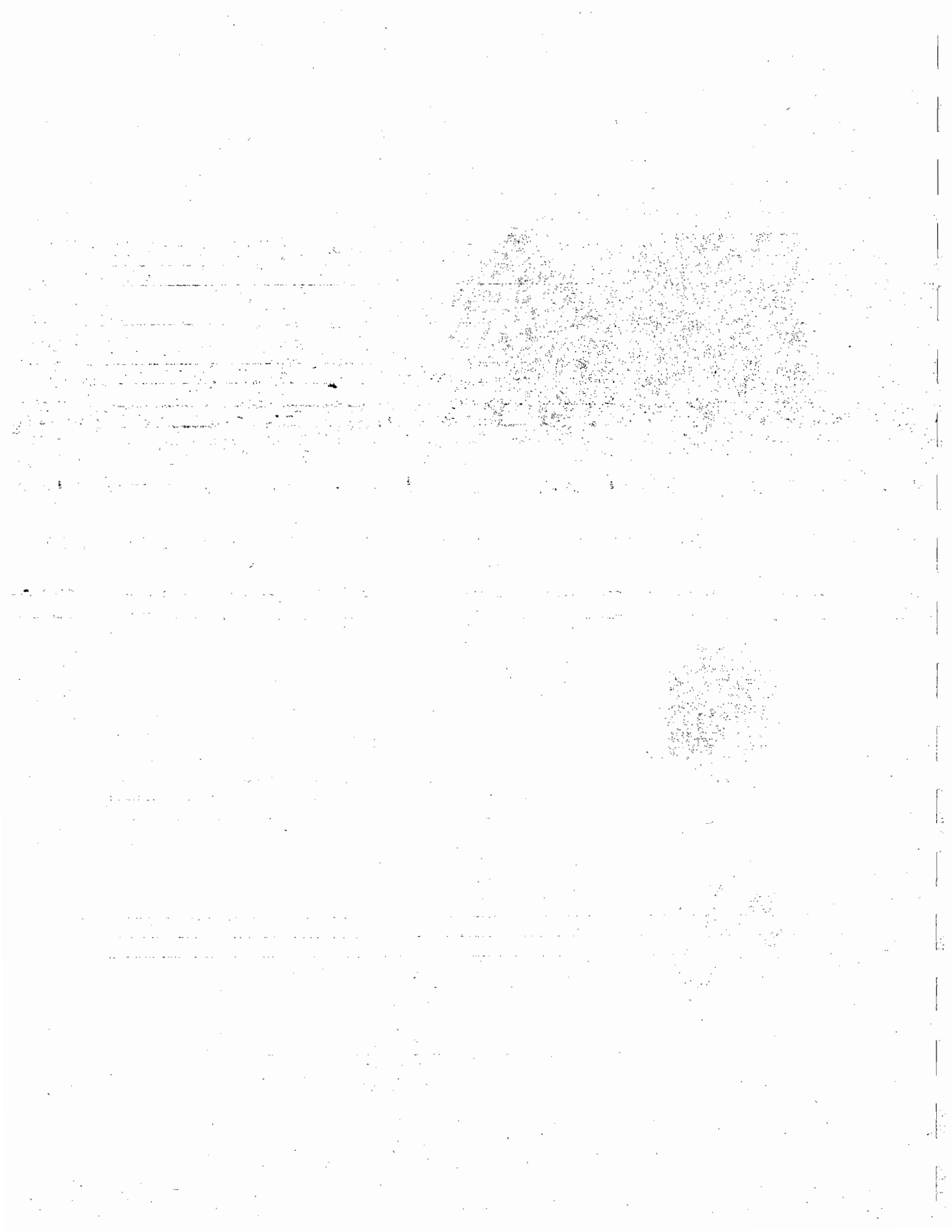
- > Exceeds all ITE Standards
- > Model TA-2120LK Overhead Left Kit
- > Model TA-2120RK Overhead Right Kit
- > Model TA-212PK Post Mount Kit
- > Model TA-212WAK Wide Angle Kit (68 degree viewing)

### Fiberoptic, 12" Lane Control



- > Also available in 18" and 24" versions
- > Exceeds all ITE Standards
- > Model LC-112XK Red "X" Kit
- > Model LC-112AK Green Arrow Kit
- > Model LC-212XAK Red "X" and Green Arrow Kit
- > Model LC-312XXAH Red "X", Yellow "X" and Green Arrow Kit
- > All models are available with a wider viewing angle of 68 degrees

Consolidated Traffic Controls, Inc.  
 for ordering and information call toll free (800) 448-8841  
 D/FW Area (817) 265-3421 \* FAX (800) 448-8850



# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	Backplates

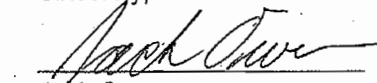
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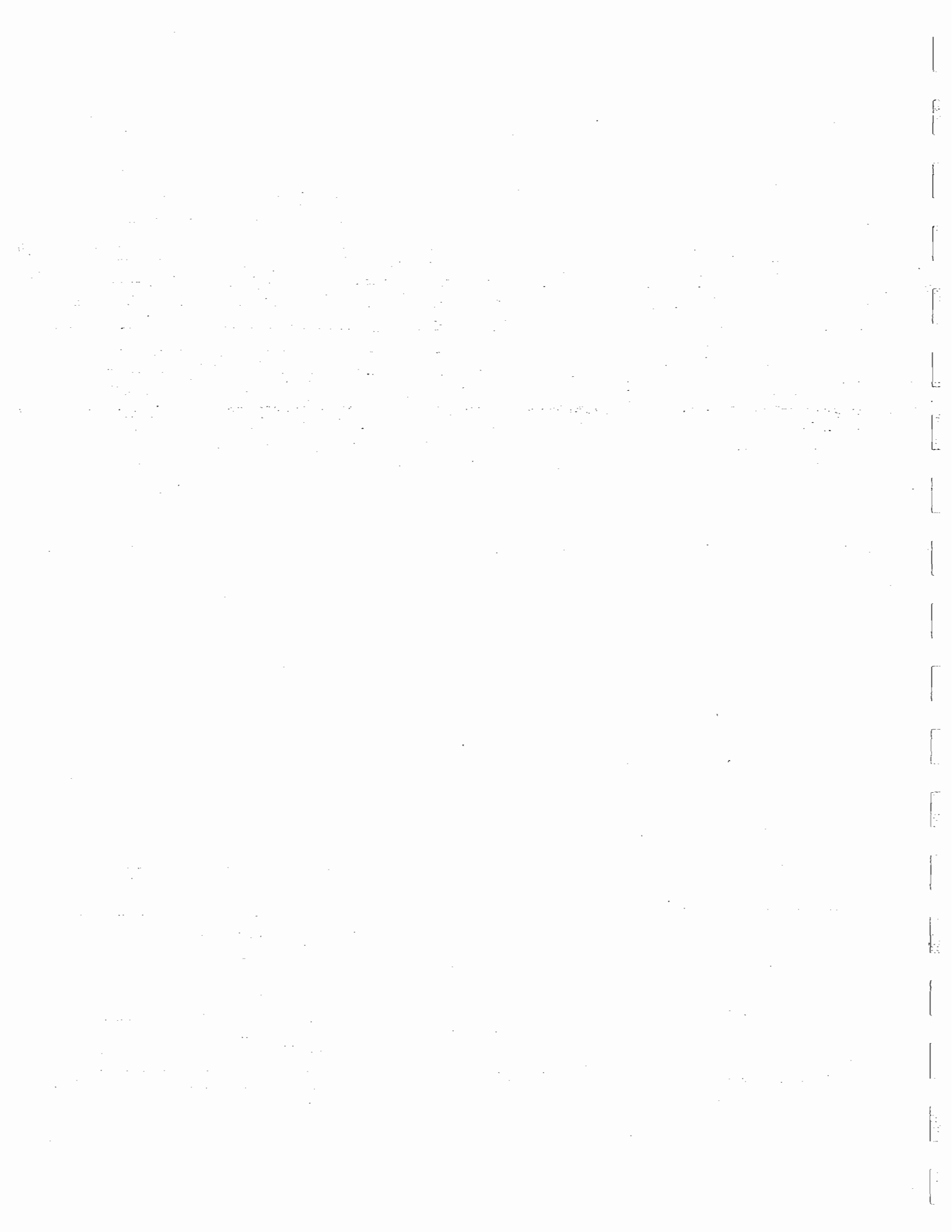
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| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 316, 317 Vacuum Formed  
Backplate (3 Sec) (12 in) and (4 Sec) (12 in)

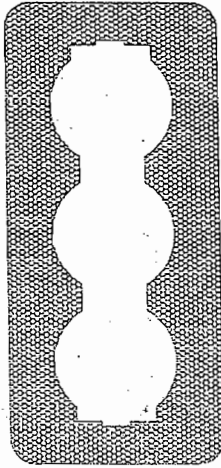
COPIES TO: \_\_\_\_\_  
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Sincerely,

  
 Jack Owen  
 Project Coordinator

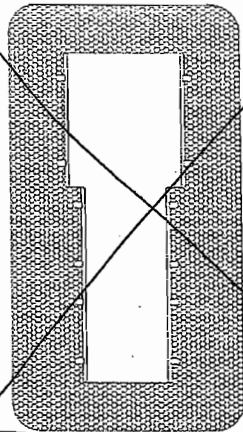


# PLASTIC BACKPLATES



BK-1003-L1

3-SEC. VACUUM FORMED BACKPLATE FOR ECONOLITE OLD STYLE ALUM. SIGNAL



BK-1011-S1

3-SEC. (12"-8"-8") VACUUM FORMED BACKPLATE FOR SAFETRAN ALUM. SIGNAL

**VACUUM FORMED:**

- 5/8" FLANGE ON ALL SIDES GIVING MUCH GREATER RIGIDITY AND STRUCTURAL INTEGRITY.
- DESIGNED TO FIT PRECISELY EACH MANUFACTURERS SIGNAL HEAD.
- FABRICATED FROM BLACK UV STABILIZED PLASTIC SHEET WITH HAIR CELL FINISH ON FRONT SIDE AND SMOOTH FINISH ON BACK SIDE.
- 3" RADIUS ON ALL CORNERS.
- PROVIDED WITH NECESSARY HARDWARE TO ATTACH TO SIGNAL HEAD.

STRAIGHT BACKPLATES

SIGNAL SIZE	NO. OF SECTIONS	VACUUM FORMED .125" ABS	FLAT .156" ABS	FLAT .0937" POLYCARBONATE
8"	1	BK-1012-	BK-2001-	BK-3001-
8"	2	-	BK-2002-	BK-3002-
8"	3	BK-1006-	BK-2003-	BK-3003-
8"	4	-	BK-2004-	BK-3004-
8"	5	-	BK-2005-	BK-3005-
12"	1	BK-1001-	BK-2006-	BK-3006-
12"	2	BK-1002-	BK-2007-	BK-3007-
12"	3	BK-1003-	BK-2008-	BK-3008-
12"	4	BK-1004-	BK-2009-	BK-3009-
12"	5	BK-1005-	BK-2010-	BK-3010-

COMBINATION BACKPLATES

SIGNAL SIZE	NO. OF SECTIONS	VACUUM FORMED .125" ABS	FLAT .156" ABS
12"-8"-8"	3	BK-1011-	BK-2012-
12"-8"-8"-8"	4	-	BK-2013-
12"-12"-8"-8"	4	-	BK-2014-
12"-12"-8"-8"-8"	5	BK-1014-	-

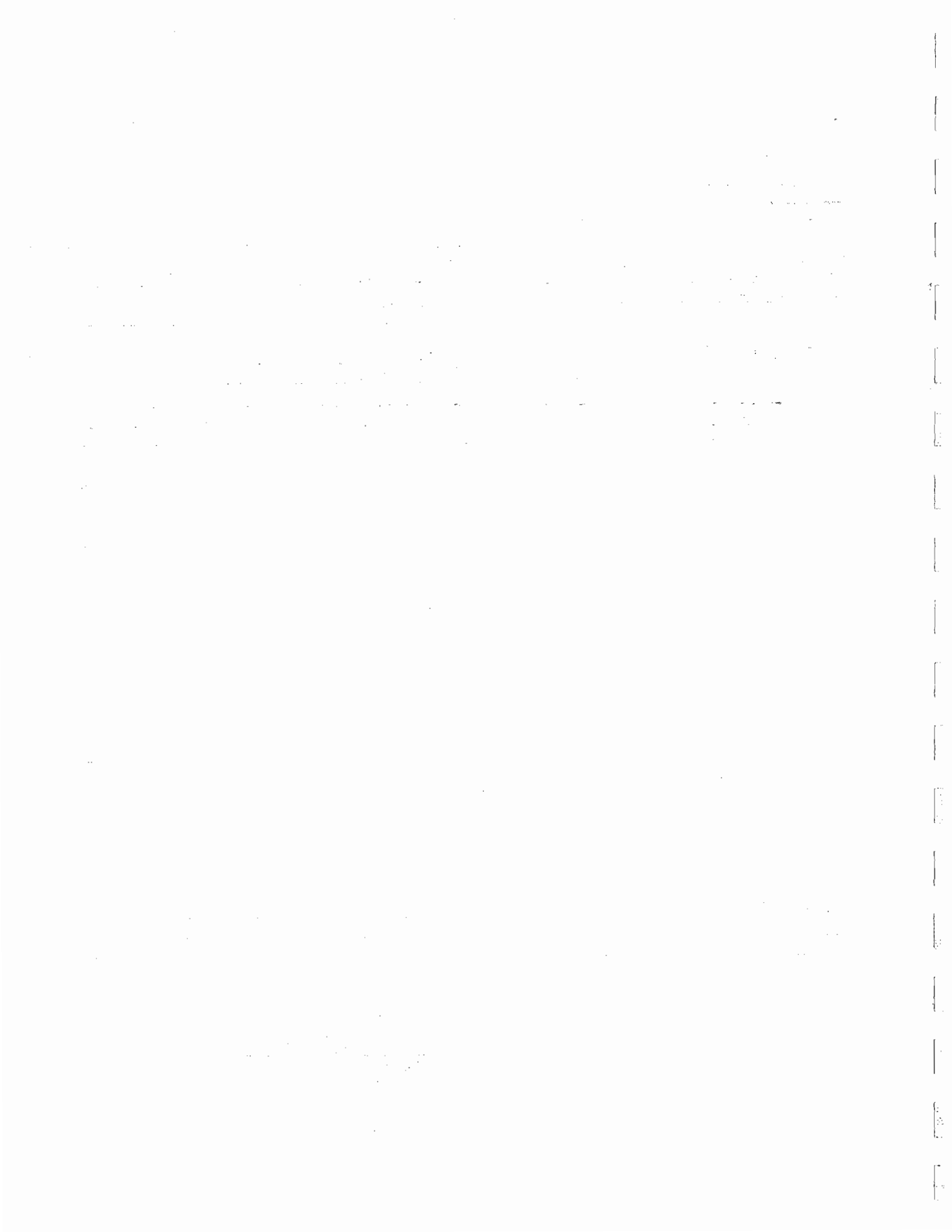
NOTE:

- PLEASE SPECIFY SUFFIX FOR REQUIRED BACKPLATE. SEE SIGNAL MANUFACTURERS LEGEND BELOW.
- ANY COMBINATION OF BACKPLATES FOR SIGNAL HEADS ARE AVAILABLE. ASK FOR QUOTATIONS FOR COMBINATIONS NOT LISTED.

Distributed By:  
**PARADIGM Traffic Systems, Inc.**  
P. O. Box 14509  
Fort Worth, TX 76117-0509  
817-831-9406 fx: 817-831-9407

SIGNAL MANUFACTURER LEGEND

EAGLE SIG / AUTOMATIC (poly)	A
TCT	C
EAGLE SA (poly)	E
ECONOLITE (old alum)	L1
ECONOLITE (poly) (New)	L2
ECONOLITE (new alum)	L3
TRAFCON	T
SAFETRAN (alum)	S1
SAFETRAN (poly)	S2
3M	M
EAGLE / MARK IV (alum)	F
McCAIN	N



# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access-Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

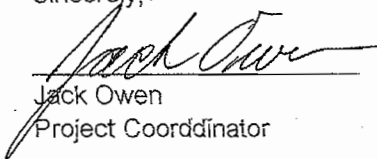
COPIES	DESCRIPTION OR ITEM
1	Astro-Brac

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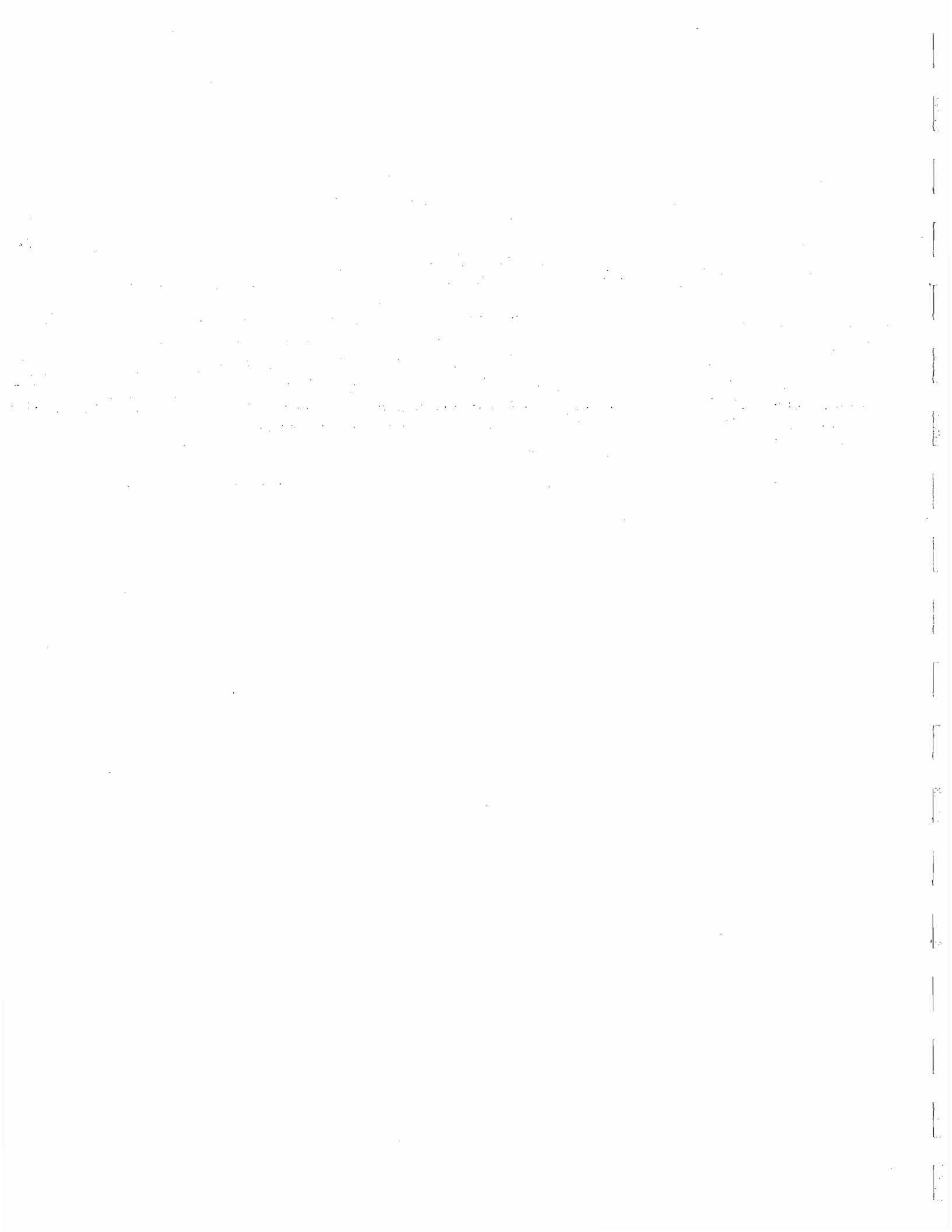
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- Correction & resubmission
- Your use
- Field Use
- Approval
- Estimate
- Your Files
- Fabrication
- Approved as noted
- Field Check
- Pricing only
- Price and Proceed

COMMENTS: Materials to be used for Item 318 and 319 3rd and 4 Section  
Astro Brac w/29" Bands

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,  
  
 Jack Owen  
 Project Coordinator

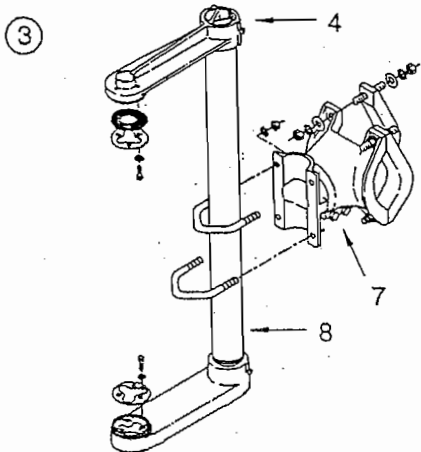
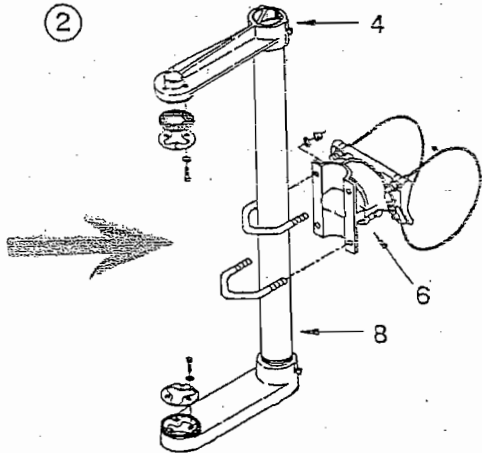
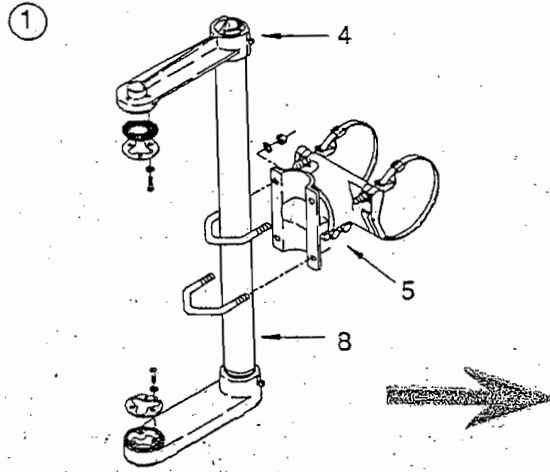




**ONE-WAY BRACKET ASSEMBLIES**

The Astro-Brac in its various configurations is a truly universal system for mounting signals.

The Astro-Brac is designed to facilitate the mounting of any size or combination of signals to any size and shape of mast arm or pole. This complete adjustability is not possible with other types of rigid mountings.



ITEM	DESCRIPTION	PART NO.
①	STANDARD BAND BRACKET ASSEMBLY .....	AB-0116-L-L
②	CABLE MOUNT BRACKET ASSEMBLY .....	AB-0125-L-L
③	TENON MOUNT BRACKET ASSEMBLY .....	AB-0137-L
4	ARM KIT, Standard 9" .....	AB-4000
5	CLAMP KIT, Band Mount .....	AB-3004-L
6	CLAMP KIT, Cable Mount .....	AB-3009-L
7	CLAMP KIT, Tenon Mount .....	AB-3010
8	GUSSETED TUBE w/ Vinyl Insert .....	AB-2003-L

**NOTES:**

1. PLEASE SPECIFY TUBE SECTION & BAND OR CABLE LENGTH REQUIRED, i.e., AB-0116-3-29 FOR A STANDARD 1-WAY 3 SECTION ASSEMBLY W/ 29" BANDS.
2. SEE ASTRO-BRAC CLAMP KIT BULLETINS FOR BAND & CABLE LENGTHS AVAILABLE.
3. SEE ASTRO-BRAC TUBE BULLETIN FOR TUBE LENGTHS.

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# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  
 Under Separate Cover

The following: \_\_\_\_\_  
 Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	Pedestrian Head
1	Clamshell mount
1	mounting materials
1	LED

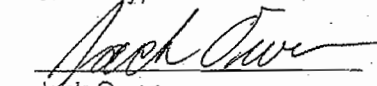
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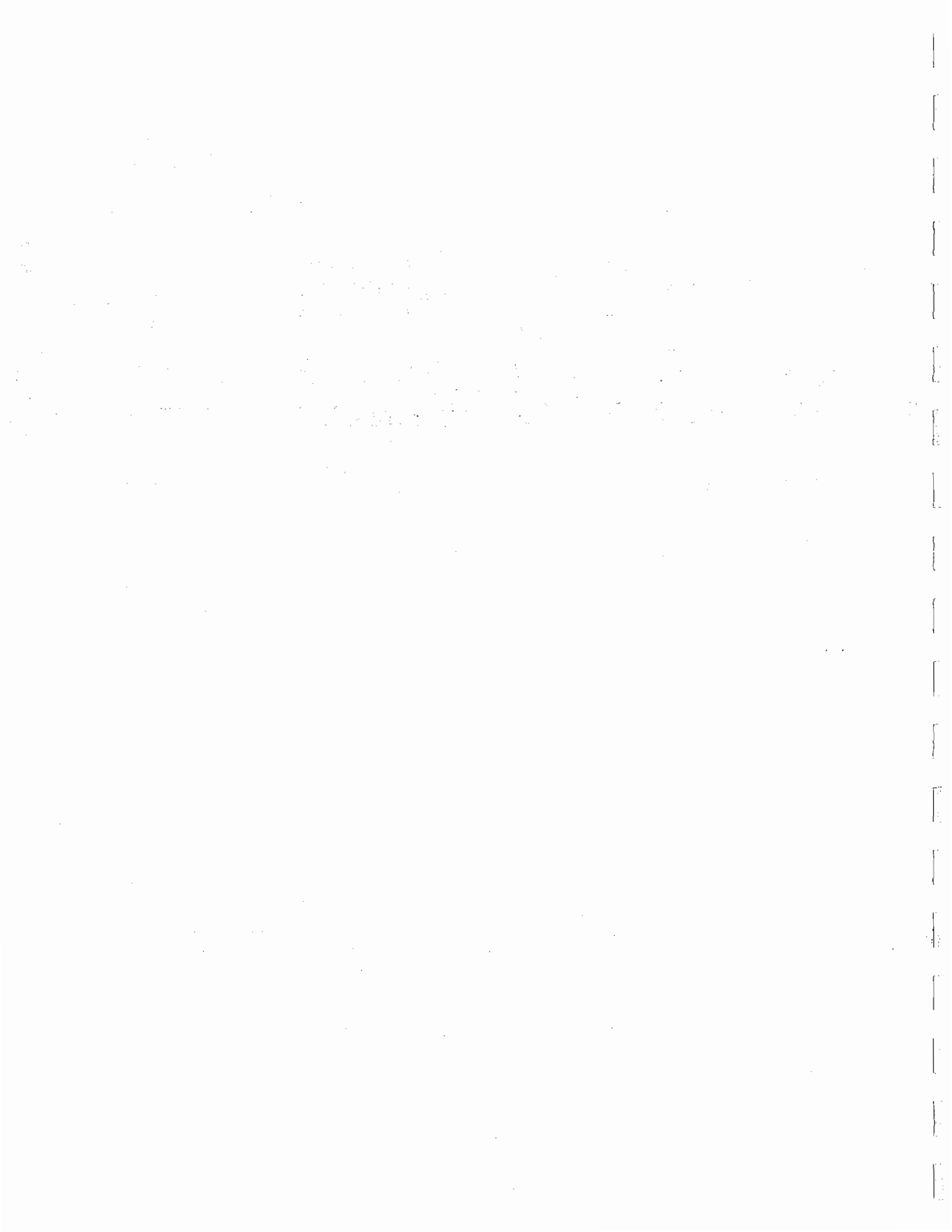
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| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication          |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed    |

COMMENTS: Materials to be used for Item 320 Pedestrian LED Signal Head  
with Count-Down Timer

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator



# U.S. Traffic Corporation

Manufacturers & System Engineers

## Model 7090

Incandescent  
Pedestrian Signal

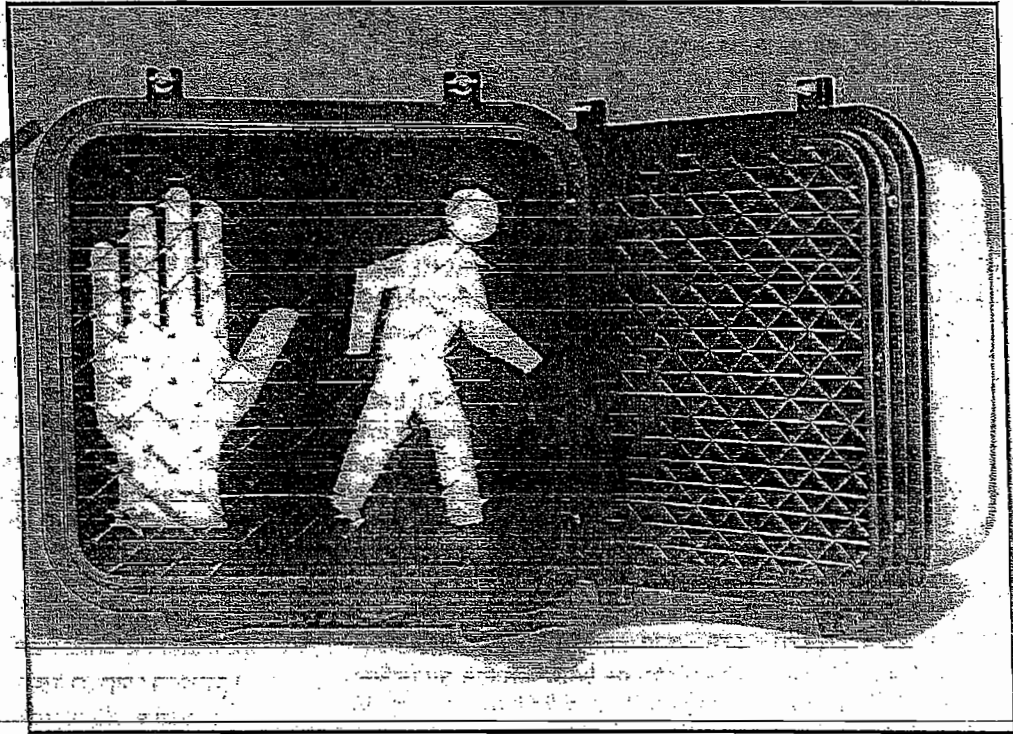
Distributed By:

PARADIGM Signal Systems Inc.

P. O. Box 14509

Fort Worth, TX 76117-0509

817-831-9406 FAX 817-831-9407



### Features & Benefits

- Certified ITE Color and Intensity
- Bright, Crisp Blankout Message
- 11" High Symbol...exceeds FHWA Minimum Message Size
- Z-CRATE Visor Virtually Eliminates Sun-Phantom
- Vandal-Resistant Construction
- Like the *bright, crisp message*, perfected over years through innovative design and manufacturing techniques.
- The *rugged Z-CRATE sun visor* that virtually eliminates sun-phantom.
- And there's our *patented clamshell mount*, which makes installing the 7090 a quick, clean process. (Once it's installed, there are features to ensure it lasts for many years to come.)

When you first look at a Model 7090, you see a sign of experience — it comes from IDC Indicator Controls more than 25 years of building pedestrian signals. Look even closer, and you'll find signs of quality and durability that have made it our most popular signal ever. . .

So when you're looking for an incandescent pedestrian signal, look for signs of experience. You'll find them at IDC!



## Specifications

### General:

The subject pedestrian signal shall be designed to fit the same mounting brackets employed by California type A, B, C, and G Pedestrian Signals. Furthermore, construction design shall be compatible with Clamshell mounting hardware.

The general construction shall include a single piece cast aluminum housing, a single piece double parabolic reflector, a two symbol two color message lens, a single piece cast aluminum swing down door frame, a blankout Z-CRATE sun visor, two A21 long life traffic signal lamps, and appropriate sockets and other hardware. The design shall optimize performance per unit of energy consumed and shall accommodate 60, 67, 69 and 116 watt lamps.

Optically, the subject pedestrian signal shall be capable of displaying brightly and uniformly the alternate symbol messages, "HAND" in portland orange and "WALKING PERSON" in white. When subjected to strong ambient light conditions, the messages shall "blankout" when the signal is not energized.

The signal shall be furnished complete with two A21 traffic signal lamps installed. In order to facilitate installation and maintenance, the signal shall be designed so that all components are readily accessible from the front by merely opening the signal door.

### Dimensions and Weight:

The maximum overall dimension of the signal shall be 16.5" W x 18.75" H x 9" D (470 x 476 x 229 mm), including the Z-CRATE sun visor and hinges. The distance between the mounting surfaces of the upper (non-shurlock) and the lower (shurlock) openings shall be 15.75" (400 mm). On models with shurlock on top and bottom, the distance between openings shall be 16" (406 mm).

The weight of the signal, excluding mounting hardware, shall be 21 pounds (9.53 kg) maximum.

### Messages:

Message configuration shall be the "HAND" symbol internally illuminated with a portland orange color source on the left half of the MBS (message bearing surface) and a "WALKING PERSON" symbol internally illuminated with an incandescent white color source on the right half of the MBS.

The "HAND" and "WALKING PERSON" symbols shall each be a minimum of 11" (279 mm) in height and 7" (178 mm) in width. Message configuration, color and size shall be Class 3 as defined by the I.T.E. Equipment Standard "Pedestrian Traffic Signal Control Signal Indications" dated March 1985. Internal illumination shall be provided by an incandescent lamp and a colored lens.

### Optical System:

The optical system shall be designed so as to minimize the return of the outside rays entering the unit from above horizontal (known as sun phantom). The optical system shall consist of:

- a.) two symbol two color message lens
- b.) double parabolic reflector
- c.) lamps and lamp sockets
- d.) Z-CRATE type sun visor

The inside face of each message section shall be silkscreened with a transparent coating of an appropriate color in the symbol areas to produce a portland orange "HAND" symbol and an incandescent white "WALKING PERSON" symbol when illuminated by a clear A21 traffic signal lamp operating at rated voltage. The entire background shall be a fired ceramic mask, black in color.

### Double Parabolic Reflector:

A single piece double parabolic reflector shall be vacuum formed from 0.250" (6 mm) minimum thickness textured polycarbonate plastic. The texture shall be on the bulb side of the reflector and shall conform to C-64 or C-66 pattern or equivalent for light uniformity.

The lamp side of the reflector shall be reflectorized by vacuum deposition of an aluminum coating which shall in turn be protected by a hard wear resistant coating.

The two sections of the reflector shall be divided by a full depth 0.040" aluminum divider that properly mates with the message lens to effectively prevent light spillage from one section to the other.

### Message Lens:

Two lens materials shall be available as follows:

- a.) STANDARD: 0.187" (5 mm) tempered glass with the outside surface textured to eliminate message "hot spots".
- b.) OPTIONAL: 0.250" (6 mm) polycarbonate plastic with C-64 or C-66 pattern texture on the outside surface to eliminate message "hot spots".

The lens shall be located at least 1.75" (445 mm) away from the closest glass envelope extremity of the ANSI Designation A21 traffic signal lamp.

The inside of the lens shall be fitted with a one piece EPDM neoprene gasket fitted around the perimeter such that a weatherproof seal is afforded whenever the reflector, lens, door frame, and case are properly mated.

### Lamps and Lamp Sockets:

The pedestrian signal shall be completely equipped with traffic signal lamps and sockets (one set for each section of the double parabolic reflector). Each lamp shall be V-beam, clear, group replacement A21, 8000 hour rated life, horizontal with medium base. Each lamp socket shall be accurately positioned so as to be centered and prefocused in its respective section of the reflector when the above described lamps are installed.

Mounting shall be to an aluminum plate so as to efficiently conduct heat away from the socket.

## Specifications

The lamp socket may be made of molded Bakelite, molded phenolic, or ceramic and shall be provided with a brass screw shell with lamp grip.

Each lamp socket shall be provided with one colored lead (non-white and non-green) from the socket and one white lead from the shell. Leads shall be 18 AWG and shall be wired to respective terminals of a three terminal pair screw-type terminal block. The two white wires shall be connected to a common terminal. The terminal block shall be located inside the pedestrian signal housing.

### Z-CRATE VISOR:

Each signal shall be provided with a Z-CRATE type visor designed to eliminate sun phantom.

The Z-CRATE type visor shall be installed parallel to the face of the "HAND/WALKING PERSON" symbol. The Z-CRATE visor assembly shall be held in place by the use of stainless steel screws or lens clips.

The Z-CRATE assembly shall consist of a minimum of 20 straight horizontal louvers and 21 zig-zag pattern horizontal louvers.

Every other formed louver shall be reversed so as to form cells 1" (25 mm) square but rotated 45 degrees from horizontal to provide diamond shaped cells. Each diamond shall then be bisected by a straight louver inserted between each pair of formed zig-zag louvers.

The basic material used in construction of the Z-CRATE visor shall be nominally 0.030 thick and shall be 100% impregnated black polycarbonate plastic processed with a flat finish on both sides.

The assembly shall be enclosed in a mounting frame constructed of 0.040 minimum thickness aluminum. This frame shall be 1.5" (38 mm) deep and shall contain mounting holes for installation directly into the pedestrian signal door frame.

### Case:

The case shall be one piece corrosion resistant aluminum alloy die casting compete with integrally cast top, bottom, sides and back. Four integrally cast hinge lug pairs, two at the top and two at the bottom of each case, shall be provided for operation of a swing down door.

The case when properly mated to other pedestrian signal components and mounting hardware shall provide a dustproof and weatherproof enclosure and shall provide for easy access to and replacement of all components.

Three versions of the case shall be available. The first version shall be supplied with Clamshell mounting hardware installed (ordered concurrently) for installation of "pole LEFT of message." The second version shall be the same except intended installation shall be "pole RIGHT of message". The third version shall contain upper and lower openings as described below, suitable for either post top or bracket mounting. The first and second version need not include upper

and lower openings but when provided shall be adequately plugged.

The openings included in the third version shall accommodate standard 1.5" (38 mm) pipe brackets at the top and bottom of the case. The bottom opening of the signal case shall have a shurlock boss integrally cast into the case. The dimension of the shurlock boss shall be as follows: Outside diameter 2.625" (667 mm); Inside diameter 1.969" (50 mm); number of teeth 72, angle of teeth 90° and depth of teeth  $\frac{5}{64}$ " (2 mm). As an option, a shurlock boss of the same dimensions may be ordered for the top opening on the case. The teeth shall be clean and sharp and provide full engagement. The radial angular grooves of the shurlock boss, when used with shurlock fittings, shall provide positive positioning of the entire signal to eliminate rotation or misalignment of the signal.

### Door Frame:

The door frame shall be a one piece corrosion resistant aluminum alloy die casting, complete with two hinge lugs cast at the bottom and two latch slots cast at the top of each door. The door shall be attached to the case by means of two Type 304 stainless steel spring pins. Two stainless steel hinged bolts with captive stainless steel wingnuts and washers shall be attached to the case with the use of stainless steel spring pins. Hence, latching or unlatching of the door shall require no tools.

### Painting:

Prior to final assembly, the case, door frame, Clamshell mounting, and visor (aluminum portion only) shall be thoroughly cleaned and then etched with an iron phosphate solution. An appropriate chemical sealer is then applied. For all gloss finish colors, a top grade T.G.I.C. polyester powder is electrostatically applied and oven baked. To provide a true low luster flat black, an epoxy hybrid powder is applied in the same manner. This material chalks black and is often referred to as a "self-cleaning" flat black. This process yields a high quality and very durable finish.

### Warranty:

The entire pedestrian signal, including Z-CRATE visor, message lens, double parabolic reflector, lamp sockets, case, and door frame (but not the A21 traffic signal lamps), shall be warranted for two (2) years from the date of original shipment against defects in workmanship and/or materials.

### Paint Options:

Paint Door Flat Black  
Paint Housing Olive Green  
Paint Housing Federal Yellow  
Paint Housing Gloss Black  
Paint Housing Flat Black  
Paint Housing Aluminum



## Specifications

### Mounting Options:

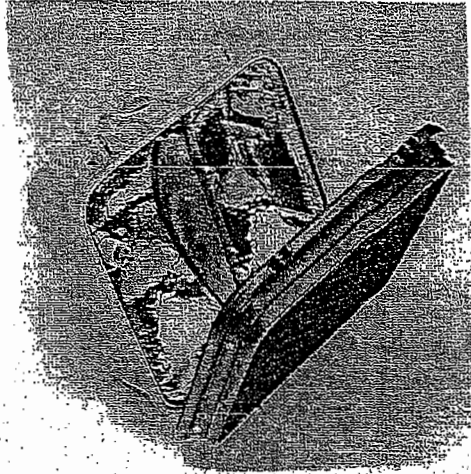
Clamshell 2 Mounting (pole left of message)  
Clamshell 2 Mounting (pole right of message)  
Clamshell 3 Mounting (pole left of message)  
Clamshell 3 Mounting (pole right of message)  
Maintenance Housing (one side plugged)  
Maintenance Housing (both sides plugged)  
Flat Pole Adaptor  
Conduit Side Entrance Kit  
Allen Head Bolts (set of 2)  
Steel Spacers (set of 2)  
Cast Closed Top and Bottom  
Add Shurlock Top Port

### Visor Options:

Open visor in lieu of Z-CRATE VISOR  
Open visor in addition to Z-CRATE VISOR

### Other Options:

Substitute 1/4" Polycarbonate Lens  
Substitute Rotatable Lamp Sockets  
Substitute 69 watt Lamps  
Substitute 116 watt Lamps  
Substitute 60 watt Lamps



## U.S. Traffic Corporation

Manufacturers System Engineers

9603 John Street • Santa Fe Springs, CA 90670  
Tel: (562) 923-9600 • Fax: (562) 923-7555  
Toll Free: 1-800-733-7872 • [www.idc-traffic.com](http://www.idc-traffic.com)

Specifications are subject to change without notice to reflect improvements and upgrades.

# U.S. Traffic Corporation

Manufacturers & System Engineers

## Model 4835

Clamshell Mount  
Pedestrian Signal  
Mounting  
Hardware



### Features & Benefits

- 12 position terminal block
- Clean, simple installation
- Patented, reversible design for left or right hand mounting
- Flexible mounting, including through-bolt and band-it
- Vandal - proof exterior lock

From procurement through installation and on to maintenance, our Model 4835 is built to make everyone's job easier. Whether you prefer bolting or banding, installation of the 4835 is quick and hassle-free. Add the further flexibility of a patented design that's reversible for left-or-right-hand mounting, and most of the headaches of stockpiling disappear.

Since a single hex key gives you full access to the wiring block, it's hard to imagine how servicing could become any more convenient. By creating a simple, streamlined shape, the 4835 even makes signals easier to look at.

Of course, there is one group the 4835 makes things tougher for ... vandals. Its exterior lock and solid construction assure that, which should make everyone else's job just that much easier.



Indicator Controls™

Distributed By:  
PARADIGM Traffic Systems, Inc.

P.O. Box 14509

Fort Worth, TX 76117-0509

817-831-9406 fx: 817-831-9407



## Specifications

The subject mounting hardware shall be a two-piece, cast aluminum alloy assembly. The two separate castings shall be joined in the final assembly by the use of stainless steel spring pins. The spring pins shall be factory installed into the hinge ears which shall be integrally cast into the pole half of the assembly. Final mating of the two halves shall be accomplished by inserting the spring pins into the drilled hinge ears of the head half of the assembly. (loose fit).

### Applicable Installations:

The pole half of the assembly shall be designed to adapt to a wide range of pole configurations (4" [102 mm] minimum diameter). The pole mating surface shall be configured much like terminal compartments used for conventional bracket mounting.

The half of the assembly mounted to the pole shall not weigh more than 3.4 pounds (4.43 kg), thus facilitating rapid installation.

### Adaptable Mounting:

Unit construction shall allow for through-bolt, bolt to tapped pole, lag screw and band-it type mounting. Through bolt mounting shall accept two 1/2" (13 mm) diameter hex head bolts located on 9" (229 mm) centers. A channel with a recessed shoulder shall be included to retain the bolt head (or nut) and thus prevent rotation.

Clearance shall be provided on the mating half of the assembly such that the bolt can extend through the nut when it is desired to enclose the nut and bolt end rather than the bolt head.

The clamshell mounting system shall include an option for bolting directly to a tapped pole or lag screwing directly to a wood pole. Steel spacers with a 9/16" (406 mm) hole to slip over the shank and under the head of the mounting bolt or the lag screw shall be available as an extra cost accessory.

Band-it type mounting shall be provided by integrally casting two recessed slots near the top and bottom of the pole half of the assembly. The corners of this slot shall be relieved to prevent damage to the band-it type strapping material. Approximate dimensions of each slot shall be 7/8" (22 mm) wide and 1/8" (3 mm) deep thus adequately retaining 3/4" (19 mm) strapping material.

### 30 Degree Adjustment:

The bolt hole shall be elongated from side to side and the recessed shoulder shall be curved to allow rotation of the installed assembly 15° in either direction from center for a total of 30° (when installed on a 4" [102 mm] pole).

### Improved Mounting Location:

The subject mounting hardware shall allow a "pole to pedestrian signal" clearance of approximately 3" (76 mm) thus providing stronger and more rigid mounting than conventional bracket mounts. This close spacing between the pole and the pedestrian signal in most locations should reduce the vulnerability to damage by curb-hugging trucks and should be esthetically more pleasing to the eye.

### Vandal - Proof Installation:

The head half of the assembly shall be secured to the pedestrian signal with four 5/16" (8 mm) bolts. The pedestrian assembly shall be mounted on the pole by lining up the mounting pins of the pole half with the mounting ears of the pedestrian assembly and lowered to the permanent position. The pedestrian assembly shall then be rotated until the clamshell is closed. Locking is accomplished by inserting the flat head socket bolt and tightening with a 7/16" (5 mm) allen wrench.

### Terminal Block and Dual Wiring:

Twelve sets of screw terminal pairs shall be located on a terminal block in the pole half of the clamshell assembly. A corresponding rain shield shall be provided in the upper third of the pole half to prevent water intrusion.

A closed cell neoprene sponge gasket shall be provided on the mating surfaces of the two halves of the assembly to complete the rain-tight construction.

Provisions shall be provided to allow wiring to the field wires by conventional screw type terminals or by quick disconnects. Field wires shall be either AWG 12 or AWG 14.

When pedestrian signals and clamshell mounting hardware are ordered concurrently, the clamshell mounting hardware shall be mechanically assembled and wired to the pedestrian signal on the side specified. If top and bottom holes exist in the mating pedestrian signal, such holes shall be plugged as part of the clamshell installation procedure.

### Weight:

The subject clamshell mounting hardware assembly shall weigh 8.3 lb maximum (3.76 kg).

### Dimensions:

11.25" H x 5.5" W x 3.75" D (286 x 140 x 95 mm).

### Painting:

Prior to final assembly, the clamshell mounting hardware shall be thoroughly cleaned and then etched with an iron phosphate solution. An appropriate chemical sealer is then applied. For all gloss finish colors, a top grade T.G.I.C. polyester powder is electrostatically applied and oven-baked. To provide a true low luster flat black, an epoxy hybrid powder is applied in the same manner. This material chalks black and is often referred to as a "self-cleaning" flat black. This process yields a high quality and very durable finish.

### Warranty

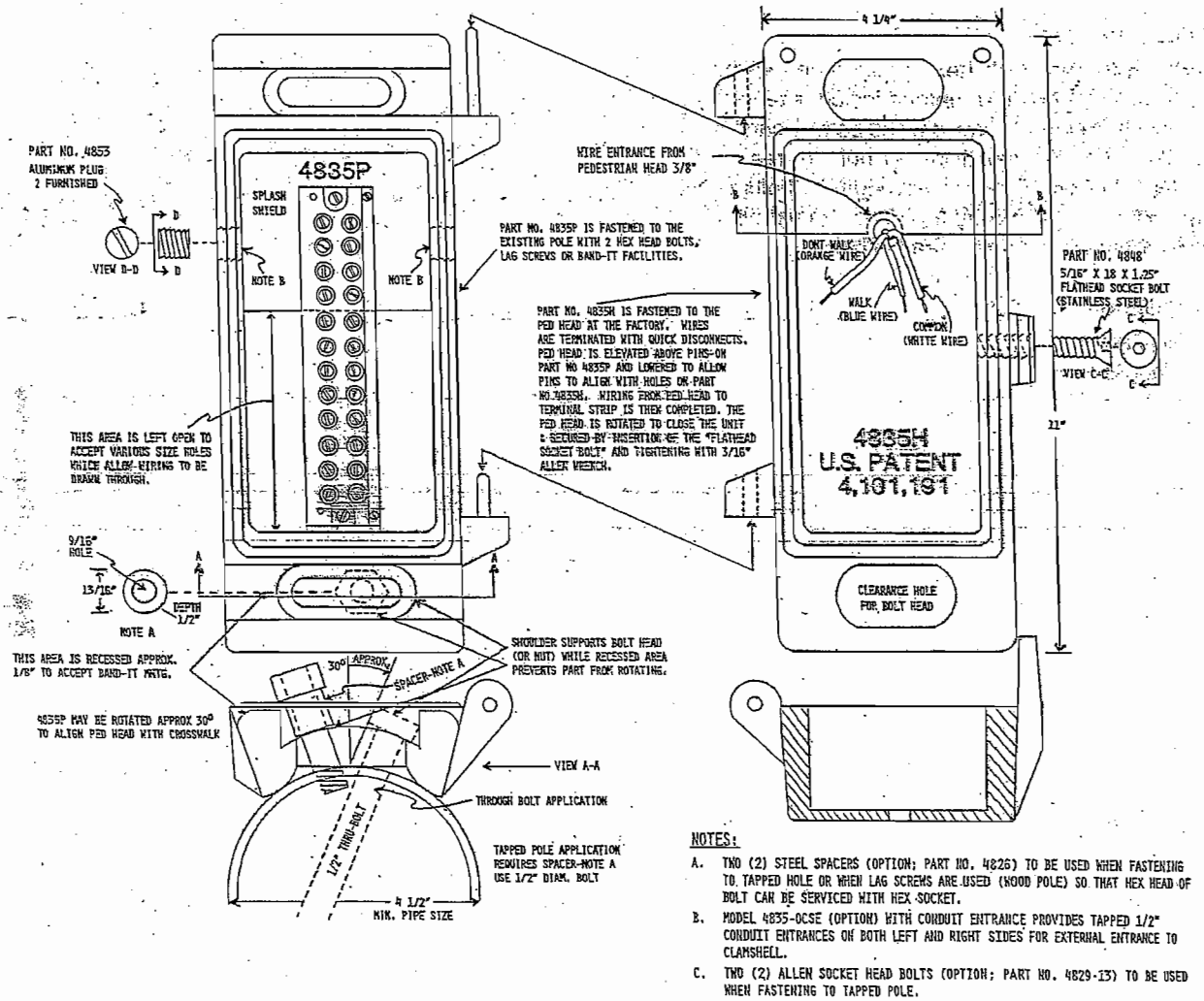
The clamshell mounting hardware shall be warranted for two (2) years from the date of original shipment against defects in workmanship and/or materials.

### Applicable Patent

The product described herein is protected by U.S. and International patent number 4,101,191.

Specifications

Assembly Drawing



## Specifications

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### Options:

Model 4835-CSE: Clamshell mount with optional conduit side entrances.

The pole half of the clamshell assembly shall be provided with  $\frac{1}{2}$ " (13 mm) tapped conduit entrances on both left and right sides to facilitate exterior pole wiring. Conduit entrances shall be sealed with removable insert (Part No. 4853) at time of shipment.

Part No. 4826: Steel spacers.

Required to raise bolt hex head above locking groove when mounting method includes tapped hole in pole or lag screws in wood pole. Spacers include  $\frac{9}{16}$ " (406 mm) diameter hole to readily accept  $\frac{1}{2}$ " (13 mm) diameter mounting bolts or lag screws. Head mounting half of clamshell is relieved to accommodate head of bolt.

### Paint Options:

Olive Green  
Federal Yellow  
Gloss Black  
Flat Black

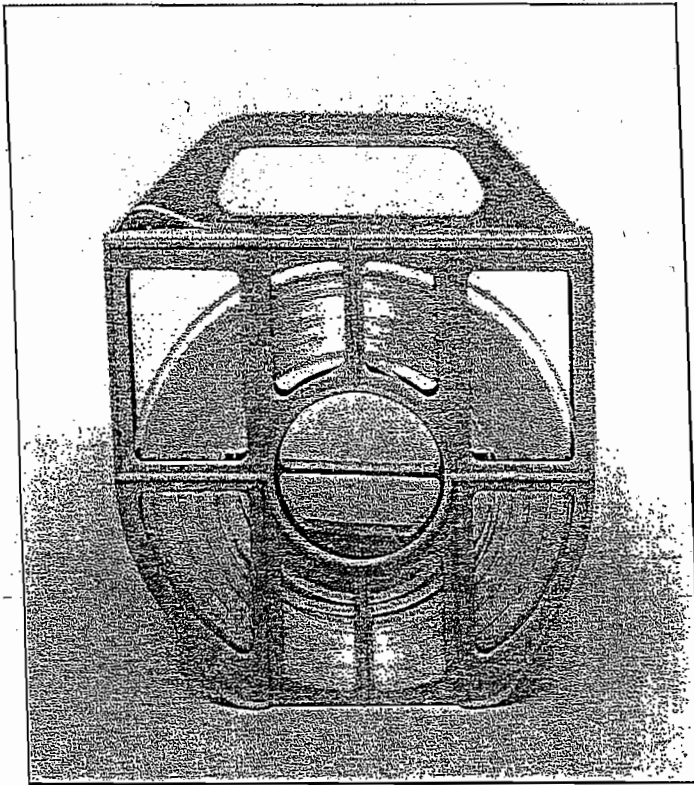
**U.S. Traffic Corporation**  
Manufacturers of System Engineers

9603 John Street • Santa Fe Springs, CA 90670  
Tel: (562) 923-9600 • Fax: (562) 923-7555  
Toll Free: 1-800-733-7872 • [www.idc-traffic.com](http://www.idc-traffic.com)

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Specifications are subject to change without notice to reflect improvements and upgrades.

# SIGNFIX BANDING PRODUCTS



## Signfix features:

### \*PVC container

- Center spool recoils excess band to prevent waste
- Prevents injury by storing end of band
- Waterproof
- Protects band
- Handle for easy carrying

### \*AISI 201 stainless

- Best for street name and regulatory signing
- Corrosion resistance
- Superior strength
- Signlife performance
- Excellent tensile properties

Color Coded PVC container identifies the different widths of band

Part Number	Color	Width-inches	Thickness-inches	Weight-lbs
HPN-209	BLUE	1/2	0.030	5.1
→ HPN-109	GREEN	5/8	0.030	6.4
HPN-127	RED	3/4	0.030	7.7

Specify AISI 201 Stainless Steel To Insure Proper Strength

MINIMUM BREAKING STRENGTH				
	Type 201	Type 304	Type 316	Carbon Steel
Width-inches	Force	Force	Force	Force
1/2	1465	1130	1200	1125
→ 5/8	1835	1410	1500	1405
3/4	2350	1890	1800	1690

Values shown in pounds

## Chemical Composition

C	S	Mn	P	S	Cr	Ni	N
0.08	1.0	6.00	.045	0.30	16.0	3.5	0.25
Max	Max	7.50	Max	Max	18.0	5.0	Max



## REGULAR BUCKLE

\*Available in widths 1/2", 5/8", 3/4"

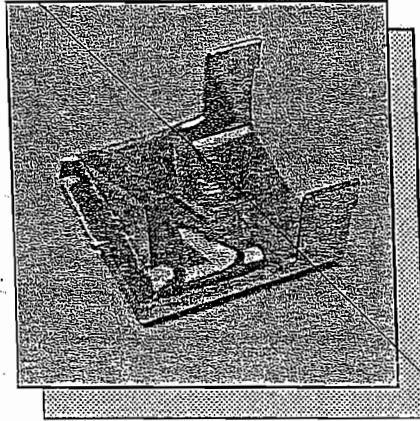
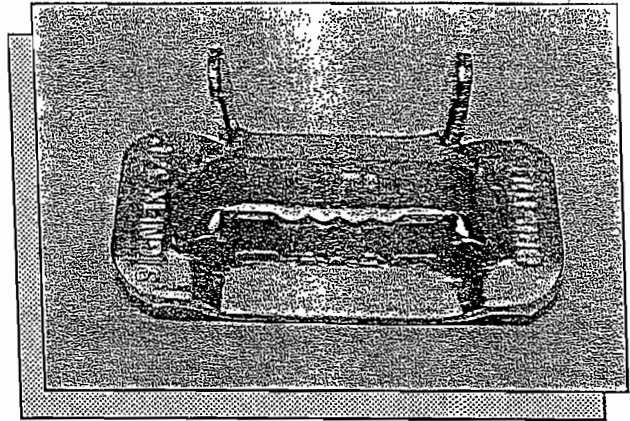
\*Type 201 stainless steel

\*For use with .030" and .036"  
thick stainless steel band

HPN210 - 1/2"

HPN110 - 5/8" ←

HPN128 - 3/4"



## LIGHTWEIGHT BUCKLES

\*Available in widths 3/8", 1/2", 5/8", 3/4"

\*Type 201 stainless steel

\*For use with .020" thick stainless steel band

HPN205 - 3/8"

HPN206 - 1/2"

HPN207 - 5/8"

HPN208 - 3/4"

## SCREW BUCKLES

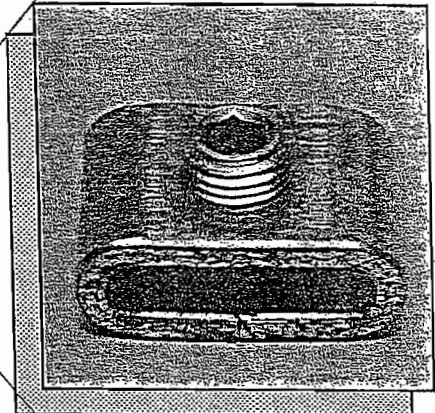
\*Available in 1/2" and 3/4" widths

\*Type 201 stainless steel

\*For use with .030" thick or  
thinner stainless steel

HPN211 - 1/2"

HPN212 - 3/4"



## LIGHTWEIGHT BAND

\*Available in widths 3/8", 1/2", 5/8", and 3/4"

\*Type 201 stainless steel

\*150' coils

\*.020" thickness

HPN066 - 3/8"

HPN067 - 1/2"

HPN068 - 5/8"

HPN069 - 3/4"

# JXR-300 VI Series LED Traffic Signal Lamps

Compliant by ISO9001 International Quality Assurance System

## Main Features:

- Conforms to IEC specifications
- Low power consumption
- Long operating lifetime LEDs
- Shock resistant & UV stabilized shell
- Wide viewing angles
- Even brightness & standard chromaticity



## Product Characteristics:

Part Number	Figure	Size		Config	Symbol			Voltage (AC) Typical	Voltage Range 60Hz(AC)	POWER (W)	
		(Inches)	(mm)		Hand	Person	Countdown			Hand	Person
JXR-300VIA	A	16x18	407x450	Side by Side	Full	Full	-	120V-60Hz	80V-135V	9	9
JXR-300VIB	B	16x18	407x450	Side by Side	Outline	Outline	-	120V-60Hz	80V-135V	7	7
JXR-300VIC	C	16x18	407x450	Overlay	Full	Full	-	120V-60Hz	80V-135V	9	9
JXR-300VID	D	16x18	407x450	Overlay	Outline	Outline	-	120V-60Hz	80V-135V	7	7
JXR-300VIE	E	16x18	407x450	Countdown	Full	Full	2 Digit(6W)	120V-60Hz	80V-135V	9	9
JXR-300VIF	F	16x18	407x450	Countdown	Outline	Outline	2 Digit(6W)	120V-60Hz	80V-135V	7	7



Figure A



Figure B



Figure C



Figure D

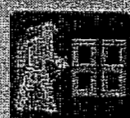


Figure E

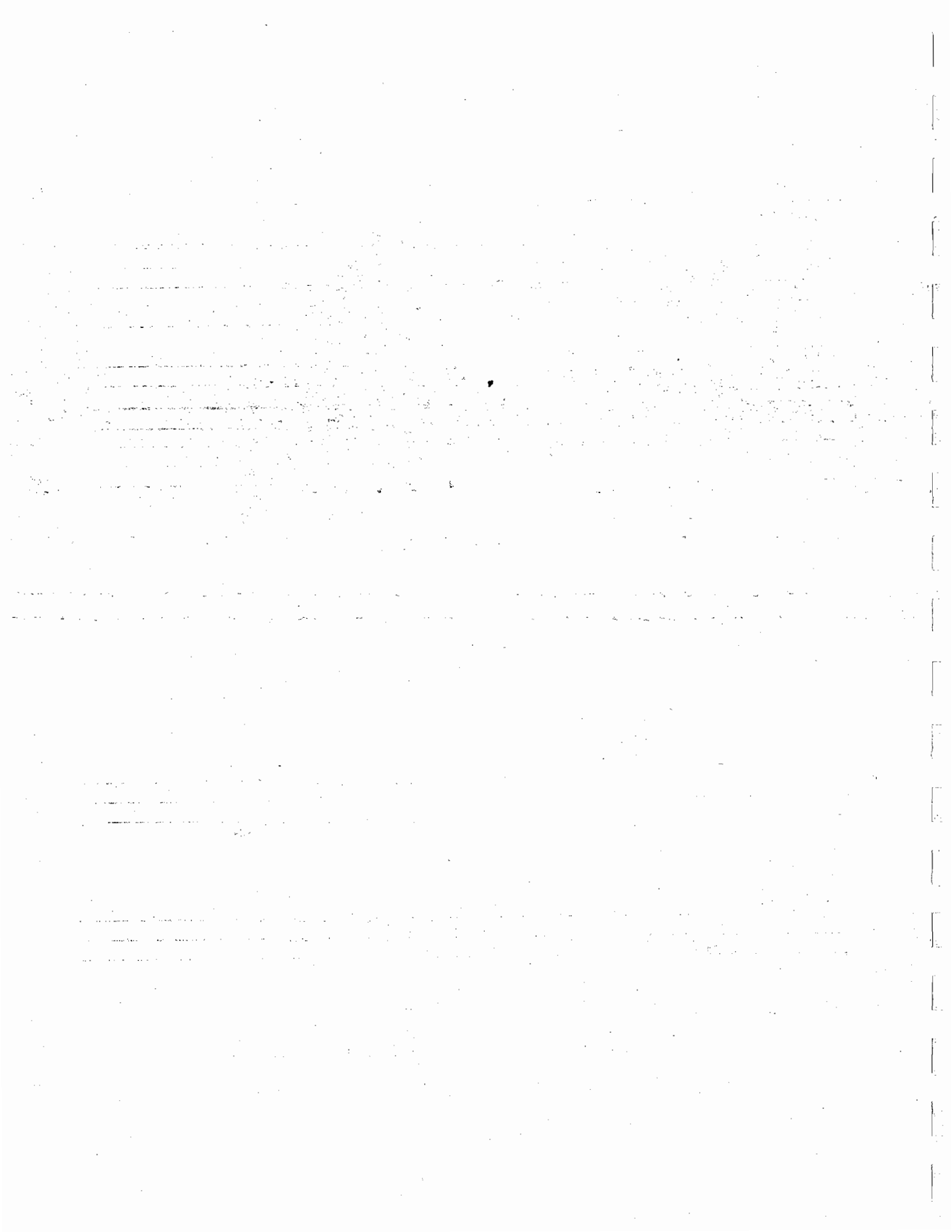


Figure F

TraStar, Inc.  
 Tel: (469) 867-5788  
 Fax: (214) 473-8860  
 Add: P.O. Box 251752  
 Plano, TX 75025  
 Email: ptian@attbl.com







# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	Opticom Cable

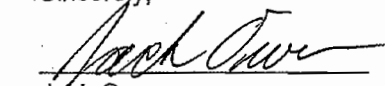
THE ATTACHED IS SUBMITTED FOR:

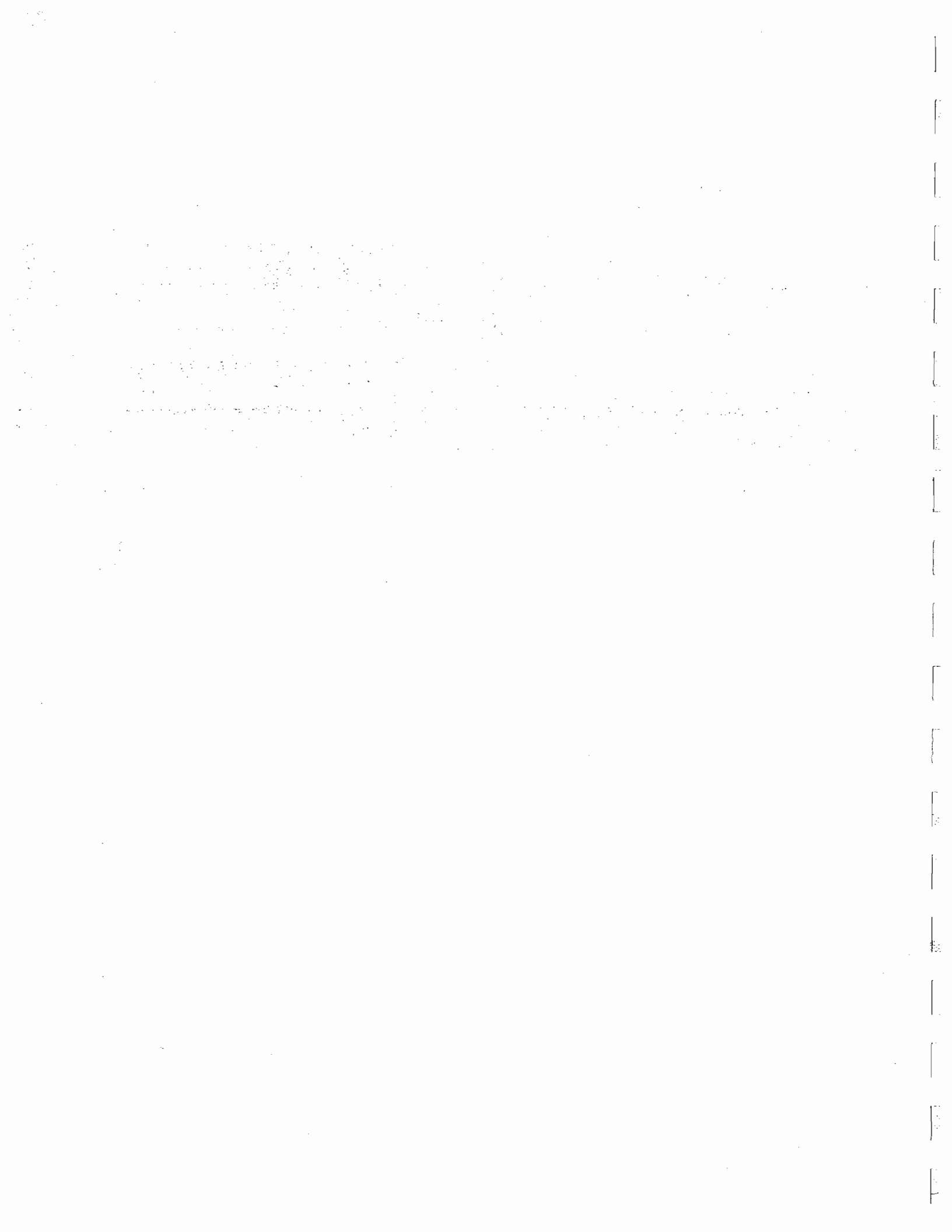
- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Comments | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 321 4 Conductor Opticom Cable

COPIES TO: \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator



# Opticom™ Priority Control System

## Detector Cable ← Model 138

An Opticom™ System Matched Component Product

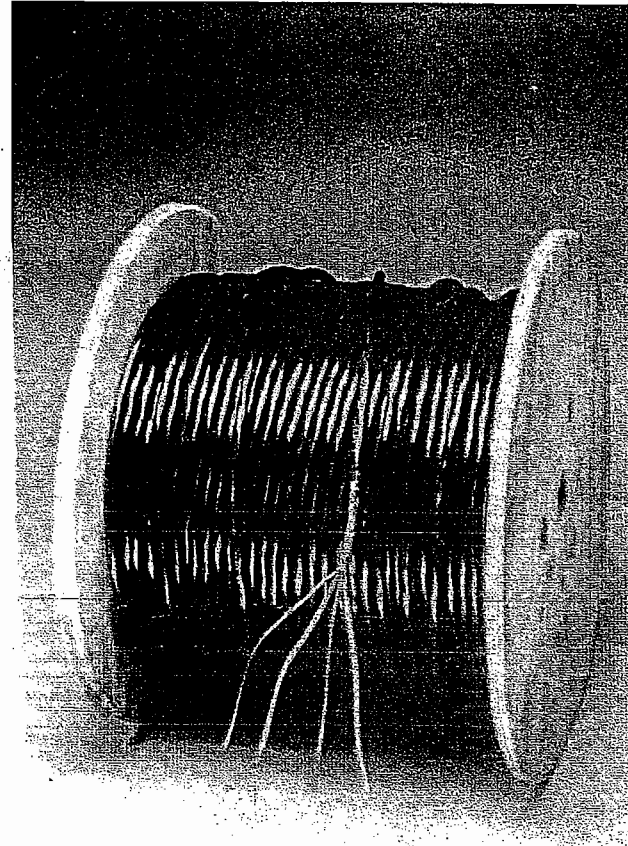
### Description

The M138 Optical Detector Cable is designed and manufactured explicitly for use with Opticom Detectors. M138 has three color-coded conductors, a conductive shield and drain, and a black PVC jacket.

This durable, high quality cable carries the appropriate power to the Optical detectors from the Phase Selector and delivers the necessary quality signal to the Phase Selector discriminator circuitry up to 1000 ft. (305 m).

### Features

- Optimized to interface M205 detectors to an Opticom Phase Selector
- Assures effective range of 2800 ft. (853 m) with Opticom System components
- Durable construction
  - Suitable for direct burial
  - Suitable for conduit and mast arm pull
  - Suitable for exposed overhead installation (messenger wire required)





# DURABLE SPECIALTIES, INC.

TO: Town of Adalison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  
 Under Separate Cover

The following: \_\_\_\_\_  
 Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	5C/14AWG FMSA 20-1
1	7C/14AWG FMSA 20-1


THE ATTACHED IS SUBMITTED FOR:

- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Comments | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 322 and 323 5 and 7 Cndr.  
Signal Cable (16 AWG) (FMSA 20-1)

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator



# Rome Cable CORPORATION

421 Ridge Street  
Rome, New York 13440

## PACKING LIST

CUSTOMER C

S DURABLE SPECIALTIES, INC.  
H 1211 S. ALEXANDER AVE  
P PO# 042103/JACK OWEN  
T DUNCANVILLE, TX 75137  
O JACK OWEN

B MULTICOM INC.  
I 1076 FLORIDA CENTRAL PKWAY  
L LONGWOOD, FL 32750  
T  
O

Load Id: 6180066828

ORDER #	REV.#	DATE	PA
HL5347	00	05/01/03	1 / 1
CUSTOMER P.O.			P.O. DA
013709 PARTIAL			05/01/03
SHIP VIA			FRT TERMS OF S
DEEP SOUTH			PPD SPFA
BILL OF LADING			WEIGHT
6180066828			
PAYMENT TERMS		DATE SHIPPED	RLS
1% 45 NET 60		05/09/03	001
NO. OF BOXES	0		

613147

613147

LINE	PRODUCT NUMBER	UM	DESCRIPTION	QUANTITY SHIPPED	QUANTITY BACK ORD.	LOT/SERIAL NO.	NO C BOXE
------	----------------	----	-------------	------------------	--------------------	----------------	-----------

004-01	80096	FT	20-1-PE-14C5-7-PE	5600			
	004-14G0005CR201BS		Customer Part Number				
			Put Up: 1 X 5600				

<u>Length</u>	<u>Weight</u>	<u>Loc'n</u>	<u>Size</u>	<u>Id</u>	<u>Seq</u>	<u>MO #</u>
5600	663	34-65B	3618	54944	001	

20-1-PE-14C5-7-PE

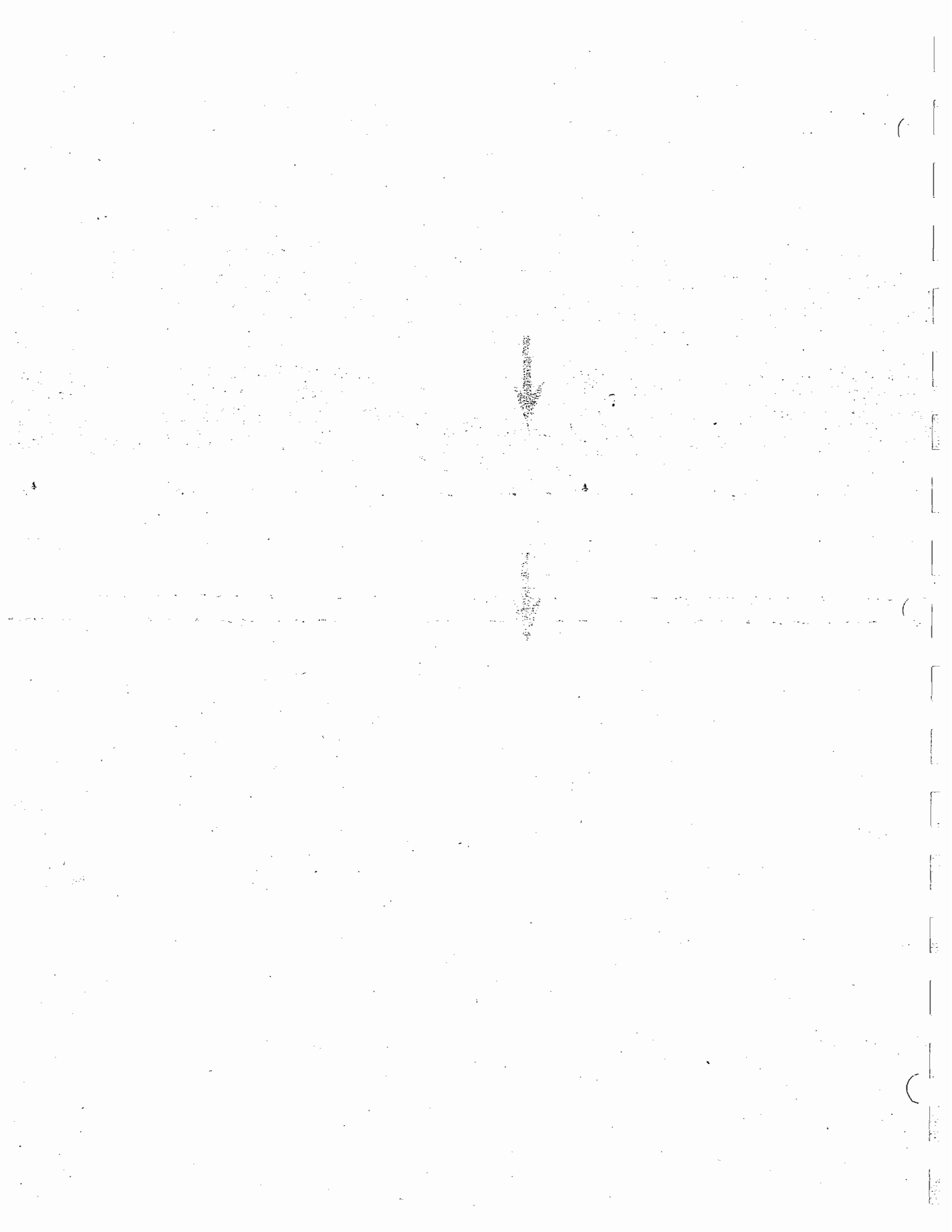
"CERTIFICATE OF COMPLIANCE AND TEST REPORT MUST ACCOMPANY SHIPMENT"

\*\*\*\*\*

CONTACT JACK OWEN 972/296-6324  
24 HRS PRIOR TO DELIVERY  
BALANCE OF ORDER ON HL5348

Total Weight: 663





# ROME

214 Nashua Street, Leominster MA 01453  
Phone: (978) 537-9138 Fax: (978) 537-8392

## CERTIFICATE OF COMPLIANCE

Customer: Multicom

P/N: 80096

P.O.: 013709

Lot No.: 07671A

**Specification:**

P/N: 80096

IMSA Specification No. 20-1 1997

Type: 14-5 STR IMSA 20-1



**Description:**

5C 14 AWG 7/Strand Bare Copper Low Density Polyethylene Insulation,  
Overall Clear Mylar Wrap,  
Black Polyethylene Jacket, Indent Print

Quantity of Reels:

Cable Quantity:

ROME Job Reference: 07671A

This is to certify that the above material is manufactured in full accordance with the above referenced specification. Manufacturer's test data on file and will be made available upon request.

Quality Assurance:

Mary Fortugno

Date:

5-8-03

# ROME

## IMSA SPEC. NO. 20-1 1997 CERTIFIED TEST REPORT

Report No.: 07671A-031203

PAGE 1 OF 3

DATE: 5-8-03

JOB NO.: 07671A

CUSTOMER: Multicom

TYPE: 14-5 STR IMSA 20-1

P.O. NO.: 013709

PART NO.: 80096

ATTRIBUTE	REQUIREMENT	RESULT												
CONDUCTOR	ASTM B-8 #14 AWG 7/.0242 BARE COPPER	#14 AWG 7/.0242 BARE COPPER												
INSULATION	POLYETHYLENE, LOW DENSITY CONFORMING TO UL62 EXCEPT COLD BEND TEMP IS -55° C	CONFORMS, POLYETHYLENE, LOW DENSITY												
	THICKNESS													
	MINIMUM AT ANY POINT. .022" (.559 mm)	.025" (.635 mm)												
	MIN. ACCEPTABLE AVG. .025" (.635 mm)	.028" (.711 mm)												
	7500 VOLT AC SPARK TEST	PASS												
COLOR CODE	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"><u>COND.</u></th> <th><u>COLOR</u></th> </tr> </thead> <tbody> <tr><td>1</td><td>BLACK</td></tr> <tr><td>2</td><td>WHITE</td></tr> <tr><td>3</td><td>RED</td></tr> <tr><td>4</td><td>GREEN</td></tr> <tr><td>5</td><td>ORANGE</td></tr> </tbody> </table>	<u>COND.</u>	<u>COLOR</u>	1	BLACK	2	WHITE	3	RED	4	GREEN	5	ORANGE	CONFORMS
<u>COND.</u>	<u>COLOR</u>													
1	BLACK													
2	WHITE													
3	RED													
4	GREEN													
5	ORANGE													

# ROME

## IMSA SPEC. NO. 20-1 1997 CERTIFIED TEST REPORT



Report No.: 07671A-031203

PAGE 2 OF 3

ATTRIBUTE	REQUIREMENT	RESULT
CABLE ASSEMBLY		
CABLE LAY	5.0" (12.7 cm) MAXIMUM	4.75" (12.07 cm)
FILLERS	NON-METALLIC, MOISTURE RESISTANT, NON-WICKING	CONFORMS
TAPE	CLEAR MYLAR, 10% MIN OVERLAP	CLEAR MYLAR 38%
JACKET	UL STANDARD 62 POLYETHYLENE	CONFORMS POLYETHYLENE
	THICKNESS	
	MINIMUM AT ANY POINT .036" (.914 mm)	.045" (1.143 mm)
	MINIMUM AVG. .045" (1.143 mm)	.048" (1.219 mm)
	TENSILE STRENGTH 1700 PSI (11.72 MN/m <sup>2</sup> )	3054 PSI (21.06 MN/m <sup>2</sup> )
	ELONGATION 400%	800%

# ROME

## IMSA SPEC. NO. 20-1 1997 CERTIFIED TEST REPORT



Report No.: 07671A-031203

PAGE 3 OF 3

ATTRIBUTE	REQUIREMENT	RESULT
IDENTIFICATION	INDENT PRINT ON THE JACKET ROME 2003 IMSA 20-1 600 V EVERY 2 FT.	CONFORMS
PACKING AND MARKING FOR SHIPMENT	PLYWOOD REELS, ENDS OUT AND SEALED, PROTECTIVE WRAP, FULL MARKING.	CONFORMS
SAMPLING INSPECTION AND ACCEPTANCE TESTS ON FINISHED CABLE	2500 VOLTS AC, FOR 1 MINUTE CONDUCTOR TO CONDUCTOR,	PASS
SAMPLING PLAN FOR FINISHED DIMENSIONS	1 SAMPLE PER 10,000 FT.	CONFORMS
SAMPLING PLAN FOR DIELECTRIC	100 %	CONFORMS

REVIEWED BY

*Mary Fortugno*  
QUALITY ASSURANCE

DATE

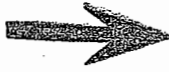
5-8-03

Anixter Inc.  
 Regional Distribution Center  
 1601 Waters Ridge Road  
 Lewisville TX 75057

CONTENT OF CARTON

PAGE # 1 OF 1  
 LP : S0000822143

WAREHOUSE:104		PHONE NUMBER: 800-492-9745		DATE: 07/30/03 11:59	
036604 S DURABLE SPECIALTIES, INC O L PO BOX 381788 D DUNCANVILLE TX 75138 U.S.A. T O		S DURABLE SPECIALTIES, INC H JACK OWEN I 1211 SOUTH ALEXANDER P DUNCANVILLE TX 75138 U.S.A. T O			
CUSTOMER PO NO: 036604		PAYMENT TERMS: NET 30		FREIGHT TERMS: PREPAID	
				SHIPPING ORDER: 88115200001	
LINE	QTY SHP	ITEM DESCRIPTION			
1	5453	SALESREP: TC 2G-1407 14-7C IMSA 20-1 STR BC ← PE PVC JKT ← LicPl:S0000822143 Reel: I0021683971 Qty: 1 X 5453			



CERTIFICATE OF COMPLIANCE



Date 7/30/03

Customer Name:	DURABLE SPECIALTIES, INC.
Address:	1211 SOUTH ALEXANDER
City, State:	DUNCANVILLE TX. 75138

Customer Purchase Order No.	36604
Anixter Sales Order No.	88715200

Anixter certifies that the material shipped on your referenced purchase order(s) is accurately described in the applicable bill of lading, packing slips, and invoices; that such material was manufactured in accordance with applicable industry and/or manufacturer's specifications; and that the material shipped complies with the requirements of your purchase order.



Customer Part No.	Anixter Part No.	Applicable Specification	Lot Number/Date of Manufacture
	26-1407	14-7c	ROM
		EMSA 20-1	E 002163971
		STR BC	
		PVC	



Signature: Larry Darr  
 Quality Manager  
 Anixter Inc

# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	16C/12 AWG FMSA 20-1

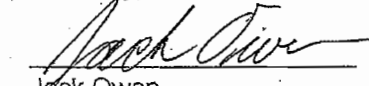
THE ATTACHED IS SUBMITTED FOR:

- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Comments | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

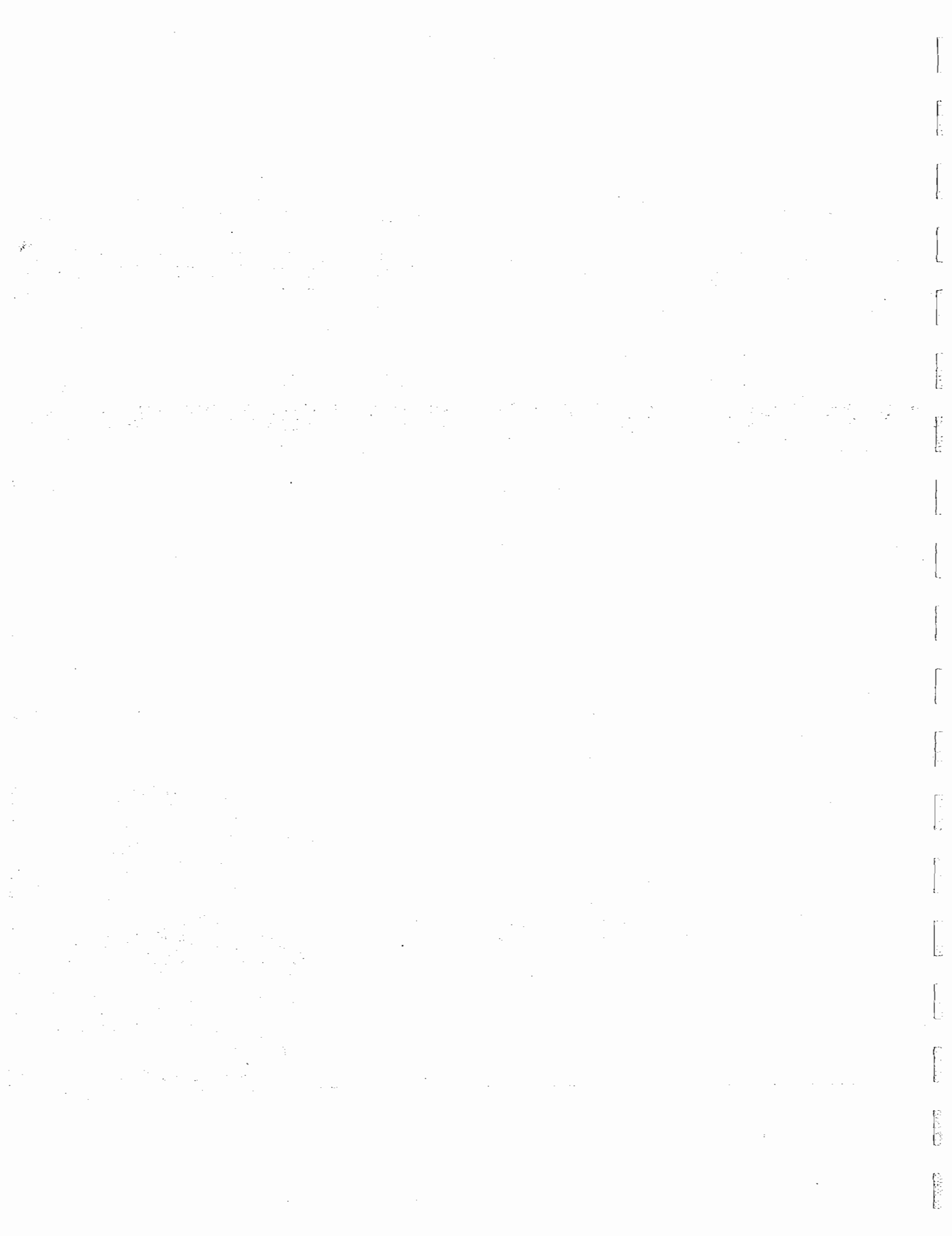
COMMENTS: Materials to be used for Item 324 16 Cndr Signal Cable  
(12 AWG) (FMSA 20-1)

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator





# Advanced Digital Cable Inc.

Precision Cable for the Electronics Industry

P.O. BOX 305  
 HIAWASSEE, GEORGIA 30546  
 828/389-0445  
 FAX 828/389-3922

# INVOICE

DATE

INVOICE #

8/9/2003

18971

**BILL TO:**

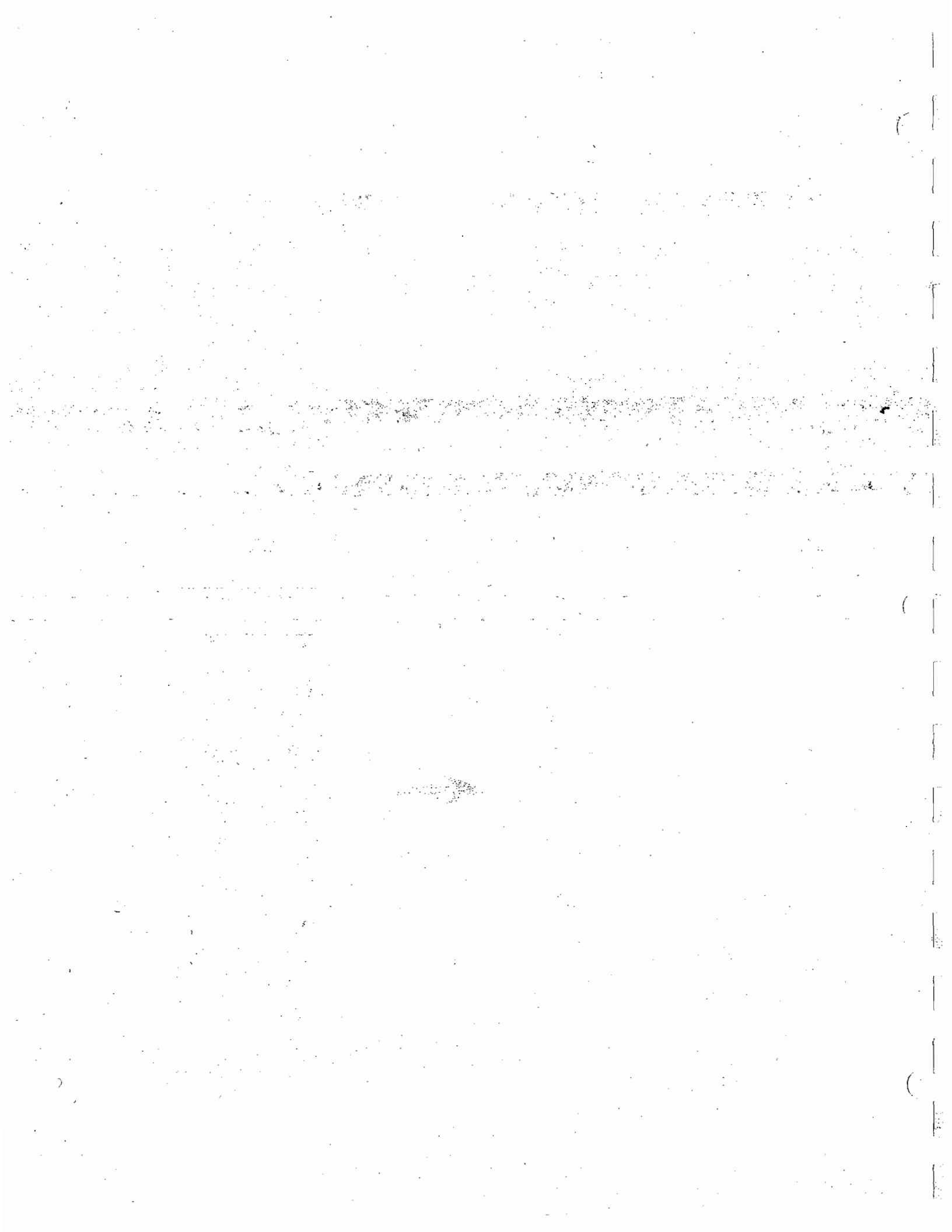
MULTICOM, INC.  
 1076 FLORIDA CENTRAL PARKWAY  
 LONGWOOD, FLORIDA 32750

**SHIP TO:**

DURABLE SPECIALTIES INC  
 1211 SOUTH ALEXANDER AVENUE  
 DUNCANVILLE, TX 75137  
 MARK PO 042103

P.O. NUMBER	TERMS	REP	SHIP	VIA	FOB	REFERENCE
13708	Net 30	019	8/9/2003	Estes	PREPAID	
QUANTITY	ITEM CODE	DESCRIPTION			PRICE EACH	AMOUNT
15,000	8740	18 - 2/C STR IMSA 50-2 REF: 18G0002CR502AD 1 SKID WITH 3 REELS 3 x 5000				
30,000	8780	14-2C STR IMSA 50-2 REF: 14G0002CR502AD 2 SKIDS WITH 6 REELS 6 x 5000				
15,000	MC-8742	18/4C SHLDED 50-2 REF: 18G0002PR502AD 2 SKIDS WITH 3 REELS				
7,500	8716	12/16C STR 20-1 ← REF: 12G0016CR201AD 2 SKIDS WITH 2 REELS 2500 / 5000				
5,000	8720	12/20C STR 20-1 REF: 12G0020CR201AD 2 SKIDS WITH 2 REELS 2 x 2500				
					<b>TOTAL</b>	

PACKING LIST







# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access-Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

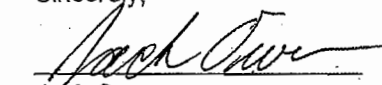
COPIES	DESCRIPTION OR ITEM

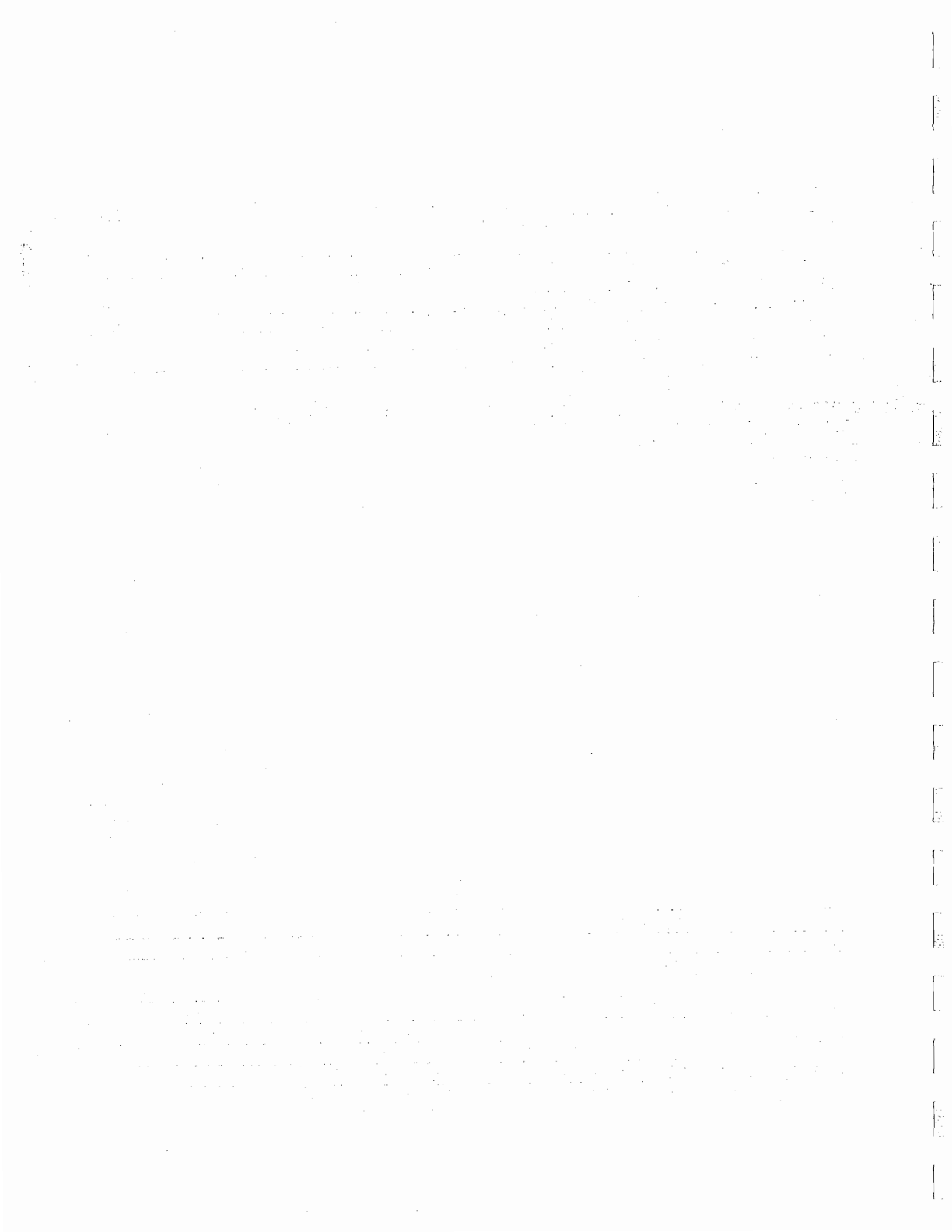
THE ATTACHED IS SUBMITTED FOR:

- Comments
- Approval
- Approved as noted
- Correction & resubmission
- Estimate
- Field Check
- Your use
- Your Files
- Pricing only
- Field Use
- Fabrication
- Price and Proceed

COMMENTS: Materials to be used for Item 325 Pedestrian Push-Button and  
R10-4b Sign Assembly

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,  
  
 Jack Owen  
 Project Coordinator



# PUSH BUTTON STATIONS

## 9" x 12" ADJUSTABLE

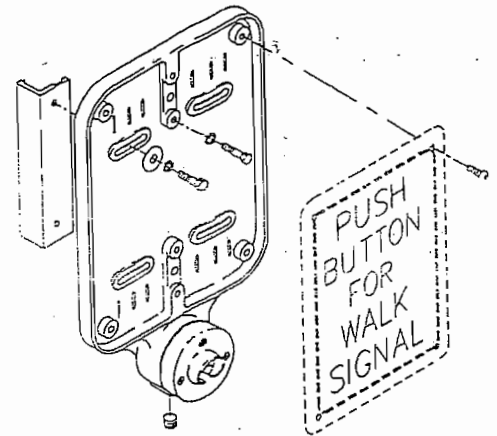
ITEM	DESCRIPTION	PART NO.
①	PUSH BUTTON STATION, W/O CABLE GUIDE, 9" x 12":	
	W/ Long Life Switch, with Wire Leads Cover Assy. (SE-2009) ←	SE-2013-XX ←
	W/ Heavy Tension Switch Cover Assy. (SE-2050)	SE-2065-XX
	W/ Snap Action Switch Cover Assy. (SE-2047)	SE-2066-XX
	W/ Metal Actuator Switch Cover Assy. (SE-2016)	SE-2021-XX
②	PUSH BUTTON STATION, W/ CABLE GUIDE, 9" x 12":	
	W/ Long Life Switch, with Wire Leads Cover Assy. (SE-2009)	SE-2019-XX
	W/ Heavy Tension Switch Cover Assy. (SE-2050)	SE-2068-XX
	W/ Snap Action Switch Cover Assy. (SE-2047)	SE-2069-XX
	W/ Metal Actuator Switch Cover Assy. (SE-2016)	SE-2021-XX

**FEATURES:**

- ADJUSTABLE BANDING SLOTS & BOLT ON MOUNTINGS
- ADJUST TO FIT 3 1/2" THRU 15" POLE
- POSITIVE O-RING COVER SEAL
- ACCOMODATES BOTH 2 HOLE AND 4 HOLE SIGNS
- STAINLESS-STEEL VANDAL-PROOF SCREWS
- WITH OR WITHOUT REAR CABLE GUIDE
- LED, FREEZEPROOF AND PLUNGER OPTIONS AVAILABLE

**NOTES:**

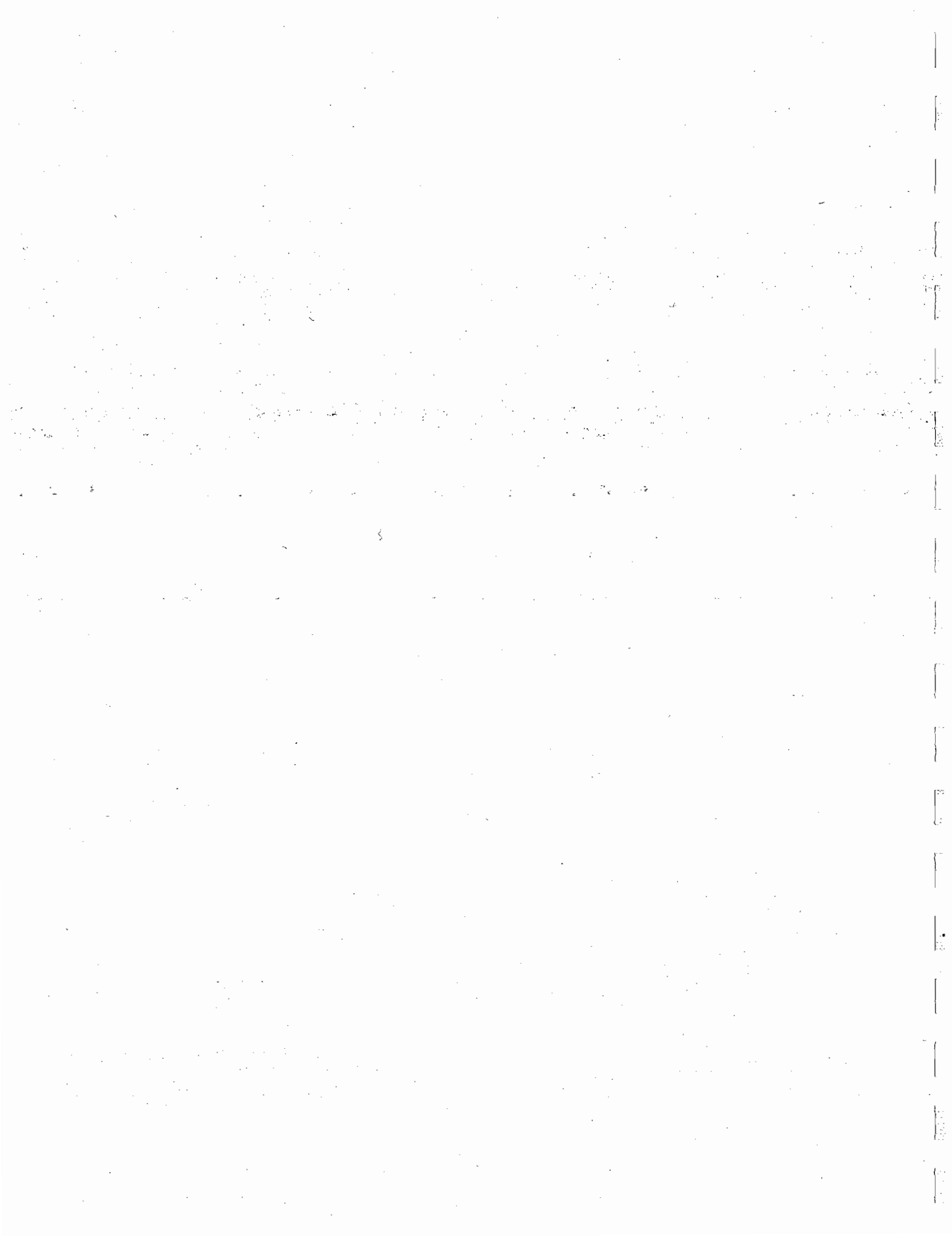
1. PLEASE SPECIFY PART NO. PLUS SUFFIX (-XX). EXAMPLE: SE-2013-03 IS A PUSH BUTTON STATION W/O CABLE GUIDE, 9" x 12", LONG LIFE SWITCH W/WIRE LEADS COVER ASSY., LED & FREEZEPROOF W/ DIAPHRAGM.
2. LED ASSY. SHOWN IS 3 VOLT, DESIGNED TO BE USED WITH PED/LED ISOLATOR BOARD, BULLETIN NO 177. OTHER VOLTAGES AVAILABLE UPON REQUEST.
3. SEE BULLETIN NO. 172 & 122 FOR PUSH BUTTON COVER ASSEMBLIES.
4. SEE BULLETIN NO. 124 FOR SIGNS AVAILABLE.
5. CABLE GUIDE IS 1-1/8" O.D. & EXTENDS 1/2" BEYOND THE BACK HOUSING.



Black

PART NUMBER		9" x 12"							
		W/O CABLE GUIDE				W CABLE GUIDE			
		SE-2013	SE-2065	SE-2066	SE-2021	SE-2019	SE-2068	SE-2069	SE-2022
-XX SUFFIX	OPTIONS AVAILABLE								
-00	COVER ASSY. W/O OPTIONS	•	•	•	•	•	•	•	•
-01	LED	•	•	•	•	•	•	•	•
-02	LED & FREEZEPROOF W/ BOOT	•	•	•	•	•	•	•	•
-03	LED & FREEZEPROOF W/ DIAPHRAGM	•	•	•	•	•	•	•	•
-04	LED & 2" MUSHROOM PLUNGER (ADA)	•	•	•	•	•	•	•	•
-06	FREEZEPROOF W/ BOOT	•	•	•	•	•	•	•	•
-07	FREEZEPROOF W/ DIAPHRAGM	•	•	•	•	•	•	•	•
-08	2" MUSHROOM PLUNGER (ADA) ←	•	•	•	•	•	•	•	•
-10	1-1/8" DOME PLUNGER	•	•	•	•	•	•	•	•
-11	LED & 1-1/8" DOME PLUNGER	•	•	•	•	•	•	•	•





SF-1001  -03,-04,-05,-06,-08,-09	SF-1002  -03,-04,-05,-06,-08,-09	SF-1003  -06,-08,-09	SF-1004  -01,-02,-03,-05,-06,-08,-09 (R10-4)	SF-1005  -01,-02,-03,-05,-06,-08,-09	SF-1006  -01,-02,-03,-05,-06,-08,-09 (R10-4A)	SF-1007  -01,-02,-03,-05,-06,-08,-09	SF-1008  -06,-08,-09	
SF-1009  -06,-08,-09	SF-1010  -06,-08,-09	SF-1011  -06,-08,-09	SF-1012  -06,-08,-09	SF-1013  -03,-05,-06,-08,-09	SF-1014  -03,-05,-06,-08,-09 (R10-4B) (9x12)	SF-1015  -03,-05,-06,-08,-09	SF-1017  -03,-05,-06,-08,-09	
SF-1018  -03,-05,-06,-08,-09	SF-1019  -03,-05,-06,-08,-09	SF-1020  -03,-05,-06,-08,-09	SF-1024  -01,-02,-06,-08,-09 (R10-3)	SF-1026  -01,-02,-06,-08,-09 (R10-3A)	SF-1027  -01,-02,-06,-08,-09	SF-1030  -03,-05,-06,-08,-09	SF-1031  -03,-05,-06,-08,-09	
SF-1032  -03,-05,-06,-08,-09	SF-1039  -01,-02,-03,-05,-06,-08,-09	 $5" \times 7"$ -02		 $5" \times 7\text{-}3/4"$ -05		 $9" \times 12"$ -08		 $9" \times 12"$ -09

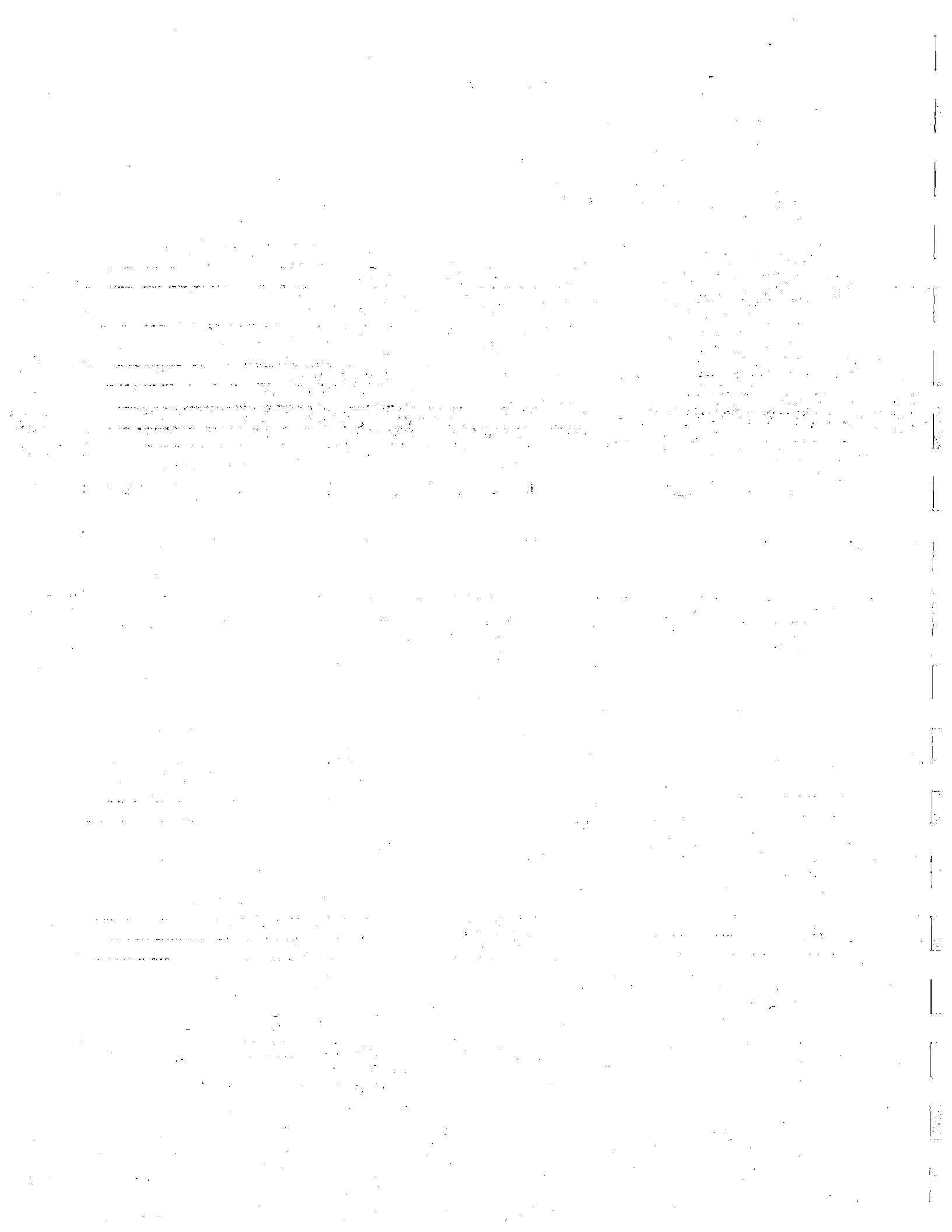
SUFFIX	SIGN SIZE	5/16" MOUNTING HOLES
-01	5" X 7"	NONE
-02	5" x 7"	2 (5 1/2" CTC)
-03	5" x 7-3/4"	NONE
-04	5" x 7 3/4"	2 (6 1/4" CTC)
-05	5" x 7 3/4"	4
-06	9" x 12"	NONE
-07	9" x 12"	2 (6" CTC)
-08	9" x 12"	2 (10" CTC)
-09	9" x 12"	4

**FEATURES:**

- 2 OR 4 MOUNTING HOLES
- STANDARD CORNER RADIUS
- BLACK ON WHITE .063 ALUMINUM
- SPECIALS AVAILABLE UPON REQUEST

**NOTES:**

1. STANDARD SIGNS IN STOCK ARE SHOWN, SEE PRICE LIST FOR SPECIAL SIGNS.
2. WHEN ORDERING PLEASE SPECIFY PART NO. & SUFFIX, i.e., SF-1032-08 FOR A 9" x 12" SIGN W/ 2 HOLES 10" CTC.
3. -04 & -07 SIGNS HAVE DRILL STARTS BUT NO HOLES.



# DURABLE SPECIALTIES, INC.

TO: Town of Adalison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	Optical Detector
1	Mounting hardware

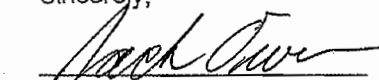
THE ATTACHED IS SUBMITTED FOR:

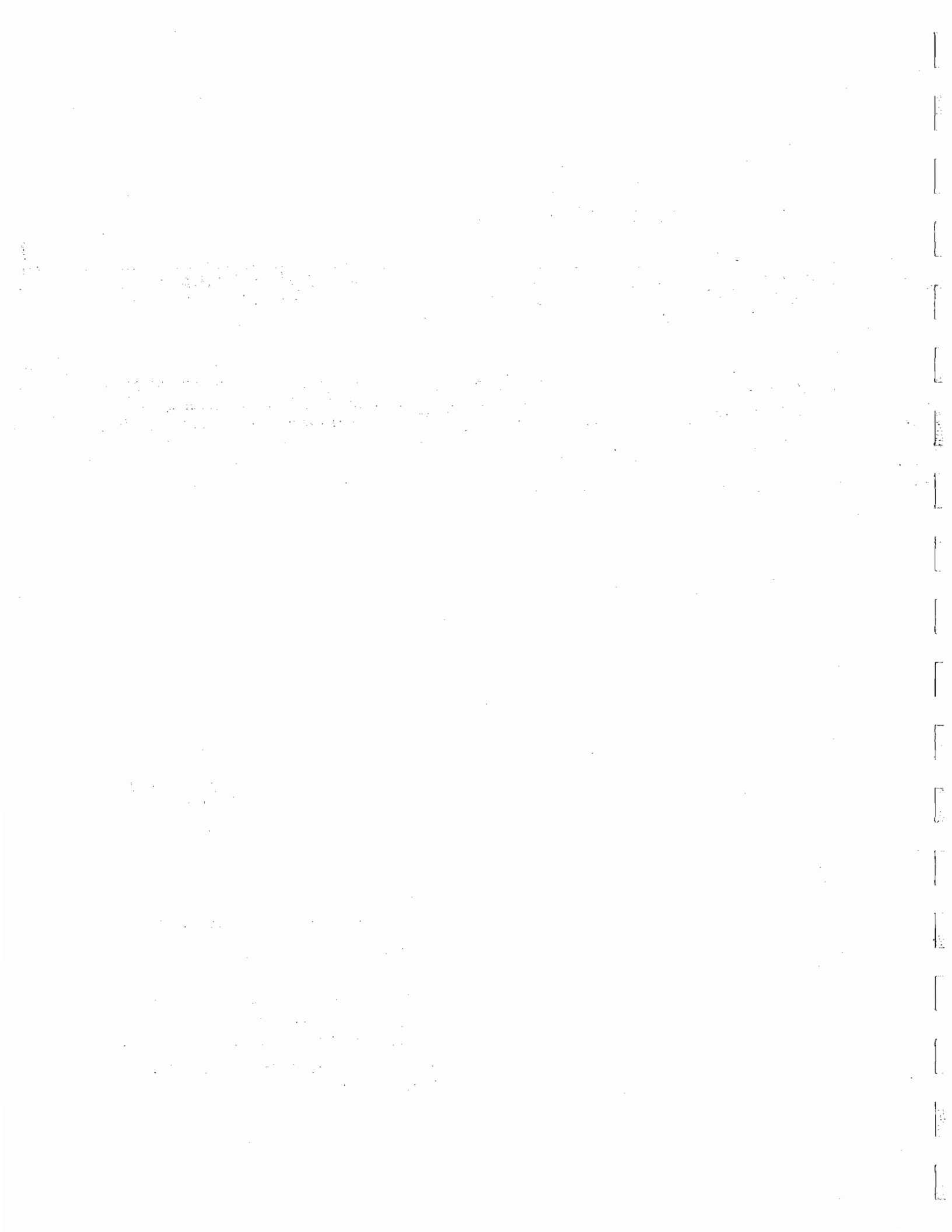
- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input type="checkbox"/> Comments            | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 326 Directional Sensors with  
Mounting Bracket

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator



# 3M

## Opticom™

### Priority Control System

Optical Detector Models ~~711~~, 721, ~~722~~

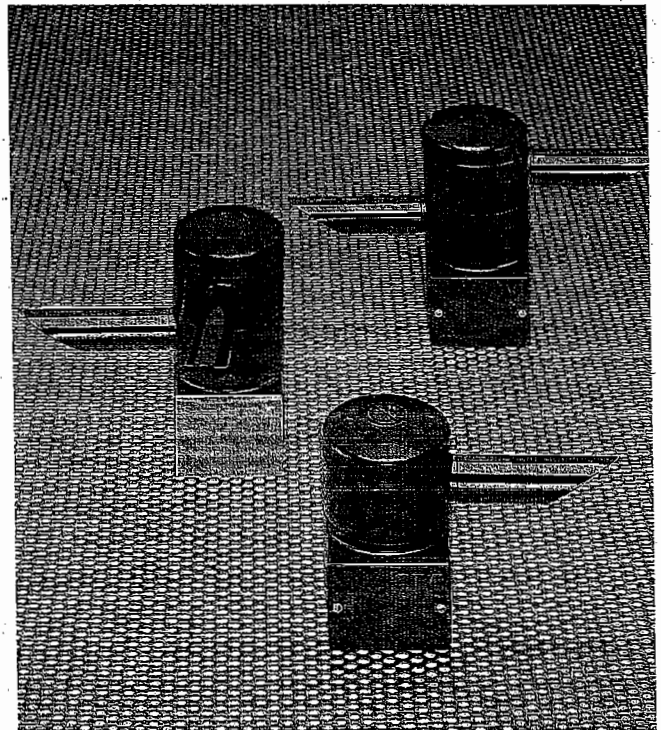
**Reporter Series: Opticom™ System Matched Component Products**

#### Description

The 700 series Opticom detectors transform the optical energy detected from an approaching, vehicle-mounted Opticom emitter to an electrical signal. The electrical signal is transmitted along a cable to the Opticom phase selector or discriminator for processing.

Detectors are mounted at or near the intersection that permits a direct, unobstructed line-of-sight to vehicle approaches. Detectors may be mounted on span wire, mast arm, or other appropriate structures.

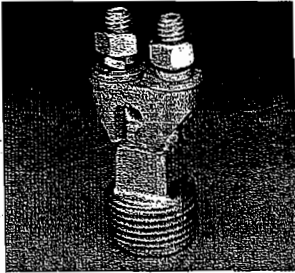
Models 711, 721 and 722 offer significant advances and flexibility for specific intersection applications. The detectors are designed for common applications in three configurations: one direction — the single channel 711; two direction — the single channel 721; and two direction, two output detection — the dual channel 722. All 700 series Opticom detectors greatly reduce installation and life cycle costs through their modular design, adjustable tubes and compatibility with existing Opticom intersection and vehicle equipment.



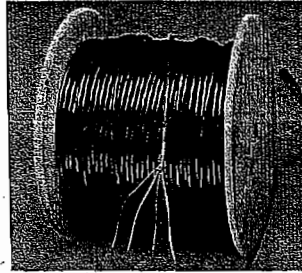
— Models 722, 721 (back) and 711

#### Features

- **Solid state circuitry**
- **Advanced electrical transient immunity**
- **Modular design**
- **Adjustable turret configuration ... accommodates skewed approaches**
- **Enclosure ... lightweight, durable, high impact polycarbonate construction**
- **Simplified installation ... span wire or mast arm**
- **Gray door identification of Model 722**



*Span Wire Clamp*



*M138 Detector Cable*

**Accessories**

- **Span wire clamp**
- **Model 138 Detector Cable**

**Operating Parameters**

- Reception range ... 200 ft. (60m) adjustable up to 2500 ft. (760m)
- Electrical ... 24 to 28 VDC, 50 MA minimum
- Temperature range ... -30°F (-34°C) to 165°F (74°C)
- Humidity ... 5% to 95% relative

**Physical Dimensions**

**Model 711**

- Length* ..... 12.0 in. (30.5 cm)
- Width* ..... 4.75 in. (12.1 cm)
- Height* ..... 5.63 in. (14.3 cm)
- Weight* ..... 0.88 lbs. (400 g)

**Model 721/722**

- Length* ..... 12.0 in. (30.5 cm)
- Width* ..... 4.75 in. (12.1 cm)
- Height* ..... 7.13 in. (18.1 cm)
- Weight* ..... 1.12 lbs. (508 g)

**Important Notice to the Purchaser**

THE FOLLOWING IS MADE IN LIEU OF ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

3M will repair or replace any Opticom™ Priority Control System component found to be defective in materials or manufacture within five (5) years from the date of shipment from 3M. See "Summary of Warranty Coverage" for details of extended five year coverage under the Opticom 5/10 warranty. This warranty shall not apply to incandescent lamps or to any System component which has been (1) repaired or modified by persons not authorized by 3M; (2) subjected to misuse, neglect or accident; or (3) has been damaged by extreme atmospheric or weather-related conditions.

In no event shall 3M be liable in contract or in tort for any injury, loss, or damage, whether direct, indirect, incidental, special or consequential, arising out of the use or inability to use the Opticom System or any component thereof. THE REMEDIES SET FORTH HEREIN ARE EXCLUSIVE.

3M has designed, developed and tested each Opticom Priority Control System component as part of a matched component system. 3M makes no warranty whatsoever concerning the reliability or safety of Opticom System components when used with non-Opticom System products. 3M shall not be responsible for any Opticom component which 3M determines has been damaged in whole or in part by its use with a non-Opticom System product.

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**Intelligent Transportation Systems  
3M Safety and Security Systems Division**

3M Center, Building 225-4N-14  
St. Paul, MN 55144-1000

1-800-328-7098  
1-800-224-2085 fax

651-575-5794  
651-737-1055 fax

<http://www.mmm.com/its>

**3M Canada Inc.**

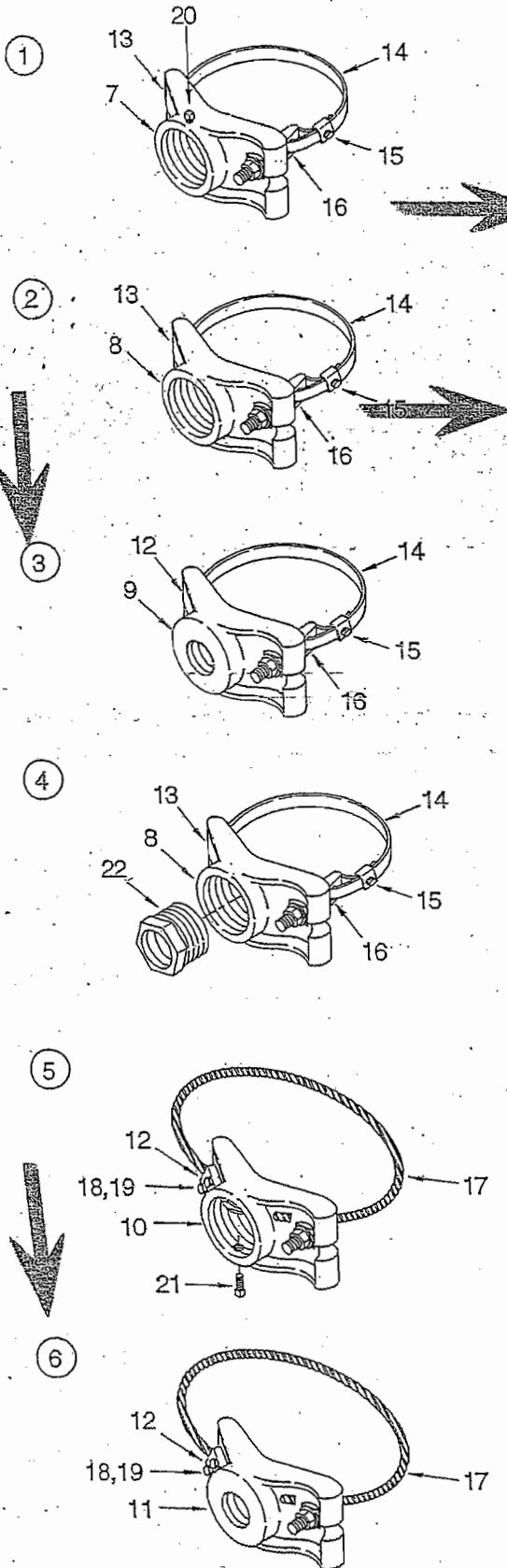
P.O. Box 5757  
London, Ontario, Canada  
N6A 4T1

1-800-3MHHELPS  
519-451-2500

# Astro Mini-Brac<sup>®</sup>

## CLAMP KITS

This unique mount is a smaller version of the Astro-Brac and gives the same kind of universal application. Ideal for side-of-pole or mast arm mountings.

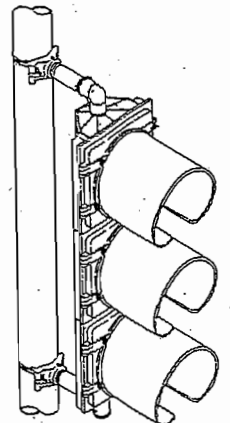
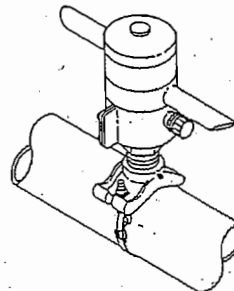
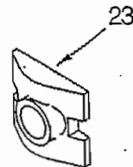


ITEM	DESCRIPTION	PART NO.
<b>ASTRO MINI-BRAC:</b>		
①	BAND MOUNT, 1½"-11½ NPS .....	AB-0121-42
②	BAND MOUNT, 1½"-11½ NPT .....	AB-0121-42-NPT
③	BAND MOUNT, ¾"-14 NPT .....	AB-0155-42
	BAND MOUNT, 1"-8NC .....	AB-0180-42
④	BAND MOUNT, W/ ¾" NPT Reducer Bushing .....	AB-0132-42
	BAND MOUNT, W/1" NPT Reducer Bushing .....	AB-0165-42
⑤	CABLE MOUNT, Galv. Cable Mount, 1½"-11½ NPS .....	AB-0160-45
	CABLE MOUNT, Stainless Cable Mount, 1½"-11½ NPS .....	AB-0161-45
⑥	CABLE MOUNT, Galv. Cable Mount, ¾"-14 NPT .....	AB-0163-L
7	MINI-BRAC CASTING, Band Mnt., 1½"-11½ NPS .....	AB-0266
8	MINI-BRAC CASTING, Band Mnt., 1½"-11½ NPT .....	AB-0266-NPT
9	MINI-BRAC CASTING, Band Mnt., ¾"-14 NPT .....	AB-0333
	MINI-BRAC CASTING, Band Mnt., 1"-8NC .....	AB-0360
10	MINI-BRAC CASTING, Cable Mnt., 1½"-11½ NPS .....	AB-0338
11	MINI-BRAC CASTING, Cable Mnt., ¾"-14 NPT .....	AB-0333-1
12	CABLE PLATE, Mini-Brac, 2-Hole .....	AB-0339
13	GROOVE PIN, 3/16" x 1¼" .....	FS-6201
14	BAND, 5/8" x Length, Stainless .....	AB-0243-42
15	BAND CLAMP, 5/8", Stainless .....	AB-0244
16	CLAMP SCREW KIT .....	AB-0303
17	CABLE ASSY., Galvanized Cable w/ Stainless Hardware .....	AB-0336-45
	CABLE ASSY., Stainless Cable w/ Stainless Hardware .....	AB-0337-45
18	BOLT, Hex. Hd., 5/16"-18 x 7/8", Stainless .....	FS-2098-SS
19	LOCKWASHER, Split, 5/16"-18 .....	FS-4201-SS
20	SETSCREW, Square Hd., ¼"-20 x 5/8" .....	FS-3205
21	SETSCREW, Square Hd., ¼"-20 x 5/8", Stainless .....	FS-3205-SS
22	REDUCER BUSHING, 1½"-11½ NPT to ¾"-14 NPT .....	SE-0471
	REDUCER BUSHING, 1½"-11½ NPT To 1"-1½ NPT .....	SE-0565
23	FLAT BACK ADAPTER, Mini-Brac .....	AB-0325

**NOTES:**

- STANDARD BAND LENGTH OF 42" AND CABLE LENGTH OF 45" FITS POLE DIAMETER OF 4"-12".

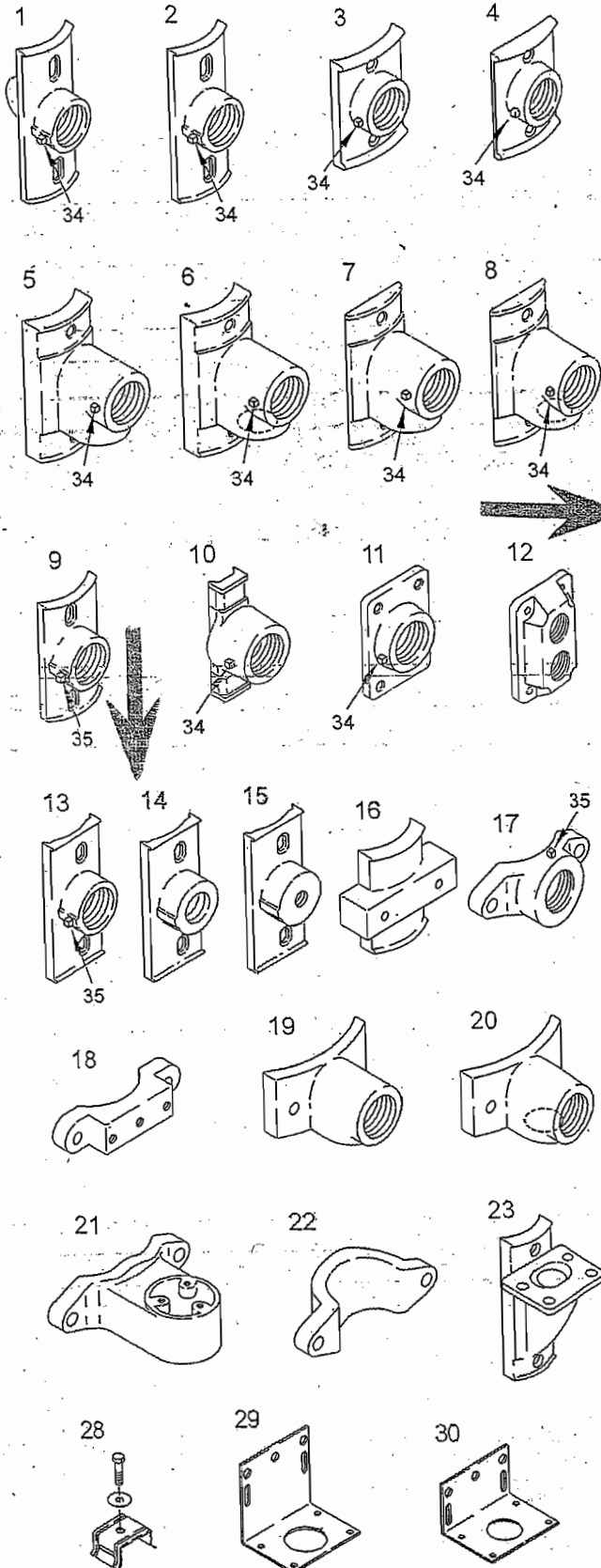
**TYPICAL APPLICATIONS:**



MAST ARM MOUNTING  
Emergency Traffic Signal Sensors

SIDE-OF-POLE MOUNTING  
Vehicular or Pedestal Signals





ITEM	DESCRIPTION	PART NO.
1	HUB PLATE, W/ Cable Guide.	SE-0444
2	HUB PLATE, W/O Cable Guide.	SE-0445
	HUB PLATE, Iron, W/O Cable Guide.	SE-4124
3	HUB PLATE, Large Pole.	SE-0357
4	HUB PLATE, Flat Back.	SE-0415
5	EXTENDED HUB PLATE	SE-0381
6	DOUBLE EXTENDED HUB PLATE, Alum.	SE-0382
7	EXTENDED HUB PLATE, Flat Back.	SE-0465
8	DOUBLE EXTENDED HUB PLATE, Flat Back.	SE-0466
9	HUB PLATE, 4 1/2" O.D. Pole.	SE-0454
10	NARROW HUB PLATE, 1 1/2" W/ 3/4"-14 Hole.	SE-4049
	NARROW HUB PLATE, 1 1/2" W/ 15/16" Hole.	SE-4050
11	SINGLE HUB PLATE	SE-0111
12	DOUBLE HUB PLATE, 1"	SE-0112
13	UNIVERSAL HUB PLATE, 1 1/2" W/ 1 1/2" Hole.	SE-4108
	UNIVERSAL HUB PLATE, 1 1/2" W/ 3/4"-14 Hole	SE-4105
	UNIVERSAL HUB PLATE, 1 1/2" W/ 15/16" Hole	SE-4071
14	UNIVERSAL HUB PLATE, 3/4"-14.	SE-4140
15	UNIVERSAL HUB PLATE, 3/8"-16.	SE-4141
16	CABINET HUB/MOUNTING BRACKET	SE-0425
17	SINGLE MOUNTING HUB	SE-0384
18	CABINET HUB/SIGN BRACKET	SH-0214
19	HORIZONTAL WOOD POLE HUB	SE-4079
20	HORIZ. WOOD POLE HUB W/ Downhole	SE-4080
21	MOUNTING BRACKET	SE-0109
22	ADAPTER, 3 1/2" O.D. Pole	SE-4078
23	SWEEP ELBOW, Alum.	SE-0578
24	MOUNTING BRACKET, 4 1/2" O.D. Pole	SE-0104
25	CLOSURE PLATE, Alum.	SE-0117
26	HUB GASKET	SE-0119
27	HUB GASKET	SE-0148
28	SIGN BRACKET, Flared Leg	SE-4002
29	CABINET MTG. BRACKET, 4-1/2" x 3-3/8" x 4-1/2"	SE-0141
30	CABINET MTG. BRACKET, 4-1/2" x 3-3/8" x 2-7/8"	SE-0113
31	CABINET MTG. BRACKET, 6-3/4" x 3-1/2" x 2-1/16"	SE-0118
32	CABINET MTG. BRACKET, 6-3/4" x 4-1/2" x 2-1/16"	SE-0120
33	CABINET MTG. BRACKET, 6-3/4" x 6" x 2-1/16"	SE-0126
34	SETSCREW, Sq. Hd., 1/2"-20 x 1/2"	FS-3218
35	SETSCREW, Sq. Hd., 1/4"-20 x 5/8"	FS-3205

# DURABLE SPECIALTIES, INC.

TO: Town of Adalison Public Works PROJECT: Inwood/South Quorum Access - Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	754 Phase Selector Model

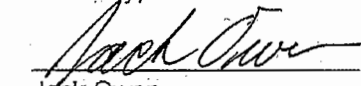
THE ATTACHED IS SUBMITTED FOR:

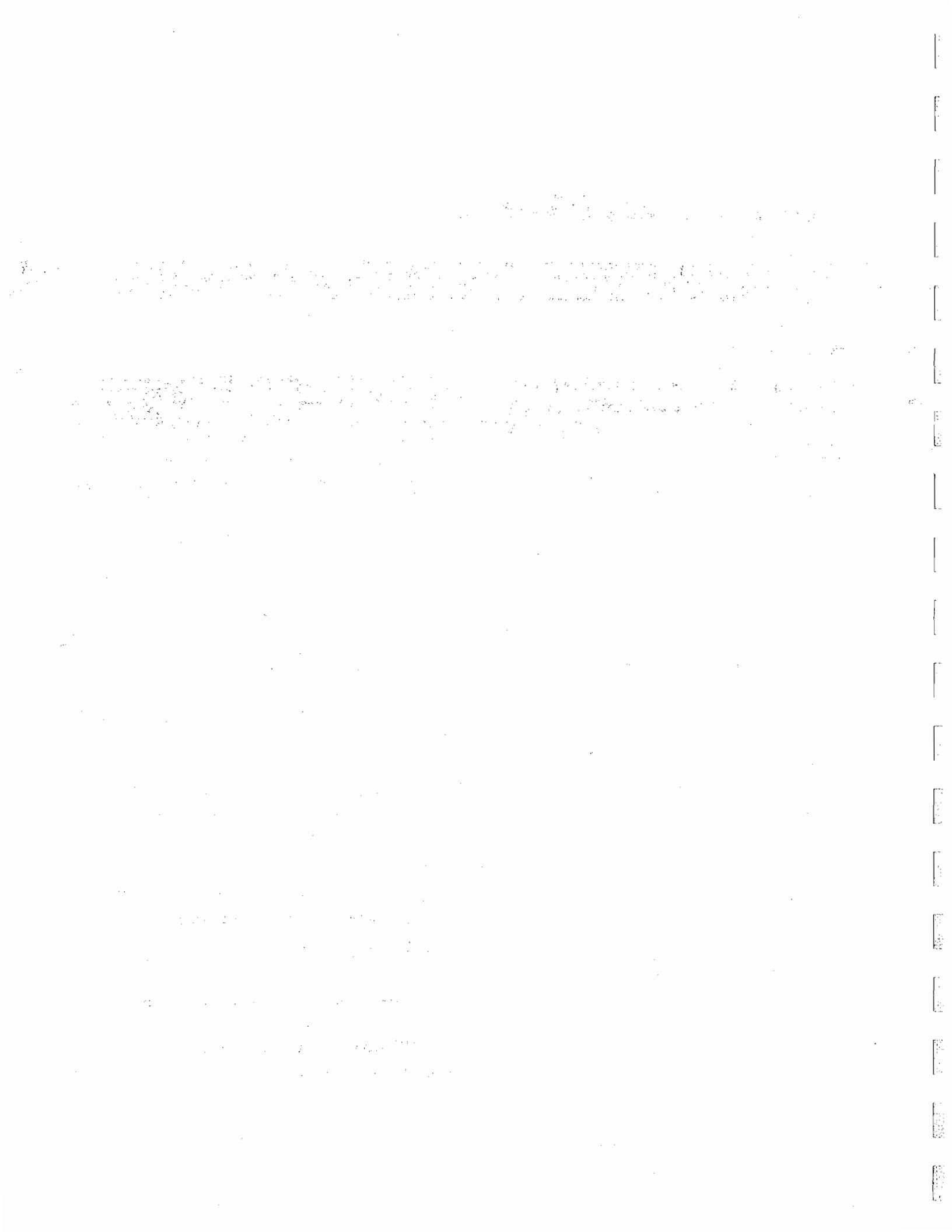
- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input type="checkbox"/> Comments            | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 327 Opticom Discriminator  
Module

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator



# 3M

## Opticom™

### Priority Control System

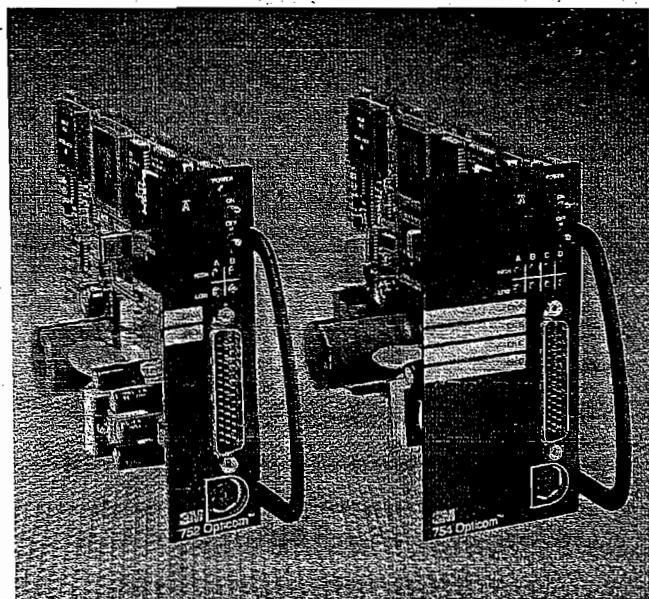
#### Phase Selector Models ~~752N~~ and 754N

Reporter Series: Opticom System Matched Component Products

#### Description

The Model 752N phase selector is a plug-in *two-channel*, dual priority, encoded signal device designed for use with 3M™ Opticom™ Priority Control System emitters and detectors. The Model 754N phase selector is a plug-in *four-channel*, dual priority, encoded signal device designed for use with Opticom emitters and detectors. The 752N/754N phase selectors are designed for use with NEMA traffic controllers that do not have internal preemption capabilities. Phase selectors are powered from AC mains and contain their own internal power supply to support Opticom detectors. A Model 760 Card Rack is required.

Models 752N and 754N recognize and discriminate among three distinct Opticom emitter frequency rates via Opticom detectors: Command priority, Advantage priority and probe vehicles. Within each of these three frequency rates the phase selectors further discriminate among 10 classes of vehicle identification codes, with 1000 individual vehicle codes per class — 10,000 total per frequency rate.



— Models 752N and 754N

Models 752N and 754N internally record each activation of the system. Each entry contains:

- **Intersection name**
- **Date and time of the activity**
- **Vehicle class code of the activating vehicle**
- **Activating vehicle's ID number**
- **Channel called**
- **Priority of the activity**
- **Final green signal indications displayed at the end of the call**
- **Time spent in the final greens**
- **Duration of the activation**
- **Near intersection location information**

The Models 752N and 754N also include RS232 interface capability to communicate with computers or controllers. Optional interface software is available for system setup and maintenance.

The primary Opticom detector inputs and power outputs are on the card edge connector. Two additional auxiliary detector inputs are available for each channel through a front panel connector. The connector also contains signal indication sensing inputs.

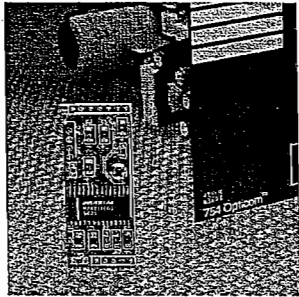
Each channel delivers a constant output for Command (high priority) activation and a pulsed output for Advantage (low priority) activation. A high priority signal received on any channel will override any low priority activation.

The probe vehicle frequency does not place a call request to the signal controller, but does log vehicles by ID number when they are in range.

## Features

- **Four channels of detection with the 754N**
- **Two channels of detection with the 752N**
- **Designed for use with NEMA controllers without internal preemption capabilities**
- **Two auxiliary detectors per channel**
- **Green sensing**
- **Solid state circuitry for long life and reliability**
- **Compatible with encoded signal and non-encoded signal Opticom emitters**
- **Command and Advantage priority, as well as probe vehicle discrimination**
- **"First-come, first-served" priority within each priority level**
- **Priority by class can be implemented via the interface software**
- **Plugs directly into CA/NY Type 170 input files**
- **Signal intensity threshold can be automatically set using an encoded emitter**
- **User adjustable signal intensity threshold from 200 to 2500 feet of operation**
- **Easy installation**
- **Compatible with most traffic controllers**
- **Computer based interface**
  - RS232 communications front port and backplane
  - User selected communications baud rate 1200 to 9600 bits per second
  - Customizable signal intensity thresholds
  - Customizable ID code validation
  - Flexible programming options for priority control parameters
  - Detailed current Opticom system parameter information
  - History log of most recent Opticom system activities (1000 entries)
- **30,000 frequency/class/vehicle code ID combinations**
- **Front panel switches and diagnostic indicators for testing**
- **Erasable write-on pads for phase or movement labeling**
- **Unit can be operated without computer configuration**
- **Crystal controlled circuitry**
  - Accurate optical signal recognition circuitry
  - Precise output pulse
  - Definitive call verification
- **Regulated detector power supply**
- **Optically isolated outputs**
- **Multi-function test switch**
  - High and low test calls
  - Reset to default parameters
  - Range setting
  - Diagnostic test
- **Advanced built in diagnostics and testing**
- **Tested to NEMA and CalTrans environmental and electrical test specifications**

## Accessories



**Communications  
Daughter Board**

- **IS Link Interface software package**
- **Opticom communications daughter board**

## Pin Index

- **Card Edge - 44 pin STD on the main PCB**

Pins	Function
A	Ground
D	Channel A primary detector input
E	Detector 24 VDC power output
F	Channel A output, collector (+)
H	Channel A output, emitter (-)
J	Channel B primary detector input
K	Detector Ground
L	Earth Ground
M	AC - (in)
N	AC + (in)
P	Channel C primary detector input (Not used 752N)
R	Detector 24 VDC power output
S	Channel C output collector (+) (Not used 752N)
T	Channel C output emitter (-) (Not used 752N)
U	Channel D primary input (Not used 752N)
V	Detector ground
W	Channel B output collector (+)
19	TxD (output)
X	Channel B output emitter (-)
Y	Channel D output collector (+) (Not used 752N)
21	RxD (input)
Z	Channel D output emitter (-) (Not used 752N)

- **Din connector - mini-6 pin female (front panel)**

Pins	Function
1	RxD (data in)
2	Ground
3	TxD (data out)
4	RTS
5	CTS
6	Shield

- **D-Shell connector - 44 pin male (front panel)**

Pins	Function
1	Phase 1 green input
2	Phase 2 green input
3	Phase 3 green input
4	Optoisolator return
5	Optoisolator return
6	Not used
7	NEMA Phase 2 output
8	NEMA Phase 8 output
9	NEMA Phase 6 output
10	Confirmation light 1
11	Confirmation light 2
12	Preemption inhibit
13	Channel A aux. detector 2 input
14	Channel B aux. detector 2 input
15	Channel B aux. detector 1 input
16	Phase 4 green input
17	Phase 5 green input
18	Phase 6 green input
19	24 VDC power output
20	24 VDC power output
21	NEMA Phase 4 output
22	NEMA Phase 3 output
23	NEMA Phase 1 output
24	NEMA Phase 7 output
25	NEMA Phase 5 output
26	Confirmation light 3
27	Confirmation light 4
28	Channel A aux. detector 1 input
29	Channel C aux. detector 2 input (Not used 752N)
30	Channel C aux. detector 1 input (Not used 752N)
31	Phase 7 green input
32	Phase 8 green input
33	Common green input
34	Detector Ground
35	Detector Ground
36	Not used
37	Not used
38	24 VDC input
39	NEMA manual enable control
40	NEMA interval advance
41	NEMA coordination isolation
42	NEMA free
43	Channel D aux. detector 2 input (Not used 752N)
44	Channel D aux. detector 1 input (Not used 752N)

**Operating Parameters**

- Four dual priority, and probe frequency, channels (754N)
- Two dual priority, and probe frequency, channels (752N)
- “First-come, first-served” for vehicles with the same priority
- Higher priority will always override lower priority
- Direct interface with NEMA controllers lacking internal preemption capabilities
- Opticom detector input(s)...one per channel on the card edge connector and two auxiliary per channel through the Auxiliary function harness
- Optional interface software allows flexible programming options and call history
- Solid state indicators
  - Power on
  - High signal/call per channel
  - Low signal/call per channel

- Multi function test switch enables diagnostics and test calls to each channel
- Voltage ... 89 to 135 VAC, 60Hz
- Temperature ... -37° C to +74° C
- Humidity ... 5% to 95% relative

**Physical Dimensions**

<i>Length</i> .....	7.0 in. (17.8 cm)
.....	8.2 in. (20.8 cm) including handle
<i>Width</i> .....	(752N) 1.1 in. (2.8 cm)
.....	(754N) 2.3 in. (5.8 cm)
<i>Height</i> .....	4.5 in. (11.4 cm)
<i>Weight</i> .....	(752N) 0.53 lbs. (240 g)
.....	(754N) 0.57 lbs. (260 g)

**Important Notice to the Purchaser**

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**Intelligent Transportation Systems  
3M Safety and Security Systems Division**

3M Center, Building 225-4N-14  
St. Paul, MN 55144-1000

1-800-328-7098  
1-800-224-2085 fax

612-575-5794  
612-737-1055 fax

<http://www.mmm.com/its>

**3M Canada Inc.**

P.O. Box 5757  
London, Ontario, Canada  
N6A 4T1

1-800-3MHELPS  
519-451-2500

# DURABLE SPECIALTIES, INC.

TO: Town of Addison Public Works PROJECT: Inwood/South Quorum Access-Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  
 Under Separate Cover

The following: \_\_\_\_\_  
 Prepared by: \_\_\_\_\_

COPIES	DESCRIPTION OR ITEM
1	Composite, 4 Conductors.

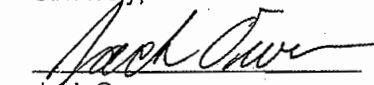
THE ATTACHED IS SUBMITTED FOR:

- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Comments | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

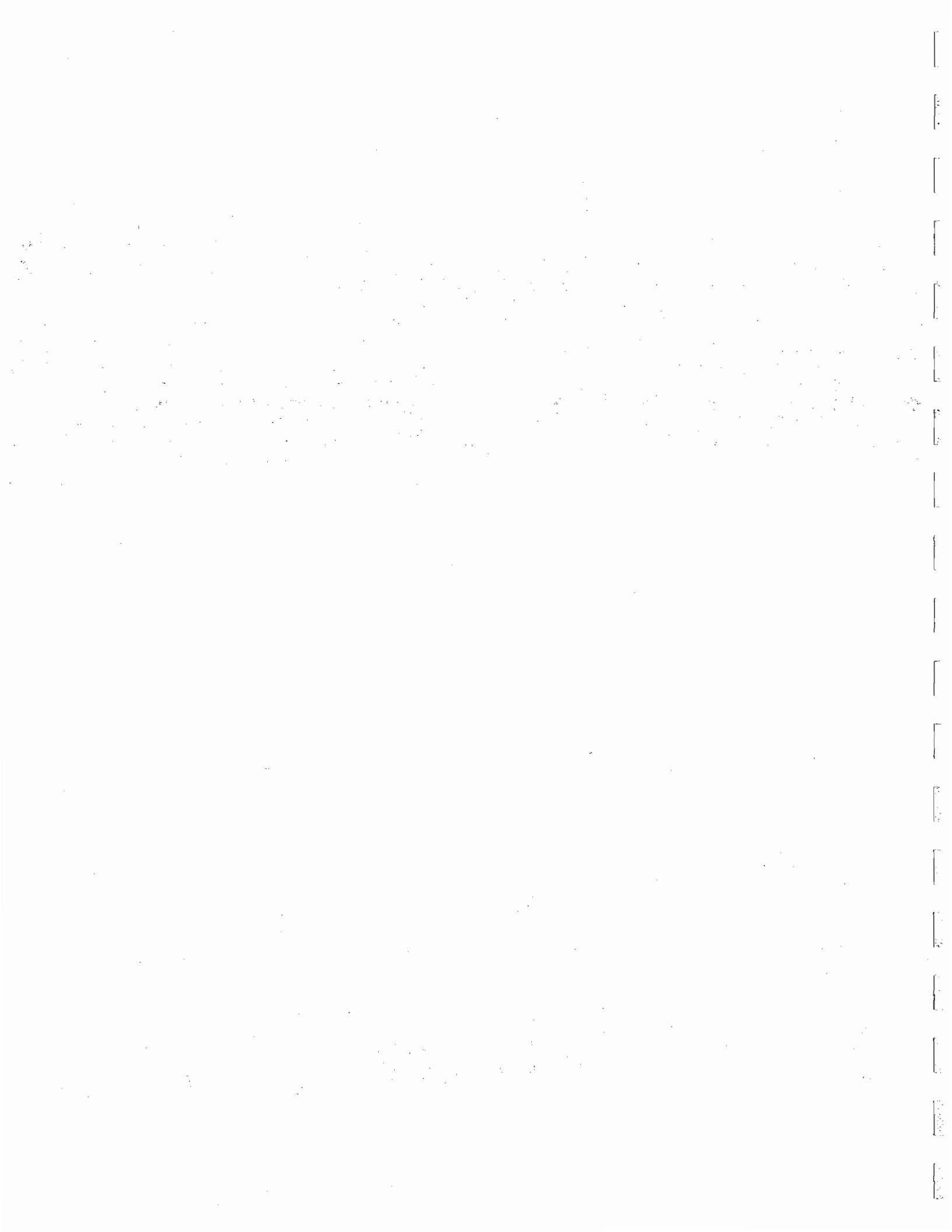
COMMENTS: Materials to be used for Item 328 Belden 8281 Coaxial Cable  
Item 329 3 Cndr Signal Cable (14AUG) (IMSA 20-1)

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,

  
 Jack Owen  
 Project Coordinator





# ISOTEC INC.

QUALITY WIRE AND CABLE

## PRODUCT SPECIFICATION

ISOTEC PART/QUOTE NUMBER: X591787-00  
CUSTOMER PART NUMBER: X591787-00

**DESCRIPTION:** COMPOSITE, 4 CONDUCTORS, 2 ELEMENTS: ELEMENT #1 16 AWG 3 CONDUCTORS 19/29 BARE COPPER, .025" HIGH DENSITY POLYETHYLENE, CM WRAP, .045" POLYETHYLENE JACKET BLACK IMSA 20-1 (indent print), ELEMENT #2 20 AWG 1 CONDUCTOR SOLID BARE COPPER, 83% SOLID POLYETHYLENE, 98% TINNED COPPER BRAID, OVERALL 98% TINNED COPPER BRAID, .035" POLYETHYLENE JACKET BLACK, .025" POLYETHYLENE JACKET BLACK OVER ENTIRE CABLE (Indent Print Legend) 8281163CR201JKT

	ELEMENT1	ELEMENT2		
CONDUCTOR/PAIR COUNT:	3 CONDUCTORS	1 CONDUCTOR	JACKET THICKNESS:	.025"
GUAGE & STRANDING:	16 AWG 19/29 BC	20 AWG SOLID BC	JACKET COLOR:	BLACK
PRIMARY INSULATION TYPE:	HDPE	LDPE	JACKET MATERIAL:	PE
INSULATION THICKNESS:	.025"	.080"	RIPCORD:	YES
COLOR CODE:	BLACK, WHITE, GREEN	NATURAL	NOMINAL O.D.:	.592"
SHIELD:	N/A	N/A	VOLTAGE RATING:	300V
TAPE:	CLEAR MYLAR	N/A	TEMP. RATING:	60C
DRAIN WIRE:	N/A	N/A	UL TYPE OR STYLE:	N/A
BRAID:	N/A	N/A	PRINT LEGEND:	N/A
CAPACITANCE:	N/A	TC DOUBLE BRAID 98%	PACKAGING:	TBA
JACKET TYPE:	PE	N/A	COPPER WEIGHT:	59.87 LBS/MFT
JACKET COLOR:	BLACK	POLYETHYLENE	SHIPPING WEIGHT:	147 LBS/MFT
JACKET THICKNESS:	.045"	BLACK		
PRINT LEGEND:	ISOTEC, INC. (MFG YEAR OF 2001) 16 AWG 3C IMSA 20-1 600V	.035"		
NOMINAL O.D.:	.322"	N/A		
OVERALL PRINT LEGEND:	ISOTEC, INC. 8281163CR201JKT	.305"		

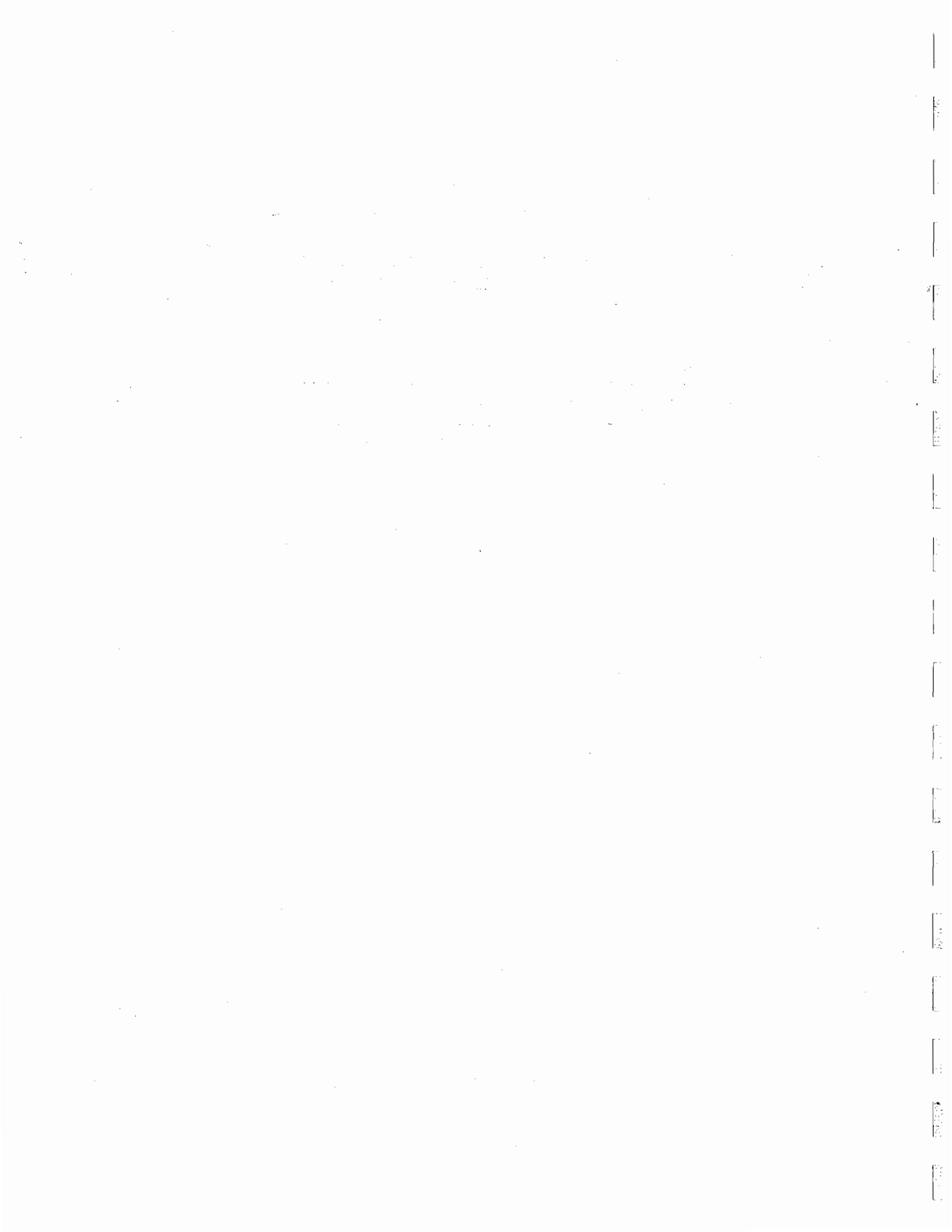
**NOTES:** Shipping Tolerance: +/- 10%  
Length Tolerance: +/- 10%

All wall thickness and diameter as well as electrical information is nominal.

ACCEPTANCE OF ABOVE DESIGN: \_\_\_\_\_

DATE: \_\_\_\_\_

Isotec makes every effort to provide accurate specifications. Printing errors are subject to correction.  
Standard product specifications are subject to change without notice. Contact your Isotec sales person for current specifications.



Traffic Signal Inc  
 8200 Mebody Lane  
 Dallas, TX 75227  
 Phone (214) 275-5585  
 Fax (214) 275-6295

PACKING LIST

DATE  
 7/16/02

BILL TO

SHIP TO  
 DURABLE SPECIALTIES  
 1211 SOUTH ALEXANDER  
 DUNCANVILLE, TX 75137  
 TAG 928

PO NO	SHIP VIA	FOB
928	PREPAID	

ITEM	DESCRIPTION	BACK ORDER	QTY
16550MP	828TE + 16/3 COMPOSITE TX5000		5,000
16551MP	Power Cable and Comm. Cable for VIVID'S		
16552MP	821B - 16/3 COMPOSITE TX2000		

PO NO	SHIP VIA	FOB
928	PREPAID	

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to support effective decision-making.

3. The third part of the document focuses on the role of technology in modern data management. It discusses how advanced software solutions can streamline data collection, storage, and analysis, leading to more efficient and accurate results.

4. The fourth part of the document addresses the challenges associated with data management, such as data quality, security, and privacy. It provides strategies to mitigate these risks and ensure that data is used responsibly and ethically.

5. The fifth part of the document concludes by summarizing the key findings and recommendations. It stresses the importance of ongoing monitoring and evaluation to ensure that data management practices remain effective and up-to-date.

6. The sixth part of the document provides a detailed overview of the data management framework. It includes a list of key components and their interrelationships, which are essential for understanding the overall system architecture.

7. The seventh part of the document discusses the implementation of the data management framework. It outlines the steps involved in setting up the system, including data migration, user training, and system testing.

8. The eighth part of the document focuses on the ongoing maintenance and optimization of the data management system. It highlights the need for regular updates, performance monitoring, and user feedback to ensure the system continues to meet the organization's needs.

9. The ninth part of the document provides a summary of the benefits of the data management framework. It emphasizes how the system can improve data accuracy, reduce operational costs, and enhance the organization's overall performance.

10. The tenth part of the document concludes with a final statement on the importance of data management in the modern business environment. It encourages the organization to continue to invest in and improve its data management capabilities to stay competitive and successful.

11. The eleventh part of the document provides a detailed overview of the data management framework. It includes a list of key components and their interrelationships, which are essential for understanding the overall system architecture.

12. The twelfth part of the document discusses the implementation of the data management framework. It outlines the steps involved in setting up the system, including data migration, user training, and system testing.

13. The thirteenth part of the document focuses on the ongoing maintenance and optimization of the data management system. It highlights the need for regular updates, performance monitoring, and user feedback to ensure the system continues to meet the organization's needs.

14. The fourteenth part of the document provides a summary of the benefits of the data management framework. It emphasizes how the system can improve data accuracy, reduce operational costs, and enhance the organization's overall performance.

15. The fifteenth part of the document concludes with a final statement on the importance of data management in the modern business environment. It encourages the organization to continue to invest in and improve its data management capabilities to stay competitive and successful.

# DURABLE SPECIALTIES, INC.

TO: Town of Adalison Public Works PROJECT: Inwood/South Quorum Access-Phase II  
P.O. Box 9010 LOCATION: Inwood Connection  
Addison, Texas 75001-9010 JOB NO: NSI#323  
 ATTN: Dave Wilde DATE: 8-14-3

WE TRANSMIT:  Herewith  The following: \_\_\_\_\_  
 Under Separate Cover  Prepared by: \_\_\_\_\_

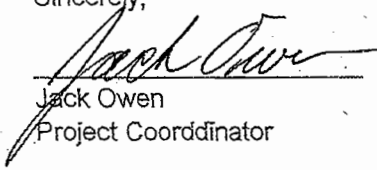
COPIES	DESCRIPTION OR ITEM
1	Camera
1	Camera Bracket

THE ATTACHED IS SUBMITTED FOR:

- |  |  |                                       |  |
|--|--|---------------------------------------|--|
| <input type="checkbox"/> Comments            | <input type="checkbox"/> Correction & resubmission | <input type="checkbox"/> Your use     | <input type="checkbox"/> Field Use         |
| <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Estimate                  | <input type="checkbox"/> Your Files   | <input type="checkbox"/> Fabrication       |
| <input type="checkbox"/> Approved as noted   | <input type="checkbox"/> Field Check               | <input type="checkbox"/> Pricing only | <input type="checkbox"/> Price and Proceed |

COMMENTS: Materials to be used for Item 333 Video Camera and  
Mounting Hardware

COPIES TO: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Sincerely,  
  
 Jack Owen  
 Project Coordinator

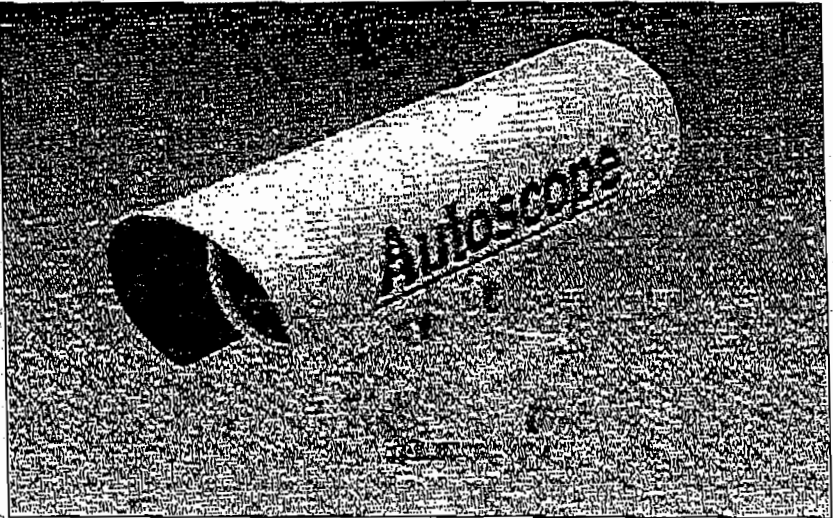


Distributed By:  
Paradigm Traffic Systems, Inc.  
PO Box 14509  
Ft. Worth, Tx. 76117-0509  
(817) 831-9406 fax (817) 831-9407

# Autoscope®

## Autoscope Image Sensor - Model AISBW Zoom

- Imagine B&W plus color
- zoom lens, easy setup, and
- optimized traffic performance
- accuracy in an economical
- Autoscope Image Sensor



### Features

- Designed for wide-area machine vision vehicle detection
- 12X zoom lens & color imager
- Zoom and setup control over coax
- Auxiliary color output BNC to separate coax cable
- No streaking or blooming from bright light sources (head lights)
- Easy mounting from bucket truck
- Rugged, environmentally-sealed enclosure
- Space age faceplate heater
- Low power consumption
- High resolution for accuracy
- High sensitivity for accurate detection at low light levels
- Auto-gain circuitry for improved detection in varying light conditions

### Description

The Autoscope® Image Sensor, is a high resolution, monochrome image sensor, especially optimized as a video source for the Autoscope 2004 MVP (machine vision processor). For special applications, color video is available from a separate BNC output.

The Autoscope Image Sensor produces consistent video quality in all weather, lighting, and traffic congestion levels common to the traffic industry. The image sensor has high sensitivity for accurate vehicle detection at night and other times of low light levels. The solid-state design provides maximum hardware reliability and consistent 24-hour operation. The color image sensor minimizes streaking and blooming from bright light sources like head-lights and wet pavement that could adversely affect detection performance.

During setup, the 12x zoom auto-iris lens quickly adjusts to a field of view best for the detection objectives. A hand-held controller or a coax modem for a laptop adjusts the zoom. Control of the zoom is over the coax cable, thus minimizing the number of wires up the pole.

A sealed and optionally pressurized barrel protects the image sensor against the demands of the outdoor environment. An adjustable weather shield helps minimize rain, snow and ice on the heated faceplate, reducing glare and improving video contrast. Rotating the barrel helps improve detection accuracy.

A variety of available mounting brackets allow easy installation of the Autoscope Image Sensor on existing poles, mast arms, or other structures. The unique bracket design speeds installation by minimizing loose parts and eliminating steps in the setup process.

3360 E. La Palma, Anaheim, CA 92806-2856  
Tel: (714) 630-3700 • Fax: (714) 630-6349  
Email: anlex@econolite.com  
Web site: <http://www.econolite.com>





**Benefits**

- Flexibility of application
- Reliable detection performance
- Ease of installation and cost-effective maintenance
- Light weight
- Uses standard AIS cables

**Black & White Plus Color**

The Autoscope Image Sensor outputs black and white video as a source for the Autoscope 2004 MVP. Compared to color video, black and white video suffers less than color video over long coax runs, like at an intersection, assuring good detection performance. However, modern color technology has surpassed black and white camera performance overall.

The auxiliary color output is for traffic monitoring and surveillance. An appropriate coax cable connects to the color BNC connector on the rear of the image sensor.

**Faceplate Heater**

New technology has greatly reduced the power consumption of the AIS. By applying heat directly to the faceplate, the AIS can keep the faceplate clear in extreme conditions with much less power. As an optical failsafe, the Autoscope Supervisor software provides Contrast Detectors to compensate for non-electrical failures in much the same way as the electrical failsafe turns on detectors on failure of an electrical component.

**Zoom Control**

New technology to adjust the zoom lens eliminates adapter cables or extra control wires in the pole. This greatly simplifies installation. Zoom and camera controls travel to the AIS along the B&W coax cable.

The installer will need one of two new tools. The Handheld Zoom Controller plugs into the coax cable at the interface panel and also pro-

Specifications	
<p><b>Lens</b></p> <ul style="list-style-type: none"> <li>■ 12x Continuous focus zoom</li> <li>■ Horizontal: 7 to 21 degrees</li> <li>■ Vertical: 6 to 34 degrees</li> </ul> <p><b>Imaging Device</b></p> <ul style="list-style-type: none"> <li>■ 1/4" color CCD</li> </ul> <p><b>Video Formats Supported</b></p> <ul style="list-style-type: none"> <li>■ NTSC, PAL, SECAM and PALM</li> </ul> <p><b>Resolution</b></p> <ul style="list-style-type: none"> <li>■ NTSC                             <ul style="list-style-type: none"> <li>■ 460 TVL Horizontal @ center</li> <li>■ 350 TVL Vertical @ center</li> </ul> </li> <li>■ PAL                             <ul style="list-style-type: none"> <li>■ 450 TVL Horizontal @ center</li> <li>■ 400 TVL Vertical @ center</li> </ul> </li> </ul> <p><b>Synchronization</b></p> <ul style="list-style-type: none"> <li>■ Crystal lock</li> </ul> <p><b>Sensitivity - At Lens</b></p> <ul style="list-style-type: none"> <li>■ Full video no AGC @ 0 lux</li> </ul> <p><b>Signal to Noise Ratio</b></p> <ul style="list-style-type: none"> <li>■ &gt;48 dB</li> </ul> <p><b>Interfaces</b></p> <ul style="list-style-type: none"> <li>■ Connector: MS-1441P</li> <li>■ B&amp;W video output</li> <li>■ Connector: BNC</li> <li>■ Auxiliary color video output</li> </ul> <p><b>Housing &amp; Sunshield</b></p> <ul style="list-style-type: none"> <li>■ Zoom lens, image sensor sealed in waterproof and dust tight NEMA 4 housing</li> <li>■ Thermally controlled faceplate heater</li> <li>■ Adjustable weather and sun shield with drip guard</li> </ul>	<p><b>Power</b></p> <ul style="list-style-type: none"> <li>■ RS-70N, 15VAC, 50/60Hz</li> <li>■ GCHP, 120VAC, 50/60Hz</li> <li>■ 10 to 24 VDC</li> <li>■ Always with Heater ON, always with Heater OFF</li> <li>■ Optional lower or higher voltage</li> </ul> <p><b>Dimensions</b></p> <ul style="list-style-type: none"> <li>■ Mounting: Standard camera bracket (not provided)</li> <li>■ Housing: Enclosure                             <ul style="list-style-type: none"> <li>■ 5" diameter, 10.5" high</li> <li>■ Weather sun shield, 16.2" long</li> </ul> </li> </ul> <p><b>Weight</b></p> <ul style="list-style-type: none"> <li>■ 1.65 lbs</li> </ul> <p><b>Ambient Temperature Limits</b></p> <ul style="list-style-type: none"> <li>■ 34°F to 60°F</li> <li>■ 40°F to 140°F</li> </ul> <p><b>Humidity Limits</b></p> <ul style="list-style-type: none"> <li>■ 10% to 100% relative humidity per MIL-B-24001 paragraph 2.2.4</li> </ul> <p><b>Options</b></p> <ul style="list-style-type: none"> <li>■ Video output</li> <li>■ Power output</li> <li>■ Sealed and pressurized enclosure</li> </ul> <p><b>Warranty</b></p> <ul style="list-style-type: none"> <li>■ Two year warranty</li> <li>■ Extended warranty package available</li> </ul> <p><b>Product Support</b></p> <ul style="list-style-type: none"> <li>■ Product support and training by team of trained Autoscope Technical Support specialists</li> </ul>

vides another port for a monitor. The Coax Modem plugs in similarly, but also provides a laptop serial connection to emulate the control buttons on the Handheld Controller.



3360 E. La Palma, Anaheim, CA 92806-2856 ■ R. O. Box 6150, Anaheim, CA 92816-0150  
 Tel: (714) 630-3700 ■ Fax: (714) 630-6349 ■ Email: sales@econolite.com ■ www.econolite.com

# SPECIFICATION SHEET



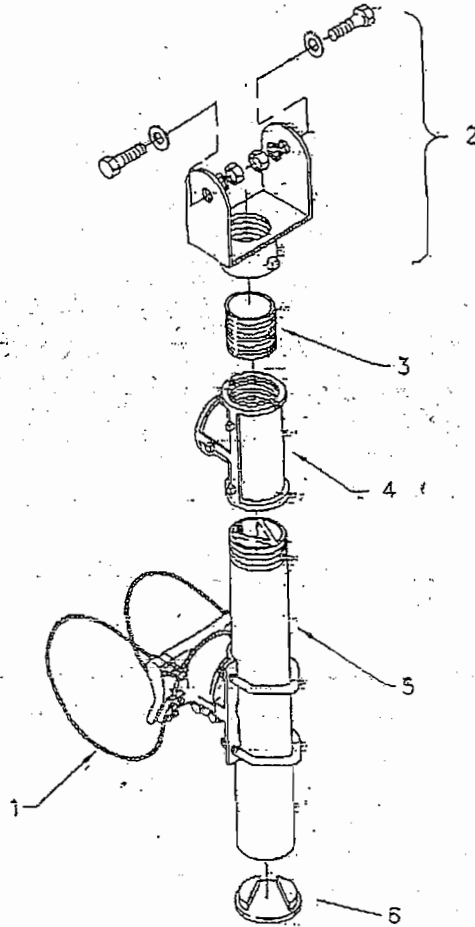
320 S. W. 18TH EDMOND, OKLAHOMA 73013 (405) 346-3434 FAX (405) 346-3433

To: Shelly  
From: Shelley  
11

REF.: EXTENDED MAST ARM SENSOR BRACKET,  
TILT & PAN FOR ITERIS CAMERA,  
CABLE MOUNT ASTRO-BRAC W/ TEE

PELCO NO.:  
AB-0166-L-L

AS-0166-L-L



Distributed By:  
**PARADIGM Traffic Systems, Inc.**  
P. O. Box 14509  
Fort Worth, TX 76117-0509  
817-831-9406 fx: 817-831-9407

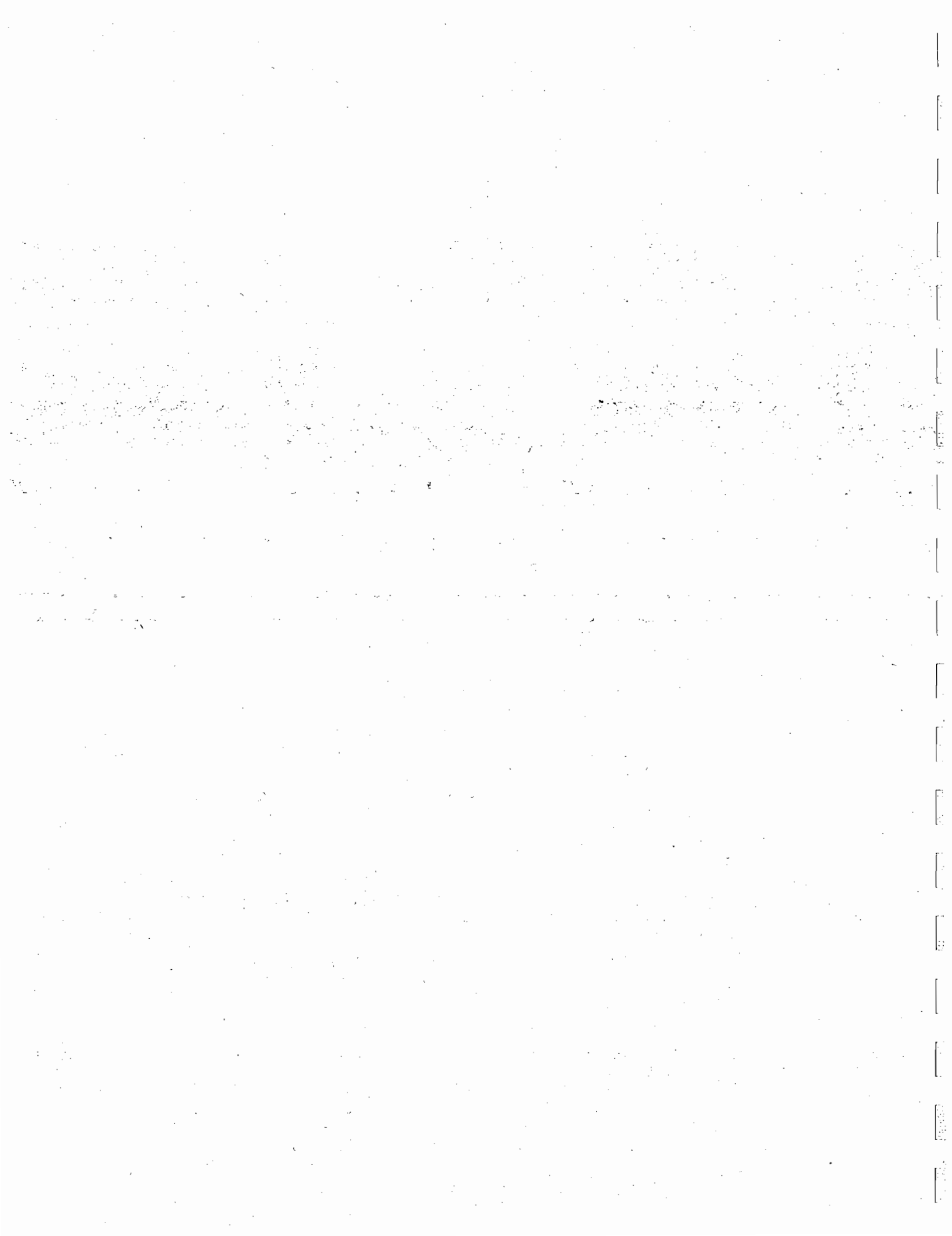
NOTE:  
PLEASE SPECIFY SUPPORT TUBE  
AND CABLE LENGTH REQUIRED.  
EXAMPLE: AB-0166-1-62 FOR 23" TUBE & 62" CABLE.

SUPPORT TUBE	
-1-	23"
-2-	37"
-3-	46"
-4-	58"
-5-	74"

CABLE & FOLE	
LENGTH	DIA.
62"	1/2" - 5.6"
84"	1/2" - 11.8"
REF.	42-11-1.5

MATERIAL COATING LEGEND	
COATING	CODE
Alodine	ALO
Black Oxide	BOX
Brass	BR5
Chrome	CR4
Galvanized	GLY
No Coating	PNC
Zinc, Bright	ZN1
Zinc, Yellow	ZN2
Zinc, Ultra-Seal	ZN3
Painted	PXX

ITEM	PELCO PART NO.	DESCRIPTION	COAT	QTY
	AB-0166-L-L	MAST ARM SENSOR BRACKET, TILT & PAN FOR ITERIS CAMERA, CABLE MOUNT ASTRO-BRAC W/ TEE		1
1	AB-3009-L	ASTRO-BRAC CLAMP KIT, CABLE MOUNT	ALO	1
2	SH-0514	EXTENDED CAMERA MNT. SUB-ASSY. FOR ITERIS CAMERA	ALO	1
3	SE-0309-02.125	ALLTHREAD NIPPLE, ALUM. 1 1/2"-11 1/2"NPS x 2-1/8"	PNC	1
4	SE-0458	SERRATED TEE, ALUM. 1 1/2"	PNC	1
5	AB-2003-L	GUSSET TUBE, ALUM. W/ VINYL INSERT, 1 1/2" x LENGTH	ALO	1
6	AB-0260	TUBE CAP	PXX	1





Oncor  
Distribution Division  
301 S. Harwood  
Suite 6S  
Dallas, TX 75201

9/26/2002

Luke Jalbert  
Public Works Dept.  
P.O. Box 9010  
Addison, Texas 75001-9010

Re: Inwood/S. Quorum Phase II

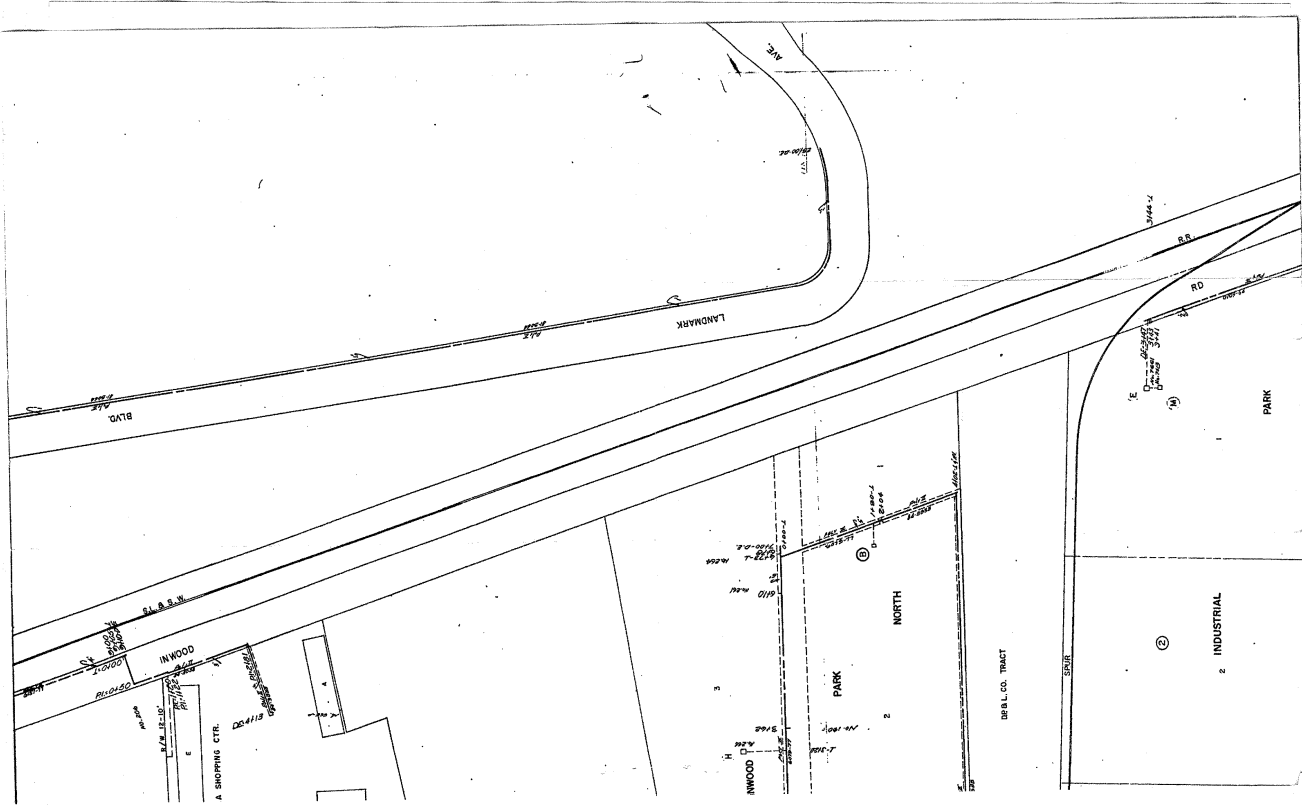
Dear Mr. Jalbert:

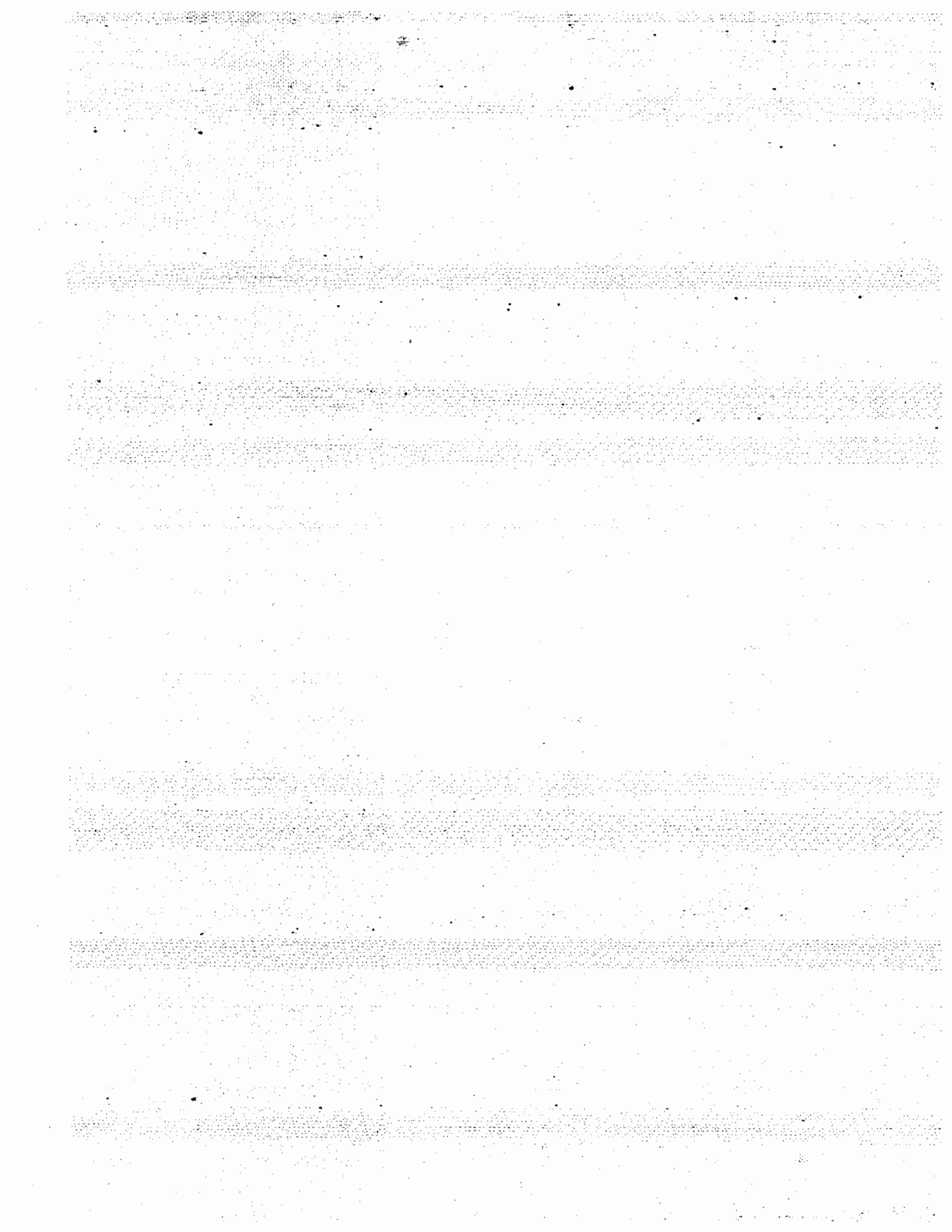
I have reviewed your plans for the Inwood Rd. project. It looks like we will be clear of the proposed work. Please find inclosed a map of the area showing our gas mains. If I can be of any further assistance please call and/or email me.

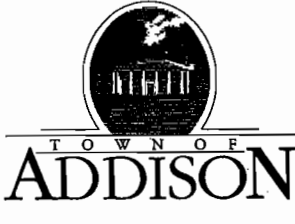
Sincerely,

A handwritten signature in black ink that reads "Kyle Bowman". The signature is written in a cursive, flowing style.

Kyle Bowman  
214-875-2247  
kbowman1@oncorgroup.com







**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

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

16801 Westgrove

June 26, 2003

Mr. David Martinez  
Roadmaster  
Dallas, Garland & Northeastern Railroad, Inc.  
403 International Pkwy., Suite 500  
Richardson, Texas 75081

Re: Railroad Crossing  
Landmark/S. Quorum

Dear Mr. Martinez:

The Town of Addison is in receipt of your correspondence, dated June 19, 2003, regarding proposed Grade Crossing improvements at Landmark/S. Quorum Drive. In accordance with the New Public Highway Crossing Agreement, dated January 20, 2003, the Town of Addison agrees to pay the Dallas, Garland & Northeastern Railroad, Inc. (DGNO) for the work performed and materials supplied by the DGNO related to the construction of the crossing improvements. The Town will furnish signs and barricades, concrete approaches and install all signs and pavement markings.

The Town of Addison will also require any contractor that performs work within the right-of-way of the DGNO to execute the Contractor's Right of Entry Agreement with the Railroad.

Should you have any questions, please contact my office at 972-450-2871.

Sincerely,

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

06/25/2003 10:42 FAX 9728089903

DGNO RAILROAD

001

**DALLAS, GARLAND & NORTHEASTERN RAILROAD, INC.**

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

June 19, 2003  
Mr. Steve Chutchian  
Town of Addison  
PO Box 144  
Addison, TX 75001

Re: Railroad Crossings – Landmark Road

Dear Mr. Chutchian

We are providing the required estimates for Grade Crossing installation on the above-mentioned crossings in order to enter into an agreement with the Town of Addison:

The Railroad will contract work with a qualified Railroad Contractor, which it contracts with on a continuing basis to perform railroad track maintenance and grade crossing surface replanking. The Railroad will bill the City the actual amount that the Railroad Contractor bills the Railroad for items of work in accordance with the term of this letter

The following is included in the estimate of work, which will be paid for by the city:

- Removal of existing crossing
- Installation of 6" Drain Pipe and Filter Fabric
- Crossties and installation within the limits of the crossing area and for ten (10) feet from each end of the crossing
- Welding of all rail joints within the limits of the crossing
- Concrete Crossing Planks

The City will furnish signs and barricades, asphalt or concrete approaches and install all signs and payment markings.

If you have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,

David Martinez  
Roadmaster



**Inwood/South Quorum Access phase II: Inwood Connection  
 BID NO 03-20**

**DUE: June 10, 2003**

**2:30 PM**

BIDDER	SIGNED	Bid Bond	a1	(A) Standard Bid	calendar days	(B) calend ar Days x 1000	Total (A+B) <sup>90</sup>
Rebcon	✓	✓	✓	<del>319,363</del> <sup>90</sup>	120	92,498	<del>477,482</del> <sup>90</sup>
Tiseo	✓	✓	✓	474,224 <sup>80</sup>	120	120,000	594,224 <sup>80</sup>
Jim Bowman	✓	✓	✓	438,778 <sup>10</sup>	140	140,000	578,778 <sup>10</sup>
Gibson and Associates	✓	✓	✓	510,207 <sup>69</sup>	100	100,000	610,207 <sup>69</sup>
Ed A Wilson	✓	✓	✓	493,868 <sup>85</sup>	180	180,000	673,868 <sup>85</sup>

\_\_\_\_\_  
 Minok Suh, Purchasing Coordinator

\_\_\_\_\_  
 Corey Gayden, Witness

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 3/6/03 Claim # \_\_\_\_\_ Check \$ 5,989.00

Vendor No. \_\_\_\_\_  
 Vendor Name PARSONS TRANSPORTATION GROUP, INC.  
 Address 15770 NORTH DALLAS PKWY.  
 Address SUITE 500  
 Address DALLAS, TEXAS  
 Zip Code 75248

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	56570	42303		5,989.00

TOTAL: \$ 5,989.00

EXPLANATION: In wood connection, Phase II Design

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Steve Chutehan  
 Authorized Signature

\_\_\_\_\_  
 Finance

# PARSONS

---

15770 North Dallas Parkway, Suite 500 • Dallas, Texas 75248 • (972) 991-1900 • Fax: (972) 490-9261 • www.parsons.com

February 21, 2003

Mr. Steven Z. Chutchian, P.E.  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

Subject: *Inwood Connection*  
*Invoice No. 01717241*

Dear Steven,

Attached is our invoice number 01717241 for the above referenced project. This invoice covers work performed during the period from November 30, 2002 through February 14, 2003.

During this period, we have completed the following tasks:

1. Addressed additional review comments on the 100% design plans and resubmitted the final plans in January 2003.
2. Revised and updated quantities and construction estimates..
3. Prepared bid documents and submitted in January 2003, along with the final plans.

If you have questions or comments on the invoice, please call or email me, so that we can discuss them. Thank you for processing this bill for payment.

Very truly yours,

**PARSONS TRANSPORTATION GROUP INC.**



Weidong Li, P.E.  
Project Manager



# PARSONS

15770 North Dallas Parkway, Suite 500 • Dallas, Texas 75248 • (972) 991-1900 • Fax: (972) 490-9261 • www.parsons.com

INVOICE

February 21, 2003

CLIENT REF.:  
 INVOICE NO.: 01717241  
 PROJECT NO.: 643314  
 CLIENT NO.: 51663

TO: TOWN OF ADDISON  
 P.O. BOX 9010  
 ADDISON, TX 75001-9010

ATTN: MR. STEVEN CHUTCHIAN, P.E.

PLEASE REMIT TO:  
 PARSONS TRANSPORTATION GROUP INC.  
 C/O BANK OF AMERICA  
 LOCKBOX 96922  
 CHICAGO, IL 60693

-----  
 FOR: SOUTH QUORUM/INWOOD CONNECTION  
 ENGINEERING DESIGN

	CURRENT PERIOD THROUGH 02/14/03	CUMULATIVE-TO-DATE THROUGH 02/14/03
	-----	-----
BASIC ENGINEERING FEE \$62,500 PERCENT COMPLETE: 100%	0.00	62,500.00
SIGNAL TIMING PLAN \$3,600 PERCENT COMPLETE: 100%	0.00	3,600.00
SURVEYING/EXPENSE \$23,000 PERCENT COMPLETE: 100%	0.00	23,000.00
GEOTECHNICAL REPORT \$6,000 PERCENT COMPLETE: 100%	0.00	6,000.00
S/A 1-SIGNAL PLAN ADJUSTMENTS \$3,605 PERCENT COMPLETE: 100%	0.00	3,605.00
S/A 2-SURVEYING \$3,600 PERCENT COMPLETE: 100%	0.00	3,600.00
S/A 3-RR CROSSING \$4,585 PERCENT COMPLETE: 100%	0.00	4,585.00
S/A 4-INWOOD/SOUTH QUORUM ACCESS PHASE II \$17,110 PERCENT COMPLETE: 75%	5,989.00	12,833.00
	-----	-----
TOTAL THIS INVOICE:	<u>5,989.00</u>	<u>119,723.00</u>
MAXIMUM BILLABLE:		\$124,000.00
TOTAL BILLED ITD:		<u>\$119,723.00</u>
REMAINING TO BILL:		\$4,277.00





May 12, 2003

Mr. Steve Chutchian  
Town Of Addison  
16801 Westgrove Drive  
Addison, TX 75001

Subject: Inwood/South Quorum Access  
Phase II, Inwood Connection

Dear Mr. Chutchian:

The plans for the subject project have been reviewed and are acceptable to the City of Farmers Branch with one exception. On page 13, the note relative to the connection of the proposed 24" diameter storm sewer to the existing inlet in Farmers Branch is incorrect. It should read, "...smooth and tight connection acceptable to the City of Farmers Branch..." Please make the one correction before bidding and when appropriate let us know when the aforementioned connection is to be made so Farmers Branch staff can inspect.

Good luck on your project and call me if you have any questions.

Sincerely,

Jerome V. Murawski, Jr., P.E.  
City Engineer

cc: Mark Pavageaux, Public Works Director

**RESOLUTION NO. R03-066**

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT IN THE AMOUNT OF \$438,778.10 WITH JIM BOWMAN CONSTRUCTION CO., L.P. FOR CONSTRUCTION OF THE INWOOD/SOUTH QUORUM ACCESS, PHASE II: INWOOD CONNECTION PROJECT.

WHEREAS, Phase I of this project has been completed which connects South Quorum Drive and Landmark Drive with a roadway into the Princeton and Wellington Buildings; and,

WHEREAS, Phase II of this project will connect South Quorum Drive and Landmark Drive to Inwood Road including a crossing of the Dallas Garland Northeastern (DGNO) Railroad; and,

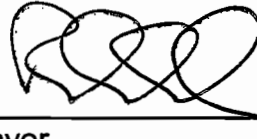
WHEREAS, staff has received engineering plans and specifications for construction of these improvements from the firm of Parsons Transportation Group; and,

WHEREAS, Jim Bowman Construction Co., L.P. submitted the lowest responsive standard bid and time bid and has successfully completed several projects for the Town; now, therefore,

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

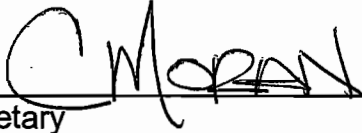
THAT, the City Council does hereby authorize the City Manager to enter into a contract in the amount of \$438,778.10 with Jim Bowman Construction Co., L.P. for construction of the Inwood/South Quorum Access, Phase II: Inwood Connection Project.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,  
TEXAS, this the 24<sup>th</sup> day of June, 2003.



\_\_\_\_\_  
Mayor

ATTEST:



\_\_\_\_\_  
City Secretary

ADVERTISEMENT FOR BIDS

Bid # 03-20

The Town of Addison is requesting bids for the **Inwood/South Quorum Access Phase II: Inwood Connection**, Bid No. 03-20. Mandatory Pre bid meeting, May 28,2003 at 2:00 pm, Service Center, 16801 Westgrove. Bids will be accepted until 2:30pm, June 10, 2003 at in the office of the Purchasing Coordinator, 5350 Belt Line Rd., Addison, Texas 75254 at which time they will be publicly opened and read aloud. Late bids will not be considered and will be returned unopened.

The Town of Addison reserves the right to waive any formalities and to reject any or all bids and to select the bid deemed most advantageous to the City. Bid information is available on [www.demandstar.com](http://www.demandstar.com). Plans and Specification can be obtained from the Purchasing Office.



Steve

Jim Pierce

From: Leblaydes@aol.com  
Sent: Monday, February 17, 2003 12:42 PM  
To: jpierce@ci.addison.tx.us  
Subject: Re: Landmark RR Crossing

Jim:  
I'd suggest to contact Dave Eyreman (David.Eyreman@railamerica.com) directly (972-808-9800 ext 222) to start with.  
Lonnie

Lonnie E Blaydes Consulting  
8122 San Benito Way  
Dallas TX 75218  
LEBlaydes@aol.com  
214-924-4632

This is the contact  
@DGNO  
A A R R H  
L L L A H  
S S A A P  
E  
Jim

~~RAIL AMERICA~~  
JIM KUNTZ  
DGNO RAILROAD  
403 INTERNATIONAL PKWY  
SUITE 520  
RICH., TX  
75081  
JIM KUNTZ  
#221



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871 FAX (972) 450-2837  
16801 Westgrove

May 8, 2003

Mr. Jim Kuntz  
DGNO Railroad  
403 International Pkwy., Suite 500  
Richardson, Texas 75081

Re: Landmark Railroad Crossing

Dear Mr. Kuntz:

The Town of Addison and the DGNO Railroad recently reached an agreement regarding construction of the proposed Landmark/S. Quorum Crossing. The attached engineering plans represent the Town's efforts to perform paving, drainage, signalization and traffic marking improvements on either side of the crossing location. We anticipate receiving construction bids for this work on Tuesday, June 10, 2003. Our anticipated construction date is July 2003. We would greatly desire that construction of the crossing be scheduled by your office and performed in timely conjunction with the Town's proposed improvements.

We would appreciate the opportunity to discuss this issue with you at your earliest convenience. I can be reached at 972-450-2886.

Sincerely,

Steven Z. Chutchian, P.E.  
Assistant City Engineer

## Steve Chutchian

---

**From:** Luke Jalbert  
**Sent:** Tuesday, May 06, 2003 12:53 PM  
**To:** Jim Pierce; Steve Chutchian; Weidong P. E. Li (E-mail)  
**Subject:** FW: bid 03-20 Inwood/South Quorum Access Phase II:Inwood Connection

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

**From:** Minok Suh  
**Sent:** Tuesday, May 06, 2003 12:10 PM  
**To:** Luke Jalbert  
**Cc:** Steve Chutchian  
**Subject:** bid 03-20 Inwood/South Quorum Access Phase II:Inwood Connection

Bid No: 03-20  
Bid Name: Inwood/South Quorum Access Phase II: Inwood Connection

Advertise: May 16 and 23  
Pre Bid: Wednesday, May 28 2:00PM, Service Center  
Bid Open: Tuesday, June 10 2:30PM  
Council, June 24, 2003

Final plans and specifications for distribution in my office by Thursday, May 15.

What is the estimated cost?

Thanks  
Minok



ANGELA K. WASHINGTON  
214.672.2144  
AWASHINGTON@COWLESTHOMPSON.COM

April 22, 2003

***VIA HAND DELIVERY***

Mr. Steve Chutchian  
Assistant City Engineer  
Town of Addison - Service Center  
16801 Westgrove Drive  
Addison, TX 75001

**RE: Inwood Road / South Quorum Phase II**

Dear Steve:

Enclosed are easement documents with attached exhibits for drainage Easements 5, 6, and 7 of the above-referenced project. If you have any questions or need anything further, please give me a call.

Sincerely,

Angela K. Washington

AKW/yjr  
Enclosures

c(w/o Enclosures): Mr. Mike Murphy  
Mr. Kenneth C. Dippel, w/firm

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite I

Plano, Texas 75074

(972) 423-1313

July 11, 2003

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

Attn: Mr. Luke Jalbert, Project Manager

Re: Inwood / South Quorum Access, Phase 1

Dear Mr. Jalbert:

We offer the following list of personnel for emergency contact purposes:

<u>Name</u>	<u>Title</u>	<u>Pager</u>	<u>Cell Phone</u>	<u>Home</u>
Marty Lampkin	Gen. Superint.	(214) 816-2056	(214) 535-2804	(940) 626-3746
Larry Dunn	Spec. Proj. Supt.		(214) 535-6475	(972) 424-4459
Adrian Bowman	Asst. GM		(214) 535-6588	(972) 208-6018
Jim Bowman	General Mgr.		(214) 926-7398	(972) 509-1599
Mike Williams	Foreman		(214) 535-2482	(817) 238-0618
Jesus Meza	Foreman			(214) 824-5148
Manuel Murillo	Foreman			(972) 270-6051
Ignacio Delgado	Foreman			(972) 442-5454
Scott Edwards	Foreman			(940) 482-8245
Miguel Acevedo	Foreman			(214) 623-9826
Mike Anderson	Foreman		(214) 535-2785	(940) 382-1076
Jacky Dawson	Foreman		(214) 535-6472	(817) 453-6176
Vicente Murillo	Foreman			(972) 487-9362
Vicki Holt	Admin. Assistant		(214) 535-2827	

Please call if you have any questions.

Sincerely,



Jim Bowman  
General Manager

vh

## **Steve Chutchian**

---

**From:** Mike Murphy  
**Sent:** Friday, October 17, 2003 10:20 AM  
**To:** Ron Whitehead; Chris Terry  
**Cc:** Steve Chutchian; Jim Pierce  
**Subject:** FW: Inwood Road Rail Crossing

Ron, Chris,

A brief update on construction issues at the Inwood RR crossing.

The contractor for MCI has been at the job site since Wednesday, and is expecting to finish up work by Monday. The contractor for SBC is scheduled to show up today or Monday, and they should be done by the end of next week. Jim Bowmans grass subcontractor will be working today to lay sod. Bowman is expecting to re-start work a week from Monday, on the 27th. He agreed to hold off all work until that time.

According to conversations today with Mr. Bowman, even with these unforeseen delays, he is anticipating to finish well ahead of schedule.

Let me know if you have any question.....

## Steve Chutchian

---

**From:** David Wilde  
**Sent:** Wednesday, September 24, 2003 4:50 PM  
**To:** Luke Jalbert  
**Cc:** Steve Chutchian  
**Subject:** Inwood

Luke,  
I contacted Sheryl Meyer with SBC about moving the cable from behind the curb, and Toby Parker (or some one from his office) will be out there in the morning to see what can be done and when. He can probably also tell us if the orange conduits are theirs or not.

Jim Bowman is drafting a letter to stop time and, I think, addressing it to Steve Chutchian, P.E., Assistant City Engineer. It seems to me they could get started on the north end, since that curb isn't moved back very much at all - so the cable is probably not in the way (at least we wouldn't know until we started removing curb and cutting grade.). Also, they can't do the south end yet anyway with the storm drain contractor working there. I think the inlet could be set if it was just SBC in the way, but the conduits are another story. The conduits were not found at Lateral D inlet.

*Dave Wilde*  
Public Works Inspector  
Town of Addison  
PH: 972-450-2847

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);

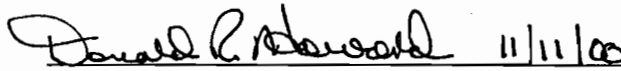
THENCE South 17°01'00" East along the said West Right-of-Way of Inwood Road, a distance of 111.82 feet to a point for the Northeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

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 "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);

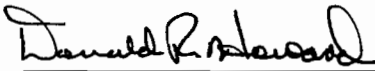
THENCE, South 17°01'00" East, along the West Right-of-Way of Inwood Road, a distance of 309.79 feet to the POINT OF BEGINNING;

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 "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);

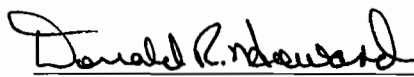
THENCE North 17°01'00" West, along the said Right-of-Way of Inwood Road, a distance of 264.67 feet to a point for the southeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

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

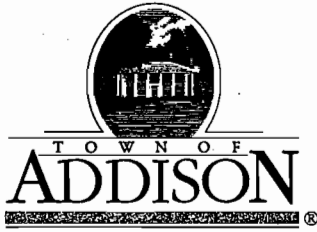
THENCE North 17°01'00" West parallel to and 6.00 feet from said West Right-of-Way, a distance of 56.25 feet to a point for a corner, said point being on the South Right-of-Way line of a 50.00 foot wide access of utility and drainage easement. Dedicated to the Town of Addison as part of this subject addition;

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 ½ 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





**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

December 6, 2000

Mr. Phillip G. Weston, P.E.  
Project Manager  
Parsons Transportation Group, Inc.  
2630 West Freeway, Suite 132  
Fort Worth, Texas 76102

Re: Inwood/S. Quorum Access, Phase II

Dear Mr. Weston:

Review of engineering plans and specifications by the Town of Addison Public Works Department has been completed. The following comments and concerns were generated as a result of this review:

Plans

Sheet 2:

1. Provide more detail regarding ability of the contractor to successfully place lime stabilization within a narrow 5 ft. width of roadway. The length is relatively small.

Sheet 3:

1. Provide more detail regarding ability of the contractor to successfully place lime stabilization within a narrow 5 ft. width of roadway. The length is relatively small.

Sheet 4:

1. In General Notes #5, eliminate the wording, "or other means."

Sheet 5:

1. In note #2, include the wording, "or better."

Sheet 6:

1. In note #2, include the wording, "or better."

Sheet 7:

1. Identify box or vault at approximately sta. 58 +90.
2. The remaining strip of existing concrete pavement on Inwood Rd. may be damaged during construction or create difficulty in restoring an adequate pavement cross section. Please evaluate this situation.
3. All existing trees within the project limits shall be removed and hauled off by the contractor. The Town of Addison shall restore the parkways with new tree plantings and other landscaping items.

Sheet 8:

1. An ADA ramp is needed at the northwest corner of the intersection, approximately sta. 59 + 65.
2. A new concrete crossing is necessary during construction. The request to the railroad for access across their right-of-way should include construction of the concrete crossing.

Sheet 9:

1. Indicate relocation of existing power pole by others at northwest corner of intersection.
2. Plan elevations along the west side of S. Quorum Drive, at Landmark Place, changed during construction. Verify that proposed profiles on Landmark are based on actual conditions.

Sheet 11:

1. Include 2-4" belled-end, class 200 or schedule 40 p.v.c. sleeves under Landmark Pl. for future irrigation improvements, in lieu of single 6" sleeve.
2. Indicate to cut and plug existing irrigation system, as directed by owner.
3. Include proposed sloped-end headwall on both ends of 18" R.C.P. culvert.

Sheet 13:

1. Note signs that have been added along Inwood Rd.
2. Indicate relocation of existing Town of Addison sign.

Sheet 14:

1. See multiple comments on attached miscellaneous details sheet.

Sheet 15:

1. Eliminate all proposed sidewalk details regarding walks remote from curb, except the fourth detail from the left.
2. Eliminate all proposed sidewalk details adjacent to curb.
3. Maintain Section "C-C" and Type "A" Ramp details.
4. Eliminate Section "D-D" detail.
5. Indicate that proposed ramp requires 1" per ft. max. and ¼" per ft. on the landing.

Sheet 21:

1. Necessary pedestrian signal heads for phase, II are not shown

Sheet 22:

1. Should signal heads #17 & #18 be fiber optic?

Sheet 23:

1. Notes 10 & 11 reference DURO TEST, which is no longer in business.
2. When indicating a brand or company, include "or equivalent."

Specifications

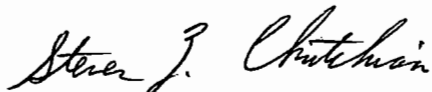
Under Amendments to Standard NCTCOG Specifications for Public Works Construction:

Section 8.9: Include sealer specifications

Please incorporate the attached narratives for **Resolution of Disputes and Non Discriminatory Policy** into the Instructions to Bidders.

Should you have any questions regarding the above comments and concerns, please let me know.

Sincerely,



Steven Z. Chutchian, P.E.  
Assistant City Engineer

Cc: Jim Pierce, Assistant Director of Public Works  
Jim Wilson, Project Manager

any requisite notices may be delivered and on whom service of process may be had in matters arising out of such suretyship.

All bonds shall be made on forms complying with requirements of laws of the State of Texas.

#### **10.0 RESOLUTION OF DISPUTES**

The parties hereby covenant and agree that in the event of any controversy, dispute, or claim of whatever nature arising out of, in connection with or in relation to the interpretation, performance or breach of this agreement, including but not limited to any claims based on contract, tort or statute before filing a lawsuit the parties agree to submit the matter to Alternative Dispute Resolution pursuant to the laws of the State of Texas. The parties shall select a third party arbitrator or mediator from the current list of neutrals on file with the Alternative Dispute Resolution Administrator of the Dallas County District Courts. All forms of Alternative Dispute Resolution may be used except binding arbitration. The proceedings shall be conducted in accordance with the laws of the State of Texas.

#### **11.0 NON DISCRIMINATION POLICY**

It is the policy of the Town of Addison to afford all people an equal opportunity to bid on any contract being let by the Town.

The Town of Addison has a policy that prohibits discrimination against any person because of race, color, sex, or national origin, in the award or performance of any contract.

The Town of Addison will require its employees, agents, and contractors to adhere to this policy.

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 1/2 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;

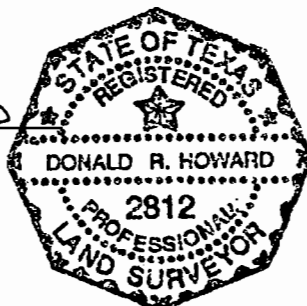
THENCE North 27°59'00" East a distance of 21.21 feet to a point for corner lying in the common line between the said Block 3, Quorum West Addition and the 100 foot Right-of-Way St. Louis Southwestern Railway Company;

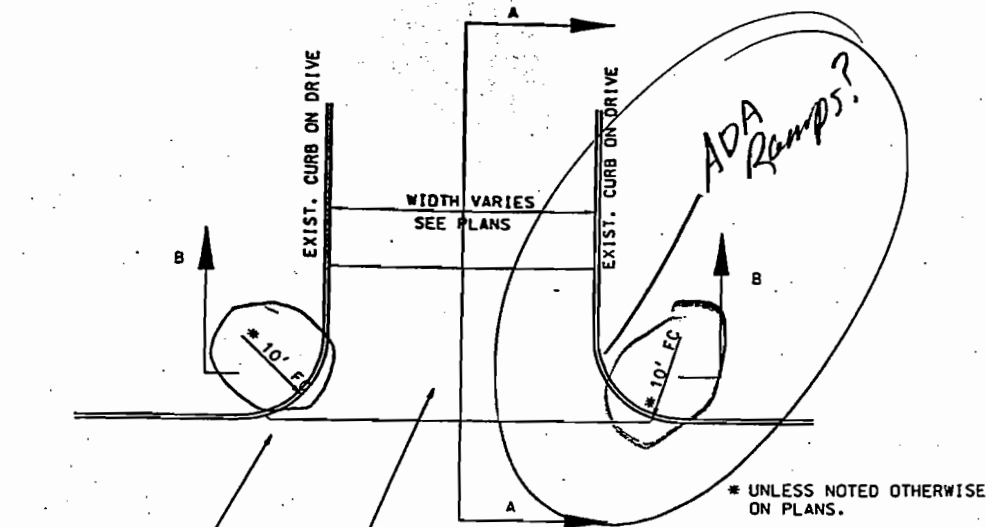
THENCE South 17°01'00" East along said common line a distance of 105.00 feet to the POINT OF BEGINNING and containing approximately 14,021 square feet or 0.3219 acres of land.

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

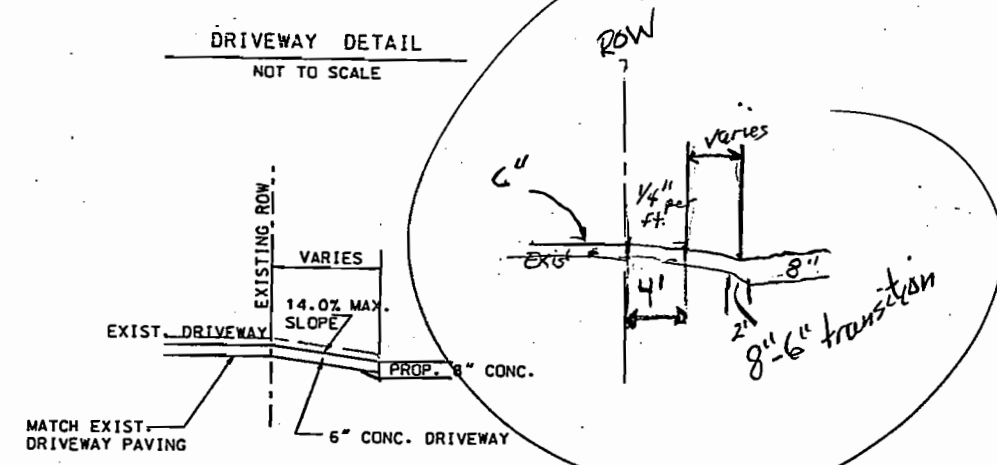
*Donald R. Howard* 11/11/00

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

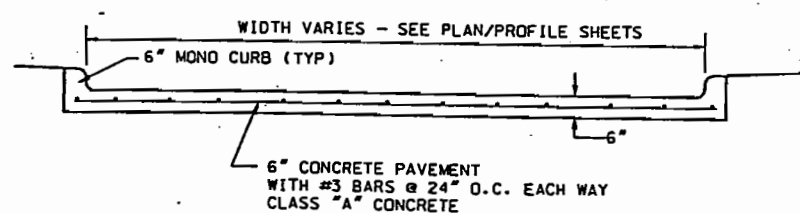




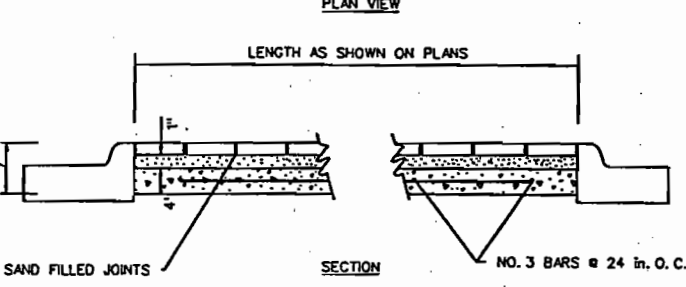
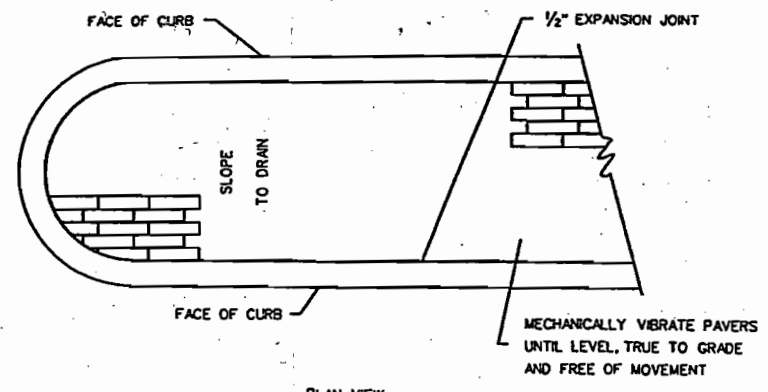
DRIVEWAY DETAIL  
NOT TO SCALE



SECTION A - A  
NOT TO SCALE

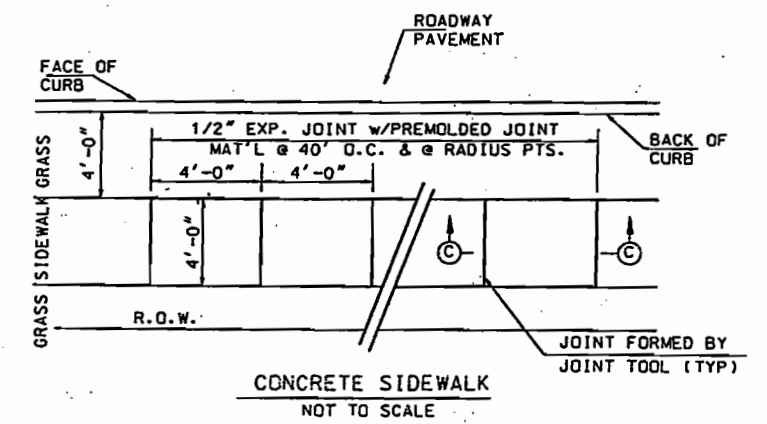
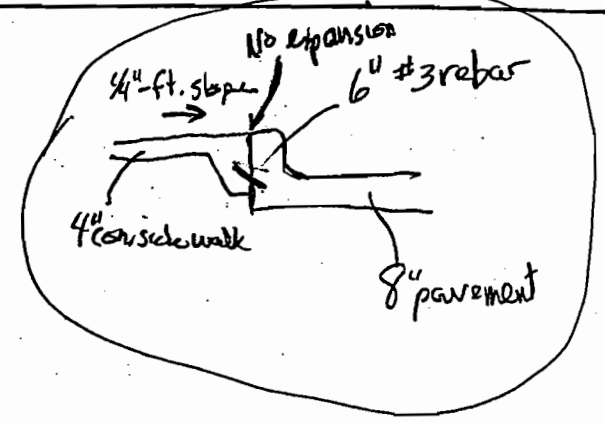


SECTION B - B  
NOT TO SCALE

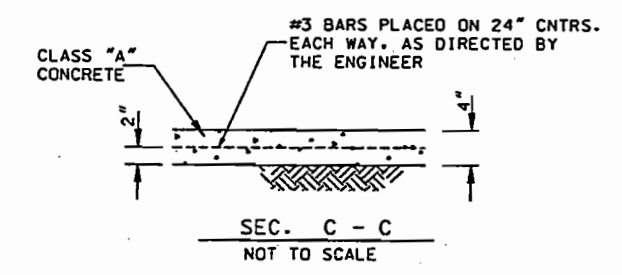


LANDSCAPE PAVER DETAILS  
NOT TO SCALE

LANDSCAPE PAVERS:  
1. LANDSCAPE PAVERS SHALL BE MODULAR CONCRETE PAVERS, AS MANUFACTURED BY PAVESTONE CO., OR EQUAL. PAVERS SHALL HAVE A COMPRESSIVE STRENGTH GREATER THAN 8000 PSI, A WATER ABSORPTION MAXIMUM OF 5% AND MEET OR EXCEED ASTM C-936. PAVERS SHALL BE INSTALLED IN ACCORDANCE WITH DETAILS SHOWN IN THE PLANS AND PLACED IN A RUNNING BOND PATTERN PARELLEL TO THE CENTERLINE OF THE STREET. COLOR AND PATTERN SHALL BE APPROVED BY OWNER. SUPPORT SLAB AND SAND CUSHION SHALL BE SUBSIDIARY TO LANDSCAPE PAVERS.

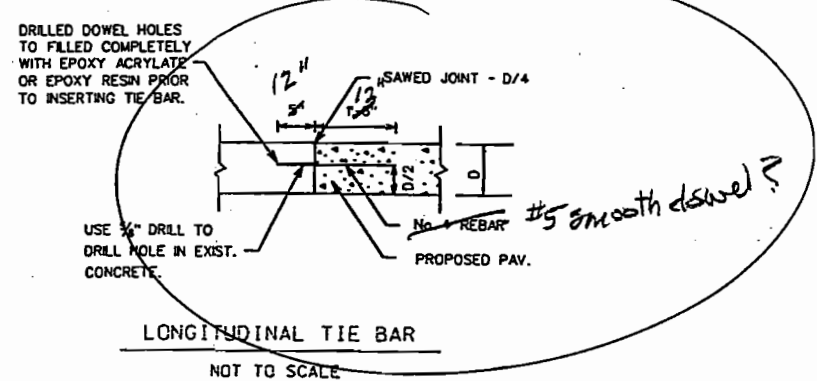


CONCRETE SIDEWALK  
NOT TO SCALE



SEC. C - C  
NOT TO SCALE

- SIDEWALK NOTES:
1. THE CONTRACTOR SHALL PROVIDE TOOLED JOINTS USING A JOINTING TOOL APPROVED BY THE ENGINEER.
  2. CONTRACTOR SHALL PROVIDE 1/2" PREMOLDED EXP. JOINT MATERIAL AT THE INTERFACE BETWEEN THE EDGE OF SIDEWALK AND ANY CURB OR WALL.



LONGITUDINAL TIE BAR  
NOT TO SCALE

95% REVIEW

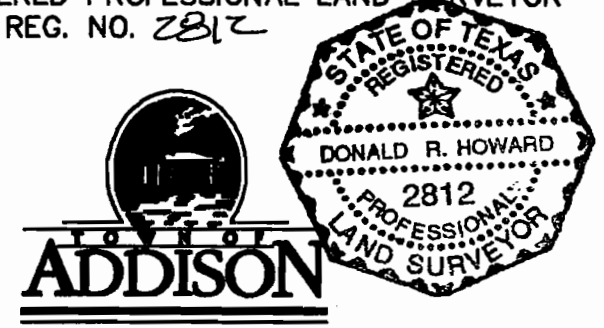
This document is released 10/20/00 for the purpose of review only under the authority of Philip C. Weston, P.E. 54048. It is not to be used for any other purpose.

MISCELLANEOUS DETAILS						
INWOOD CONNECTION						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
R.A.Y.	S.L.K.	10/00				14

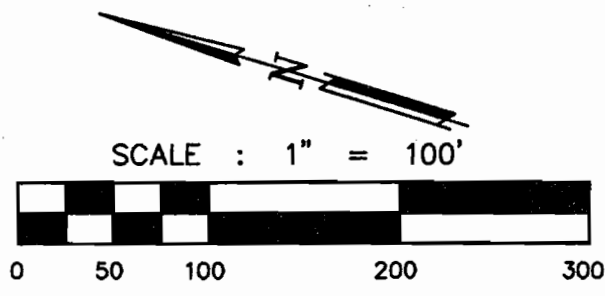


EXHIBIT "B"

COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-5)  
*Donald R. Howard* 11/11/00  
 DONALD R. HOWARD  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 TEXAS REG. NO. 2812



PAGE OF



LINE TABLE

NO.	BEARING	DIST.
1	S72°59'00"W	6.00'
2	N17°01'00"W	56.25'
3	N89°37'46"E	6.26'
4	S17°01'00"E	54.48'

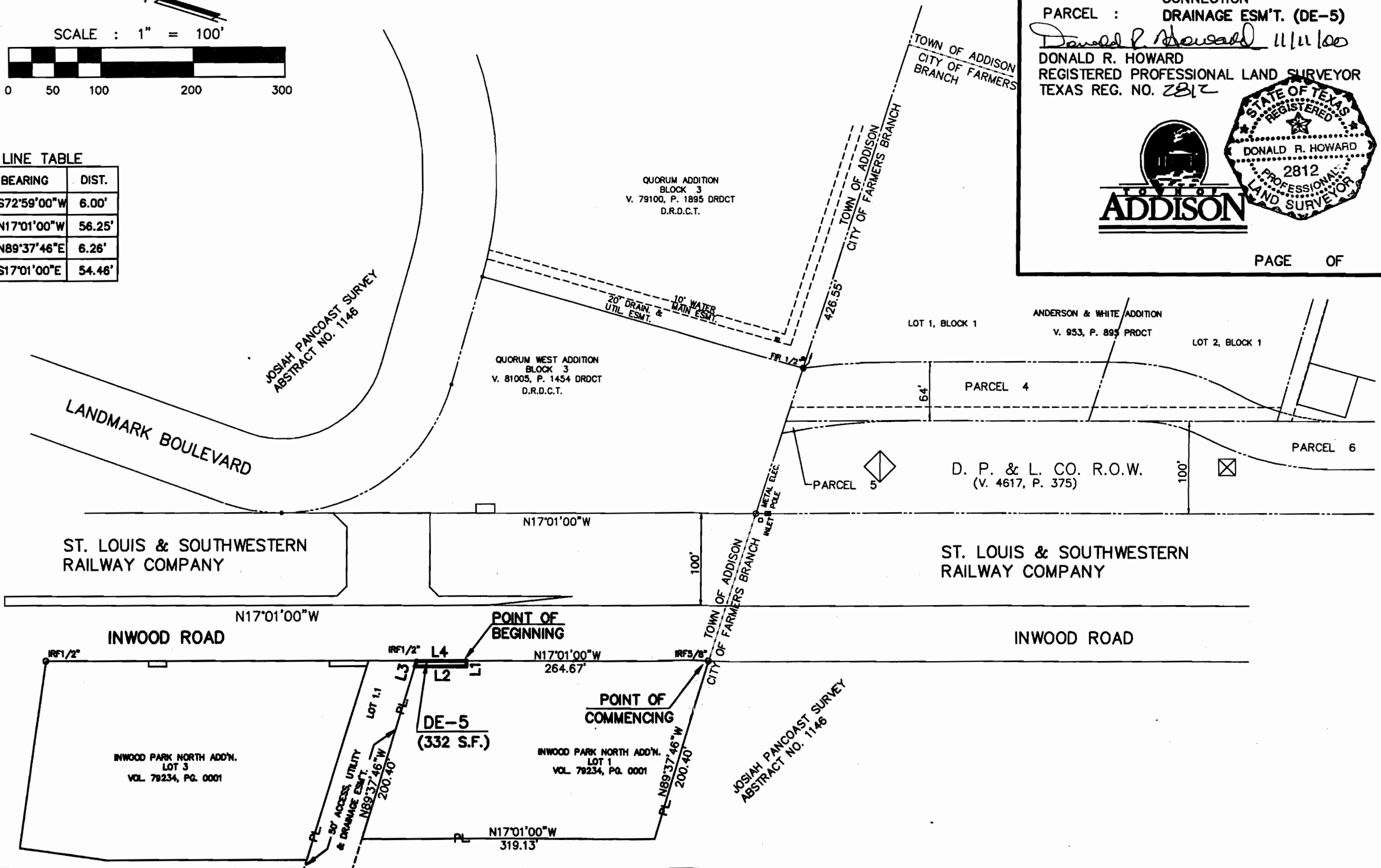
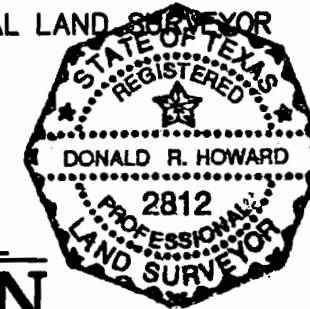


EXHIBIT "B"

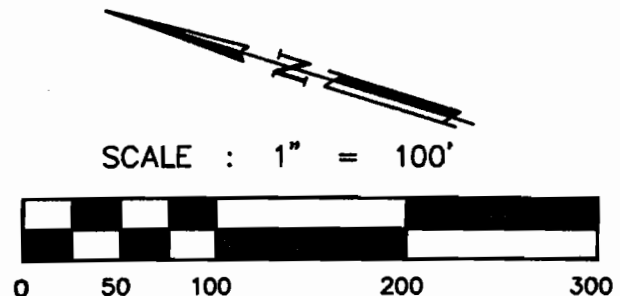
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : ROADWAY ESM'T.(RE-7)

*Donald R. Howard* 11/11/00

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



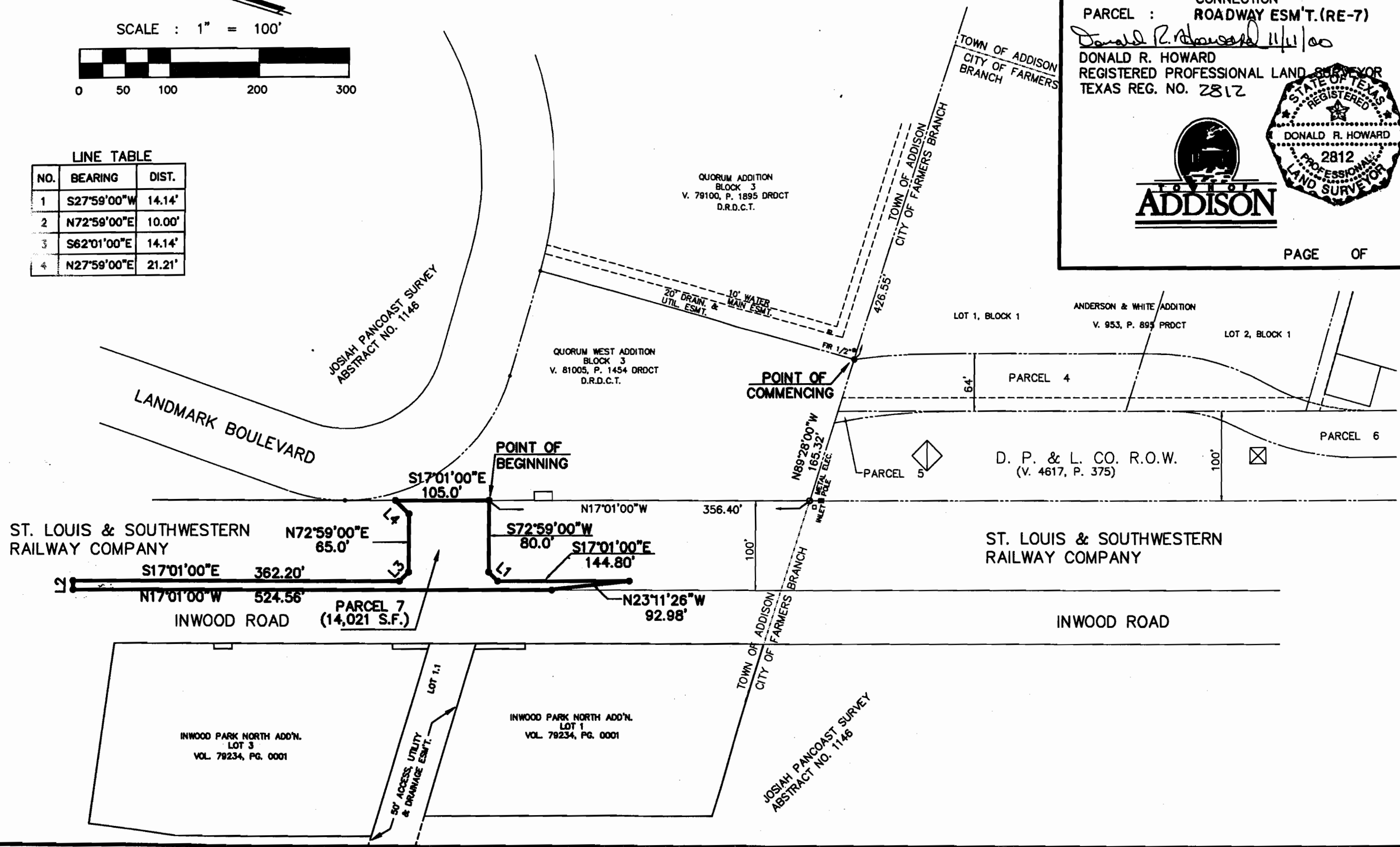
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SCALE : 1" = 100'

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'



DATE: 11-9-2000

DRAWN BY: JAMES L. WILSON

Town of Addison  
**Engineers Estimate of Probable Construction Cost**

	ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
<b>ROADWAY IMPROVEMENTS</b>	101	Barricades, Signing, and Traffic Control	MO	\$1,500.00	6	\$9,000.00
	102	Prepare Right of Way	STA	\$2,000.00	8	\$16,050.00
	103	Remove Exist Conc Pavement (Include Conc Curb)	SY	\$14.00	1509.0	\$21,126.00
	104	Remove Exist Conc Curb & Gutter	SY	\$7.50	888.5	\$6,663.75
	105	Unclassified Street Excavation	CY	\$10.00	321	\$3,210.00
	106	Roadway Embankment	CY	\$8.50	227	\$1,929.50
	107	Hydromulch Bermuda Grass, Water and Fertilizer	SY	\$1.00	1338	\$1,338.00
	108	8" Reinforced Conc Pavement	SY	\$32.00	2712.1	\$86,787.20
	109	8" Flex Base	SY	\$8.00	2874.0	\$22,992.00
	110	Mobilization	LS	\$30,000.00	1	\$30,000.00
	111	6" Conc Mono Curb	LF	\$2.00	1749.2	\$3,498.40
	112	4" Reinforced Conc Sidewalk	SY	\$35.00	25.6	\$896.00
	113	Reinforced Conc Wheelchair Ramps	EA	\$750.00	3	\$2,250.00
	114	6" Reinforced Conc Driveway	SY	\$45.00	106.3	\$4,783.50
	115	Landscape Pavers	SF	\$10.00	473.0	\$4,730.00
	116	4" Reflective Pavement Marker, Type II-CR	EA	\$6.60	34	\$224.40
	117	4" Round Pavement Marker, Type P-7	EA	\$3.50	102	\$357.00
	118	4" Reflective Pavement Marker, Type II-A-A	EA	\$6.60	42	\$277.20
	119	4" Round Pavement Marker, Type P-7-YR	EA	\$3.50	152	\$532.00
	120	6" x 6" White Jiggle Bars (White), Type 6-1	EA	\$11.00	43	\$473.00
	121	24" Wide White Thermoplastic Stop Bar	LF	\$11.00	134	\$1,474.00
	122	12" Wide White Thermoplastic Crosswalk Line	LF	\$6.60	130	\$858.00
	123	Thermoplastic Pavement Arrows	EA	\$165.00	8	\$1,320.00
	124	4" Wide Temporary Lane Stripe	LF	\$0.80	3961	\$3,168.80
	125	6" Dia PVC Irrigation Sleeve	LF	\$6.85	88	\$602.80
<b>Subtotal:</b>						<b>\$224,541.55</b>
<b>STORM WATER IMPROVEMENTS</b>	201	18" Class III RCP	LF	\$55.00	710	\$39,050.00
	202	24" Class III RCP	LF	\$65.00	486	\$31,590.00
	203	Type M Manhole	EA	\$2,800.00	2	\$5,600.00
	204	5' Recessed Inlet	EA	\$2,000.00	5	\$10,000.00
	205	Adjust Utility Manhole, Vave Box, Etc.	EA	\$550.00	6	\$3,300.00
	206	Trench Safety Design	LS	\$650.00	1	\$650.00
	207	Furnish and Install Trench Safety	LF	\$0.60	1213	\$727.80
	208	Inlet Protection	EA	\$100.00	5	\$500.00
	209	Rock Filter Dams, Type 1	LF	\$38.00	50	\$1,900.00
	210	Silt Fence	LF	\$3.00	200	\$600.00
	211	18" Class IV RCP	LF	\$75.00	88	\$6,600.00
	212	Precast Safety End Treatment (Ty II) (18" RCP)	EA	\$600.00	2	\$1,200.00
<b>Subtotal:</b>						<b>\$101,717.80</b>
<b>SIGNALIZATION</b>	301	3" PVC Conduit (Sch 40)(Trenched)	LF	\$5.00	40	\$200.00
	302	4" PVC Conduit (Sch 40)(Bored)	LF	\$16.00	250	\$4,000.00
	303	4" RM Conduit (Bored)	LF	\$20.00	90	\$1,800.00
	304	No. 6 AWG Bare Wire	LF	\$0.60	440	\$264.00
	305	Ground Box (Type A) W/ Apron	Ea	\$400.00	4	\$1,600.00
	306	Traffic Sign (SR3-1)(Mast Arm Mount)(LED Blankout)	Ea	\$4,500.00	2	\$9,000.00
	307	Traffic Sign (SR3-4)(Mast Arm Mount)	Ea	\$125.00	4	\$500.00
	308	Traffic Sign (SR3-8)(Mast Arm Mount)	Ea	\$125.00	2	\$250.00
	309	Traffic Sign (SR3-5)(Mast Arm Mount)	Ea	\$125.00	1	\$125.00
	310	Traffic Sign (R10-12S)(Mast Arm Mount)	Ea	\$125.00	1	\$125.00
	311	Signal Pole Conc Foundation (Type 30-A)	Ea	\$1,600.00	2	\$3,200.00
	312	Signal Pole Conc Foundation (Type 36-A)	Ea	\$2,000.00	2	\$4,000.00
	313	12" - 3 Section LED Signal Head (Type V3)	Ea	\$835.00	10	\$8,350.00
	314	12" - 4 Section LED Signal Head (Type V4LT)	Ea	\$1,110.00	3	\$3,330.00
	315	12" - 4 Section LED Signal Head (Type V4LT-BM)	Ea	\$1,160.00	3	\$3,480.00
	316	Vacuum Formed Backplate (3 Sec)(12 in)	Ea	\$50.00	10	\$500.00
	317	Vacuum Formed Backplate (4 Sec)(12 in)	Ea	\$55.00	6	\$330.00
	318	3 Section Astro Brac w/29" Bands	Ea	\$90.00	10	\$900.00
	319	4 Section Astro Brac w/29" Bands	Ea	\$95.00	6	\$570.00
	320	Pedestrian LED Signal Head with Count-Down Timer	Ea	\$600.00	2	\$1,200.00
	321	4 Conductor Opticom Cable	LF	\$1.00	800	\$800.00
	322	5 Cndr Signal Cable (16 AWG)(IMSA 20-1)	LF	\$0.60	560	\$336.00
	323	7 Cndr Signal Cable (16 AWG)(IMSA 20-1)	LF	\$0.75	265	\$198.75
	324	16 Cndr Signal Cable (12 AWG)(IMSA 20-1)	LF	\$2.75	970	\$2,667.50
	325	Pedestrian Push Button & R10-4b Sign Assembly	Ea	\$125.00	2	\$250.00
	326	Opticom Directional Sensors with Mounting Bracket	Ea	\$750.00	3	\$2,250.00
	327	Opticom Discriminator Module	Ea	\$2,000.00	1	\$2,000.00
	328	Belden 8281 Coaxial Cable	LF	\$0.50	1270	\$635.00
	329	3 Cndr Signal Cable (14 AWG)(IMSA 20-1)	LF	\$0.50	1270	\$635.00
	330	19' T-Base Pole w/30' Mast Arm	Ea	\$3,400.00	1	\$3,400.00
	331	19' T-Base Pole w/35' Mast Arm	Ea	\$3,700.00	1	\$3,700.00
	332	28' T-Base Pole w/40' Mast Arm	Ea	\$4,300.00	2	\$8,600.00
	333	Video Camera & Mounting Hardware	Ea	\$2,400.00	5	\$12,000.00
	334	Small Roadside Sign Assembly (Type A)	Ea	\$325.00	9	\$2,925.00
	335	Relocate Small Roadside Sign Assembly	Ea	\$235.00	3	\$705.00
<b>Subtotal:</b>						<b>\$84,826.25</b>
<b>Total Cost:</b>						<b>\$411,085.60</b>
<b>Contingency at 10%</b>						<b>\$41,108.56</b>
<b>Total Amount of Bids:</b>						<b>\$452,194.16</b>

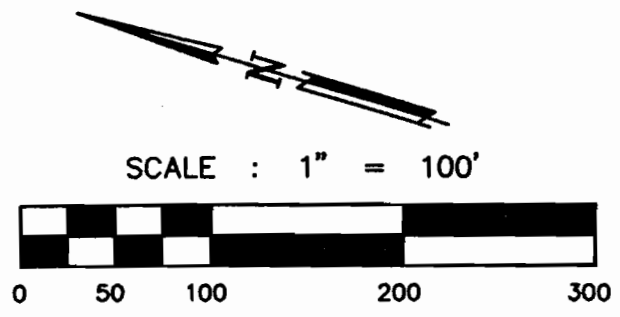
EXHIBIT "B"

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

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



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LINE TABLE

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

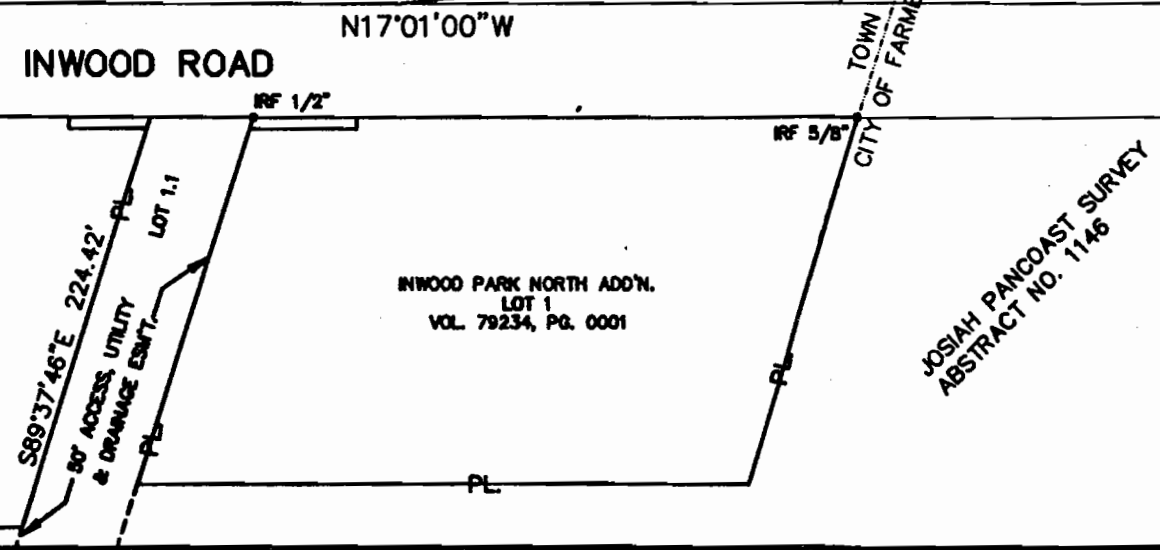
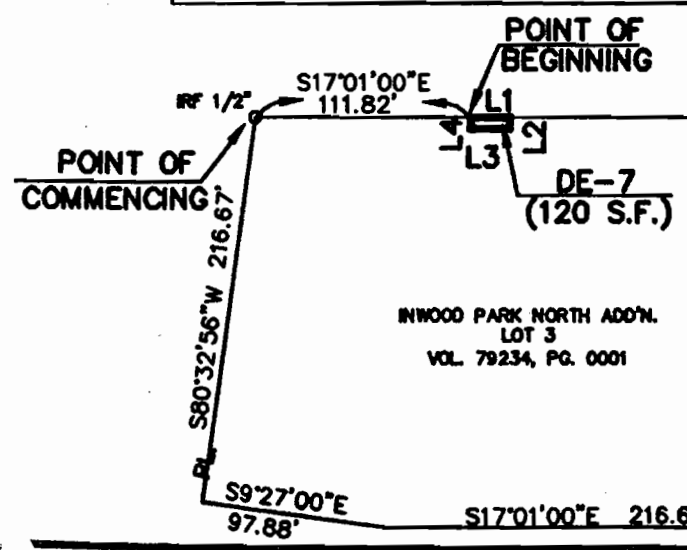
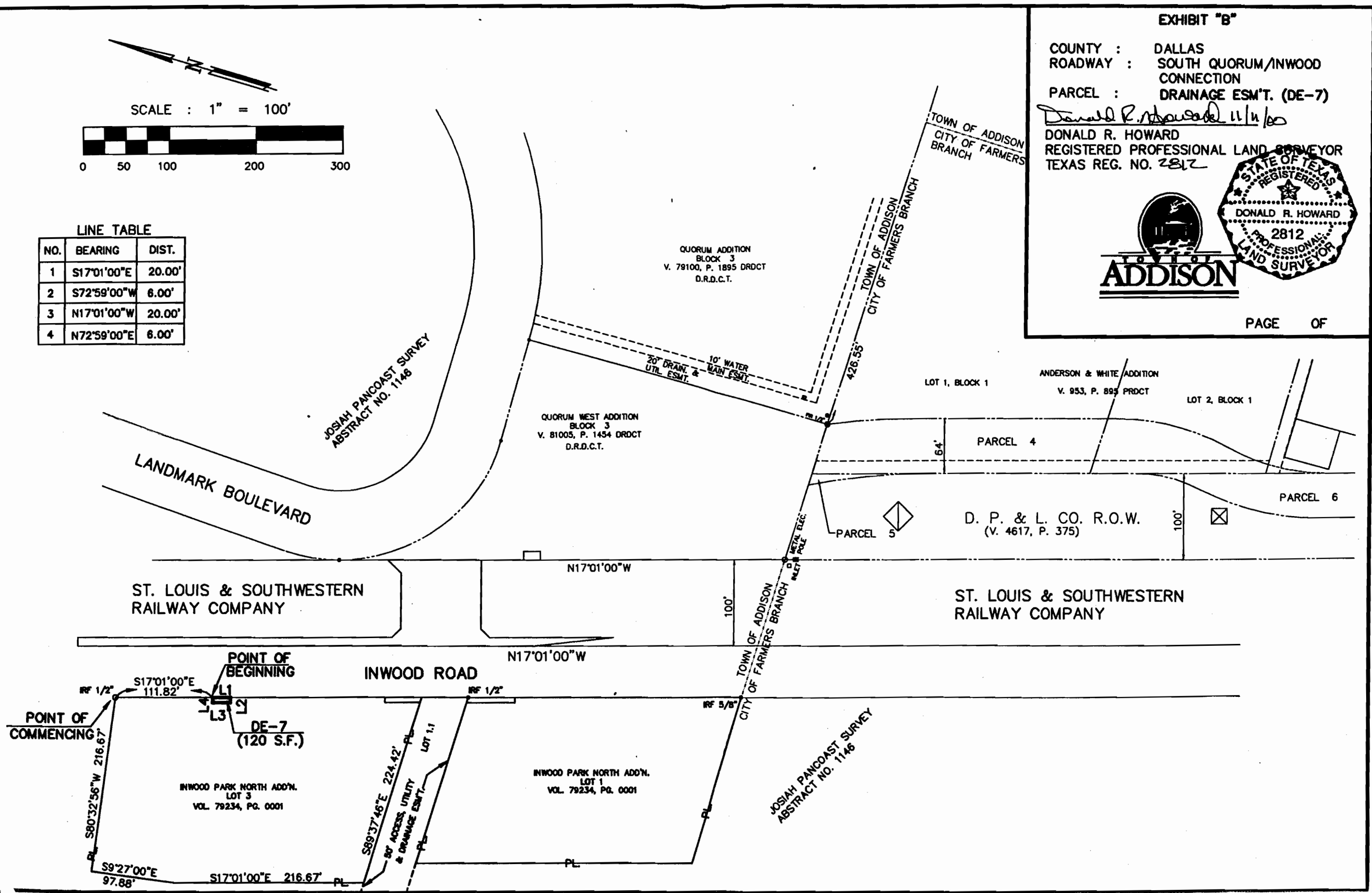
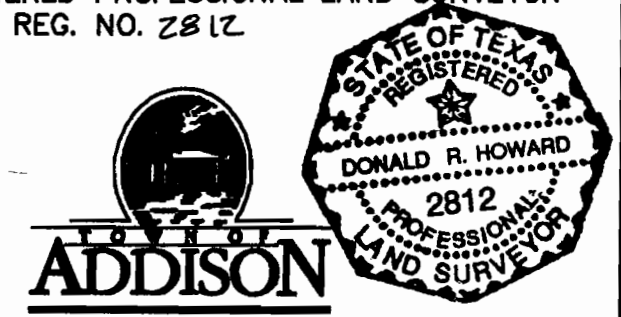


EXHIBIT "B"

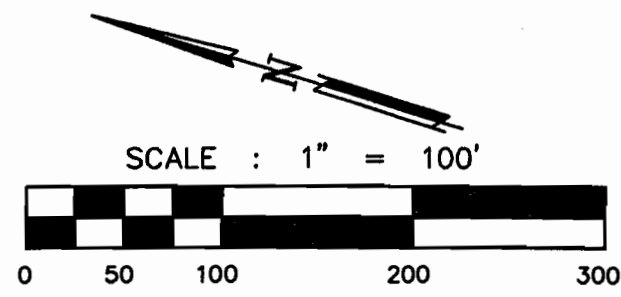
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-6)

*Donald R. Howard*

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

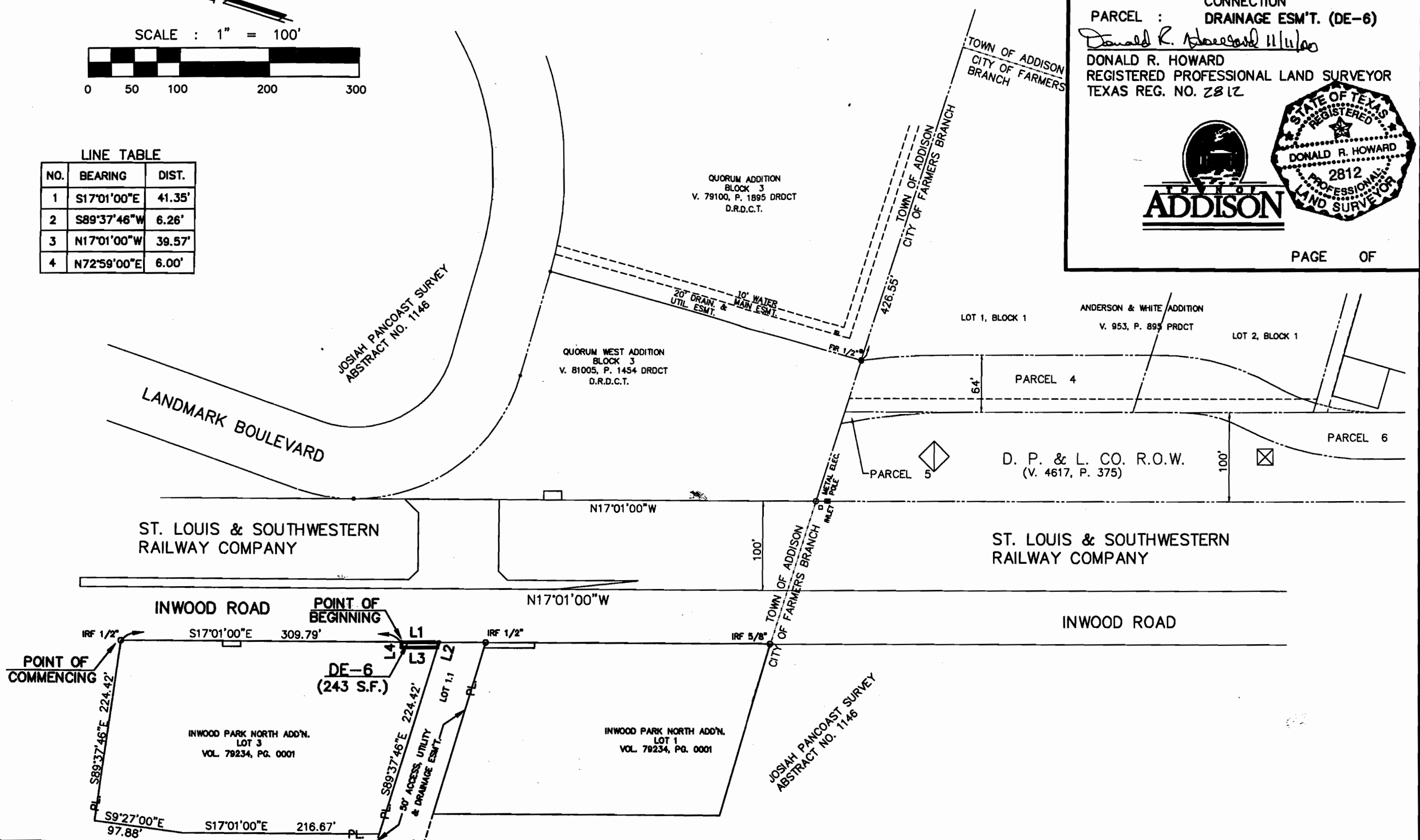


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LINE TABLE

NO.	BEARING	DIST.
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3	N17°01'00"W	39.57'
4	N72°59'00"E	6.00'



# PARSONS

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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

November 2, 2000

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

Subject: *Quorum / Inwood Project*  
*Phase II: Inwood Connection*  
*95 Percent Plans*

Dear Jim,

Enclosed for your use are three sets of Roadway Design Plans and Contract Documents for the Landmark Extension. The plans have been revised in accordance with Town comments received September 28, and the draft contract documents have been developed based on the Phase I documents.

Please review these plans and draft documents, and let us have your comments. If you have questions, please give me a call, so we can discuss them.

Very truly yours,

**PARSONS TRANSPORTATION GROUP, INC.**

  
Phillip G. Weston, P.E.  
Project Manager

Enclosures

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**AN APPRAISAL REPORT OF**

THE FRIDAY MORNING INC. PROPERTY  
*A DRAINAGE EASEMENT ACQUISITION*  
LOCATED AT  
14601 INWOOD ROAD  
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

**PREPARED FOR**

TOWN OF ADDISON  
C/O MR. MICHAEL MURPHY, P.E.  
DIRECTOR OF PUBLIC WORKS  
P.O. BOX 9010  
ADDISON, TEXAS 75001-9010

**DATE OF APPRAISAL**

DECEMBER 19,2002

**PREPARED BY**

HIPES & ASSOCIATES  
7557 RAMBLER ROAD  
SUITE 260, LB 25  
DALLAS, TEXAS 75231

# HIPES & ASSOCIATES

REAL ESTATE  
APPRAISERS/CONSULTANTS

OFFICE ADDRESS:  
7557 RAMBLER RD #260  
LOCK BOX 25  
DALLAS, TEXAS 75231

MAILING ADDRESS:  
P.O. BOX 600142  
DALLAS, TEXAS 75360  
214-739-5941

December 19, 2002

Mr. Michael Murphy, P.E.  
Director of Public Works  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

**Re: The Friday Morning, Inc. Property  
14601 Inwood Road, Drainage Easement**

Dear Mr. Murphy:

I have inspected and made an appraisal of the above referenced property. Conditions pertinent to or indicative of the value of the property were researched and investigated.

This report sets forth my findings and conclusions and any material matters within the market place that may have an impact on the value of the subject, the proposed acquisition, and any remainders both before and after the proposed acquisition. Factual data pertaining to the subject is exhibited along with any market data felt significant in the analysis and opinion of value.

## Certificate of Appraiser

I hereby certify:

That it is my opinion the total compensation for the acquisition of the herein described property is \$3,984.00 as of December 19, 2002 based upon my independent appraisal and the exercise of my professional judgement;

That on December 19, 2002, and various other dates, I personally inspected in the field the property herein appraised; that I did not afford the property owner or his representative, the opportunity to accompany me at the time of inspection;

The comparable sales relied upon in making said appraisal were as represented by the photographs contained in the appraisal and were inspected on December 19, 2002, and various other dates;

That to the best of my knowledge and belief the statements contained in the appraisal hereinabove set forth are true, and the information upon which the opinions expressed therein are based is correct, subject to the limiting conditions therein set forth;



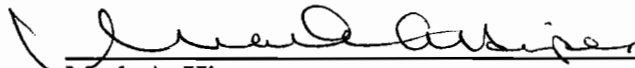
That I understand that such appraisal is to be used in connection with the acquisition of land area for a public project by the Town of Addison, Texas, and that such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal for such purposes, and that to the best of my knowledge no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State, and any decrease or increase in the fair market value of subject real property prior to the date of valuation caused by the public improvement for which such property is to be acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, has been disregarded in determining the compensation for the property;

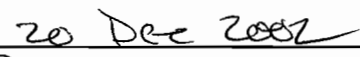
That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein;

That I have no direct or indirect present or contemplated future interest in such property or in any benefit from the acquisition of such property appraised; and that should I or any employee in my service acquire any interest in or to the property appraised prior to the acquisition of the parcel by the Town of Addison, I will immediately notify the Town of such interest or interests;

That I have not revealed and will not reveal the findings and results of such appraisal to anyone other than the proper officials of the Town, until authorized by Town officials to do so, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

Respectfully submitted,

  
\_\_\_\_\_  
Mark A. Hipes  
Texas Certification No. TX-1321416-G

  
\_\_\_\_\_  
Date

*Note: This is a Summary Appraisal Report which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. As such, it presents only summary discussions of the data, reasoning, and analysis that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning, and analysis is retained in the appraiser's file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use stated below. The appraiser is not responsible for unauthorized use of this report.*

SUMMARY OF SALIENT FACTS

**A Drainage Easement Acquisition at 14601 Inwood Road  
Friday Morning, Inc. - Owner  
Addison, Texas**

Date of the Appraisal:	December 19, 2002
Value Estimated:	Market Value - Just Compensation
Property Rights Appraised:	Fee Simple & Easement
Property Appraised:	A ±61,289 SF tract of land improved with a retail facility, located at 14601 Inwood Rd., Addison, Texas.
Property Zoned:	SU 4, retail
Highest & Best Use:	
"As vacant":	To be developed in conformity with adjacent land uses as demand warrants.
"As improved":	Retail Use
Estimates of Fee Simple Value:	
<u>Whole Property</u>	
Land Value (Sales Comparison):	\$735,468
Cost Approach:	\$ N/A - Land Only Consideration
Income Approach:	\$ N/A - Land Only Consideration
Sales Comparison Approach:	\$ N/A - Land Only Consideration
<u>Part Taken:</u>	
Drainage Easement	\$ 3,984
<u>Remainder Before the Take:</u>	\$731,484
<u>Remainder After the Take:</u>	\$735,468

**Final Value Estimate: JUST COMPENSATION     \$ 3,984**

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ADDENDUM

Assumptions & Limiting Conditions  
Photographs of the Subject  
Plat of the Subject  
Legal Description  
Qualifications of Appraiser

### **Purpose of the Appraisal**

The purpose of this appraisal is to estimate the market value of the proposed drainage easement of the real property rights to be acquired, encumbered by any easement not to be extinguished, less oil, gas and sulphur. If the acquisition is of less than the entire property, any special benefits and damages to the remainder property must be included in accordance with the laws of Texas. This appraisal is rendered in order to assist Addison in estimating the value of property to be acquired.

### **Definition of Market Value**

Market Value may be defined as follows: "Market Value is the price which the property would bring when it is offered for sale by one who desires, but is not obliged to sell, and is bought by one who is under no necessity of buying it, taking into consideration all of the uses to which it is reasonably adaptable and for which it either is or in all reasonable probability will become available within the reasonable future."

### **Definition of Easement**

An easement is a nonpossessing interest held by one person in the land of another person whereby the first person is accorded partial use of such land for a specific purpose. An easement restricts but does not abridge the rights of the fee owner to the use and enjoyment of the easement holder's rights.

### **Scope of the Appraisal**

The scope of this report includes the research, data acquisition and analysis as described in the appraisal process description of this report. In gathering comparable sales data our sources include direct interview with grantor and/or grantee, commercial sales reporting services, other appraisers and real estate practitioners, published data and information in our files. Comparable rent information is generally derived from direct interview with property managers and leasing agents. On comparable rent and sale information the source is generally indicated on the respective comparable's page. Information on property operating expenses can be derived from a number of sources including actual amounts provided to us for the subject property, file information, direct interview with property managers and owners and published industry averages. Replacement construction costs amounts are generally derived from the national cost reporting services prepared by Marshall and Swift and, where available, actual construction costs are utilized. On some comparable sales data an attempt is made to confirm third party information with either the grantor or grantee if there is concern about the data's reliability.

### **Property Rights Appraised**

The property rights appraised are those of the *Fee Simple and Easements* estate. Fee simple estate is defined as "Absolute ownership unencumbered by any interest or estate; subject only to the limitations of eminent domain, escheat, police power, and taxation"; and easement as "a nonpossessing interest held by one person in the land of another person for a specific purpose. (The Dictionary of Real Estate Appraisal, Second Edition, American Institute of Real Estate Appraisers, 1984, p. 123.)

### **Effective Date of Valuation**

The effective date of valuation is December 19, 2002. The inspection date of the subject was December 19, 2002, and various other dates. The date of this report is December 19, 2002.

### **Identification of the Subject Property**

The property being appraised is a ±61,289 SF tract of land improved with a retail store facility. The subject property is situated along the west side of Inwood Road, between Beltline Road and Langland, in the Town of Addison, Dallas County, Texas. This strip of Inwood Road is bordered principally by a railroad line on it's east side, and liquor stores on it's west side. The local address is 14601 Inwood Road, Addison, Texas.

The drainage easement acquisition of the subject property is comprised of one small rectangular area for a drainage inlet cover adjacent to Inwood Road. This acquisition contains ±332 SF. The drainage easement area is adjacent to the paving of Inwood Road. The survey provided to the appraiser representing the proposed acquisition is included in the Addendum to this report.

Briefly, the legal description for the subject property/part taken is described as; *being a part of the Josiah Pancoast Survey, Abstract No. 1146, and being a portion of Lot 1 of the Inwood Park North Addition, Town of Addison, Dallas County, Texas.*

A current metes and bounds legal description of the proposed drainage easement acquisition has been provided to the appraiser and is included in the addendum to this report.

### **History of the Subject Property**

No property ownership information was provided to the appraiser for this appraisal assignment. Dallas County Appraisal District records indicate that Friday Morning, Inc. is the owner of record, and that the property was purchased on October 31, 1991.

### **Ad Valorem Tax Information**

The DCAD Acct. # for the subject is 10004580000010000. The DCAD appraised value for the subject is \$1,178,100; land value @ \$490,310 and improvement value @ \$687,790 for the year 2002.

Current ownership information was taken from the DCAD commercial property data records. DCAD data lists a site size of 61,289 SF.

Some of the property descriptive data utilized in this appraisal is derived through the DCAD files. Basic site data information is derived from a plat of the property in the appraiser's files.

### **Estimated Marketing/Exposure Time**

The USPAP requires that the appraiser address the estimated reasonable exposure time of the property at the value estimate. This is defined as the time prior to and ending with the effective date of the appraisal estimated to be required to market the property at the final value estimate. Based on marketing times quoted over the previous 5 years for properties of this type, a marketing time of less than 12 months is considered reasonable. While some properties required longer marketing times, they do not appear to be the norm.

## CITY DATA

The Town of Addison is located in the northern portion of Dallas County, approximately 12 miles north of the Dallas Central Business District. The City is bounded by Dallas on the north and east sides, Dallas and Farmers Branch to the south and the City of Carrollton on the west. The City is a suburb of Dallas and is a part of the Dallas Metropolitan area.

Addison has participated in the growth of the metropolitan area as shown by the following figures:

<u>Census Year</u>	<u>Population</u>	<u>Increase</u>
1970	593	N/A
1980	5,553	+835%
1990	8,783	+ 58%
1998 (est.)	11,722	+ 33%

The Town of Addison is primarily commercial in nature. Light industrial and flex warehouse space has developed in the areas east, north, and west of the Addison Airport. The Dallas North Tollroad corridor sparked heavy hotel and multi-story office building development during the 1980's. This extends from the west side of the freeway to the railroad tracks at Inwood road. The corridor along Midway Road, from the Farmers Branch boundary continued the light industrial, office/flex development of the Midway Industrial Park that extends southward to LBJ Freeway. The corridor along Belt Line Road through the City has seen extensive development with restaurants, hotels, and retail facilities. As a result, residential housing is a minor factor in the property base of the Town of Addison. This has helped to keep taxes low, but has afforded the Town a very healthy tax income due to the high valuations of the commercial properties. This is displayed in the quality and quantity of public facilities and services provided.

Primary north/south access through Addison is via the Dallas North Tollway, Addison road and Midway Road. Belt Line Road and Trinity Mills Road are primary east/west thoroughfares. The major development within the city is the Addison Airport, a major corporate and private air facility, which occupies a large portion of the City's land area. due t Addison's accessibility and location in the path of the City of Dallas northern growth, substantial hotel, commercial, retail, office and light industrial development has occurred. This is generally all of good quality and relatively recent construction. The character of the City is primarily commercial with small concentrations of multi-family housing and upper-middle income single-family in its central and southwestern portions, and high-end single family housing found in the extreme eastern portion.

Addison has a Council/Manager type government. It provides police and fire protection to it's citizens. Utilities are provided by Lone Star Gas Company, TU Electric Company, and Southwestern Bell Telephone Company. It gets it's water from the City of Dallas and sewer services from the Trinity River Authority and the City of Dallas. Utilities appear to be adequate to service projected growth. Addison is in the Dallas and Carrollton/Farmers Branch Independent School districts. There are no school buildings located within Addison's city limits. There are a number of major shopping facilities in or near Addison, including the Galleria Mall and Northpark Mall. Additional large, modern retail areas are in close proximity. The renowned retailer, Nordstrom's has a store in the Galleria shopping center just south of Addison at LBJ and the Tollroad and a new major retail center has been constructed on a tract north of that. Other

significant large retail facilities are a free-standing Home Depot Expo Design Center and Mikasa Home Store.

Due to the number of office and light industrial buildings in the area, there is a large and diversified community of employers. Two of the largest are the Dallas Marriott Quorum and Intercontinental hotels. Addison is well known as an entertainment and restaurant area with over 100 restaurants operating in the area.

The new "urban hub" consisting of a 70 acre development at Addison Circle, located north of Belt Line Road and bounded by Airport Parkway, Addison road, the Toll road and Arapaho Road is currently under development. The main thrust is the increase of residential housing, an arts center, and parks and public use areas. When completed, it is projected to increase the population by 50% - 60%. The City feels that this will prevent Addison from losing businesses to northern suburbs and insure long-term, quality growth. This should enhance overall values in the area in our opinion.

After a period of speculative real estate investment activity in the early and mid 1980's, Addison and adjoining areas were among those hardest hit by the real estate recession of the last half of that decade. That situation has now turned around dramatically. Due to its highly desirable location, a resumption of market strength is currently found. M/PF market research has consistently reported strong increases in office construction over the previous several years. In addition, Hines Interests plan 250,000 Sf of new office at the Galleria in the Dallas City limits, and Centre Development plans a 410,000 SF office structure at Dallas Parkway and Spring Valley in Farmers Branch just south of Addison. For multi-family construction, M/PF research also shows strong growth and absorption. The overall prospects for the City's future is considered to be good, in our opinion.



## NEIGHBORHOOD ANALYSIS AND TRENDS

The subject neighborhood is described as being that area generally bounded by Belt Line Road on the north, Midway Road on the west, Spring Valley Road to the south and the old St. Louis & Southwestern Railroad right-of-way to the east. This area is in the south-central portion of the Town of Addison which is a northern suburb of the City of Dallas situated approximately 12 miles north of that municipality's central business district.

The predominant feature and major land use within the subject neighborhood is the Addison Airport which is due north of the subject property. This is a major fixed-base corporate and private airport facility for northern Dallas County. To the south of Beltline Road, office, office/warehouse, and office/showroom uses are the principal developments. To the east of Addison Road/Inwood Road, multi-story developments are more prevalent, while to the west of Addison Road/Inwood Road, single story structures are the principal form of development. The higher density and retail uses tend to be located adjacent to the major connector streets in the area, while the interior street network reflects less dense office and commercial uses.

Addison Road/Inwood Road is a major north/south connector within this portion of Addison and North Dallas. In addition to commercial buildings found here, there was fairly extensive low and mid-rise garden office development during the construction boom of the early and mid 1980's. Commercial development along the North Dallas Tollway tends to mid-rise office and retail developments, while to the west of Quorum development tends to be more commercial in nature, exclusive of those retail oriented uses situated adjacent to the major connector streets. The most recent construction in this general neighborhood is noted north of Beltline Road and is an engineering building character more typical of office/warehouse, office/showroom, and office/distribution development.

The Town of Addison and adjacent areas north of Belt Line have enjoyed new development and generally increasing land prices since the mid-1990's. Of particular interest is the developing apartment, hotel, retail, and commercial activity surrounding the Addison Circle portion of the subject neighborhood. The attractiveness of relatively close in North Dallas locations should ensure strong demand for existing properties and vacant development land within the subject neighborhood as the real estate economy continues to improve. As these events occur, the subject neighborhood development prospers. Current market evidence suggests a healthy real estate market.

## SUBJECT PROPERTY

### Site Data

The subject tract is near rectangular in shape based on information provided in a strip-map. The subject property is considered to be an interior (non-corner) site. The site appears to have  $\pm 320'$  of frontage along the west side of Inwood Road, and a depth of  $\pm 200'$ . The subject has two drive entrances along Inwood Road. Total land area is  $\pm 61,289$  SF, according to DCAD records. Inwood Road is a four-lane undivided street. The subject appears to be at grade with Inwood Road.

### Physical Characteristics

The subject site is basically slopes to the west from Inwood Road, with no major drainage problems noted. Site grading appears to such to carry surface water from the site to the south and west and the drainage along Inwood Road the drainage/access/utility easement through this addition. This is generally effective except in very heavy rainfalls. Apparently off-site drainage capacity is sufficient. The subject property is not located in a HUD designated flood plain area according to Town of Addison, Texas Community Panel No. 481089 0005 A, effective July 16, 1980. Access in and out of the site is accomplished from existing frontage along Inwood Road adjacent to the east.

### Size/Shape

The subject property contains  $\pm 61,289$  SF in a near rectangular configuration. The site is of sufficient size and shape to support independent economic development, if it were vacant and available for development.

**Zoning:** The subject property is zoned "SU 4" (special use permit, local retail) under the Town of Addison's ordinances. This classification covers a wide range of uses including restaurant, office and retail uses. This is a fairly broad classification providing for a wide variety of commercial usages. A special use permit is also generally required for the sale of alcoholic beverages.

### Utilities

Sanitary sewer and water connections are provided through the Town of Addison. It is presumed that the present utilities directly available to the site are of sufficient capacity to support commercial development. Telephone service, electricity and natural gas are available and in adequate supply by private companies serving the subject's general area. The current design of access is considered sufficient to support commercial development. Given the abundance of adjoining street right-of-way, direct access to the subject site is considered both reasonable and probable.

### Easements and Restrictions

As set forth in the Assumptions and Limiting Conditions of this report, there was not available to the appraiser in the preparation of this appraisal a current title policy. It is assumed from a review of plats and public information that there are no easements or encroachments, other than standard utility easements, affecting the subject property, and further, that there are no private deed restrictions that would hinder its current use or future development. It is suggested that these assumptions be verified by competent parties. Typical utility easements are presumed to service the site.

Site Improvements

The subject property is improved with a masonry retail structure constructed in ±1977 which contains ±11,304 SF of improvement area. Additionally, there is concrete paved surface parking between the building improvements and Inwood Road, a landscape buffer between the paved parking and the street, and an identification sign located in the parking lot at Inwood Road.

The principal use of the improvements is for a liquor store. This is also the principal commercial use to the north and south of the subject.

The subject improvements appear to be in good condition and are functional for their current use.

*The improvements to the subject property will not be appraised in this report. The proposed acquisition is adjacent to Inwood Road and is wholly contained within the grass/landscaped area between the subject improvements and Inwood Road. As none of the improvements appear to be affected, only the estimated value of the subject site will be derived in this report. It is the client's wish to approach this assignment in as simple and straight-forward a manner as is practical. As the area to be acquired will not impact the current use or future marketability of the property, a "land only" appraisal is deemed sufficient for estimating the compensation due for the proposed acquisition.*

## HIGHEST AND BEST USE

The Highest and Best Use, as defined by Real Estate Appraisal Terminology, Ballinger Publishing Company, Cambridge, Massachusetts (author Byrl D. Boyce, Ph.D.), Page 107, is as follows:

"That reasonable and probable use that will support the highest present value, as defined, as of the effective date of the appraisal.

Alternatively, that use, from among reasonably probable and legal alternative uses, found to be physically possible, appropriately supported, financially feasible and which results in highest land value.

The definition immediately above applies specifically to the highest and best use of the land. It is recognized that in cases where a site has existing improvements on it, the highest and best use may very well be determined to be different from the existing use. The existing use will continue, however, unless and until the land value in its highest and best use exceeds the total value of the property in its existing use."

Also implied is that the determination of the Highest and Best Use results from the appraiser's judgment and analytical skill, i.e., that the use determined from analysis represents an opinion, not a fact to be found. (Appraisal Terminology and Handbook, AIREA AND SREA, 1975) Some of the more important factors of influence include the legal parameters associated with zoning ordinances, deed restrictions, building code requirements and area market supply/demand conditions. Further, the trends within the neighborhood must also be considered and are discussed in the "Neighborhood Description and Trends" section of this report.

In addition to the typical considerations involved in estimating the Highest and Best Use of the subject property, the City of Addison requires approval from the U.S. Department of Transportation, Federal Aviation Administration (FAA), for the construction or alteration of improvements located within many of its zoning classifications. Even though the subject property is located outside the currently existing "clear zone" of the Addison Municipal Airport, these additional requirements may apply.

Consideration was given to the development currently existing proximate to the north, south, east, and west of the subject in analyzing the potential uses for the subject site. While the FAA will not speculate on what types of improvements or alterations would be allowable, without proper application and supporting documentation, it is presumed by the appraiser that those uses existing proximate to the subject generally reflect the type of development that would be probable.

### Physically Possible Uses

As previously described, the subject tract is of such size and shape as to be suitable to support independent economic development. The site is physically suitable for a wide variety of potential future uses.

### Legally Permissible Uses

The main constraints are those affected by the subject tract's zoning ordinance. The zoning ordinance which regulates the subject allows for office, retail, service, restaurant, and other

commercial use. The character of the surrounding development and the subject's proximity to the Inwood Road/Beltline Road controlled intersection, it is estimated that retail, or other commercial development would be the most appropriate for the site. There is no current or contemplated change in the subject site's zoning, nor is there one which would provide development opportunities that would create a higher return to the land than it's current classification.

Financially Feasible

Even considering the building height restrictions imposed by clear zone considerations it is likely that a typical retail or service development would generate the necessary revenues to provide for an adequate return on the cost of the land and improvements at current market rent rates in this location.

Retail or service occupancy and rental rates suggest that the current local market is strong enough to support financial feasibility for development of the subject site as it is zoned.

Maximally Productive

Based on the subject's zoning, current operational results and market analysis, it is estimated that the maximally productive utilization of the site as a retail or restaurant site is substantiated.

**Highest and Best Use As Vacant Land**

The estimate of the Highest and Best Use of the subject Whole Property would be for retail, service, or other commercial development which would take advantage of the Beltline Road/Inwood Road facilities north of the subject property. The current zoning allows for a wide variety of potential uses which could take advantage of the subject's location.

**Highest and Best Use As Improved**

For continued retail use as currently improved.

## THE APPRAISAL PROCESS

Appraisal theory provides three basic methods of appraising properties. They are the Cost Approach to Value, the Income Approach to Value, and the Sales Comparison Approach to Value.

The Cost Approach to Value embraces the philosophy that the replacement costs applied under the Principle of Substitution may define the value for a property. In this approach to value, the appraiser estimates the market value of the site, the replacement cost of the improvements less any applicable accrued depreciation, and then combines these two items to arrive at a cost estimate of value.

The Income Approach to Value is based upon an analysis of the potential income stream of the property and comparison of that income stream with those of similar properties. This calculation and analysis results in a net income stream attributable to the real estate. That income is then capitalized at a rate which is commensurate with the rates expressed in the marketplace by investors for similar properties. The resulting figure is an income estimate of value.

The Sales Comparison Approach to Value is a basis for estimating value based upon units of comparison derived from sales of similar properties in the marketplace. Those units of comparison are then applied to the subject property to arrive at a range of values which should be indicative of a value estimate. This approach is used not only for improved properties but also in estimating the current value of the subject site. That portion of the report is necessary to complete the Cost Approach.

After applying the three traditional approaches to value, it is the appraiser's responsibility to weigh the strengths and weaknesses of the three different approaches to value and determine which of the three is most applicable in the valuation of the subject property. This section of the report is captioned as "Reconciliation".

*As the acquisition from subject property is comprised of unimproved land area, and as the acquisition will not impact the improvements on the site, either before or after the acquisition, this appraisal will consider only the value of the subject unimproved site. As a result, only the Sales Comparison Approach will be utilized. As such, this appraisal will address only the issue of land valuation. This appraisal is presented as a "land only" appraisal.*

## Land Value by the Sales Comparison Approach

In this section of the report, the appraiser will present data and analysis leading to an estimate of market value as of the effective date of the appraisal for the subject site. Basically, this value is estimated by the comparison of sales of similar land tracts that are current or of recent date to the subject tract. This comparison relates the differences, if any, in the legal, physical, locational, and economic characteristics of the comparable sales and the subject site, analyzing also any differences in real property rights transferred, dates of sale, motivations of buyers and sellers, and any unusual financing arrangements for the sales analyzed, any of which factors might account for price variations. The adjustments, if any, for property rights conveyed, financing terms, sale conditions and market conditions are made sequentially and individually. Adjustments for location and physical characteristics are accumulated and made at the end of any adjustments from the previously cited sources.

From the information available, the following comparable sales presented all transferred ownership in fee simple, and there were no known unusual financing terms. General adjustments for market conditions relate to passage of time, e.g., in a rising market an earlier comparable sale would be adjusted upward to reflect conditions as of the effective date of the appraisal. Over the time period reviewed for the comparable sales, trends in either direction which cannot presently be ascribed to other contributing factors within the marketplace, other than those discussed following the comparable sales presentation, will be adjusted based on historical market data.

At the end of the presentation of the comparable sales, those sales will be summarized and a grid presented which makes the remaining adjustments called for relative to locational and physical differences between the comparables and the subject tract. The comparable sale prices as adjusted to the subject site are then analyzed to produce an estimate of market value for the land.

There are other methods available for estimating land value including allocation, extraction, subdivision and the land residual technique. Generally, in all cases, the estimation of land value by comparable market sales is considered appropriate and most desirable where sufficient data is available. This is the case for the subject site and the Sales Comparison Approach will be utilized solely in estimating its current market value. Sufficient data is available within the recent past to make an accurate appraisal specifically for the subject.

Comparable #1



**Location:** East side of Addison Rd, ±301' south of Arapaho Rd., also fronts south side of Arapaho Rd., Addison, TX

**Legal Description:** Abstract No. 482, Addison, Dallas County, TX

**Grantor:** Daryl N. Snadon

**Grantee:** Rail Hotels Corporation

**Date of Sale:** February 5, 1999

**Recorded:** 99024/1020

**Consideration:** \$10.00/SF (\$688,760)

**Terms of Sale:** Executed \$2,100,000 note to Ado Bank of Commerce (includes construction financing)

**Cash Equivalency:** \$10.00/SF

**Size:** ±68,877 SF; 1.5812 Acres

**Zoning:** C-1, commercial

**Comments:** This site wraps around the southeast corner of Arapaho & Addison Roads. A hotel has been built on this site.

**Verified By:** Jim Durbin - Broker 972.661.1011

**Mapsco #:** D-14C



**Land Sale Comparable #2**



**Location:** 14000 Block of Inwood Road, Farmers Branch, TX  
**Legal Description:** Part of Lot 1, Blk B, Beltway/Champion No. 1 Addn., Farmers Branch, TX

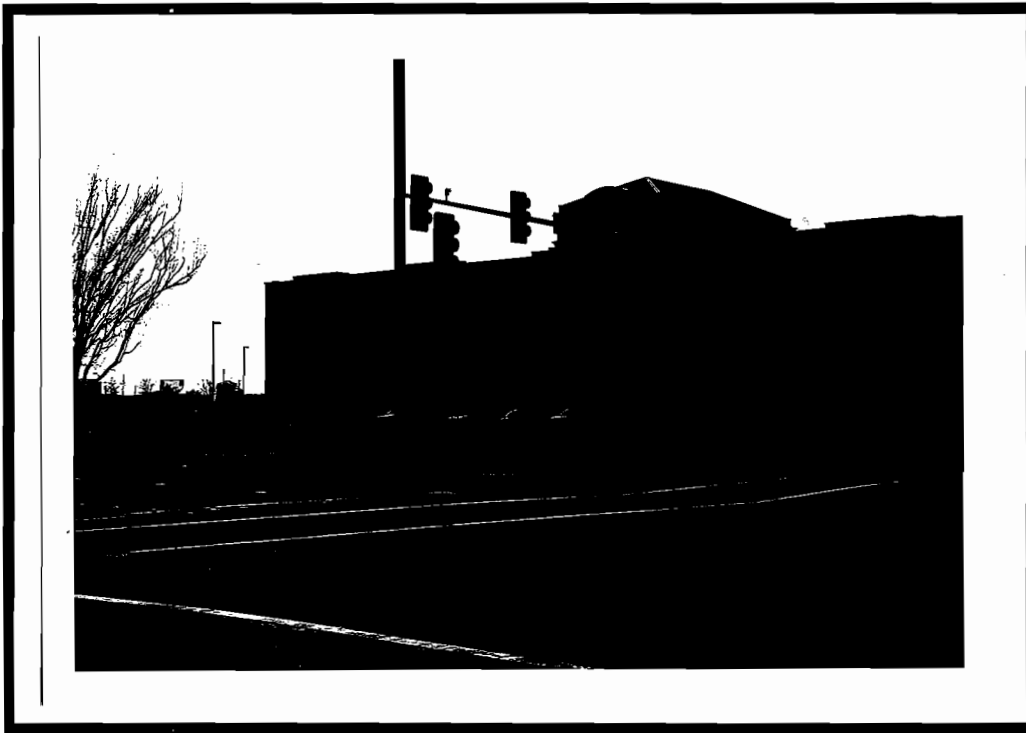
**Grantor:** Woolley Hotel Company, Inc.  
**Grantee:** National Operating, LP

**Date of Sale:** January 5, 2000  
**Recorded:** 200005/9743

**Consideration:** \$11.26/SF (\$205,000)  
**Terms of Sale:** All cash to seller  
**Cash Equivalency:** \$11.26/SF  
**Size:** ±18,208 SF  
**Zoning:** PD (commercial)  
**Comments:** This site is along the east side of Inwood Road, south of Spring Valley. Inwood Road is a 6-lane divided concrete thoroughfare in front of the property. This sale was to an adjacent property owner.

**Verified By:** Dan Allred - Broker  
**Mapsco #:** D-14M

Land Sale Comparable #3



**Location:** Southwest corner of Quorum & Edwin Lewis, Addison, Texas.

**Legal Description:** Quorum Center Addition, Addison, TX

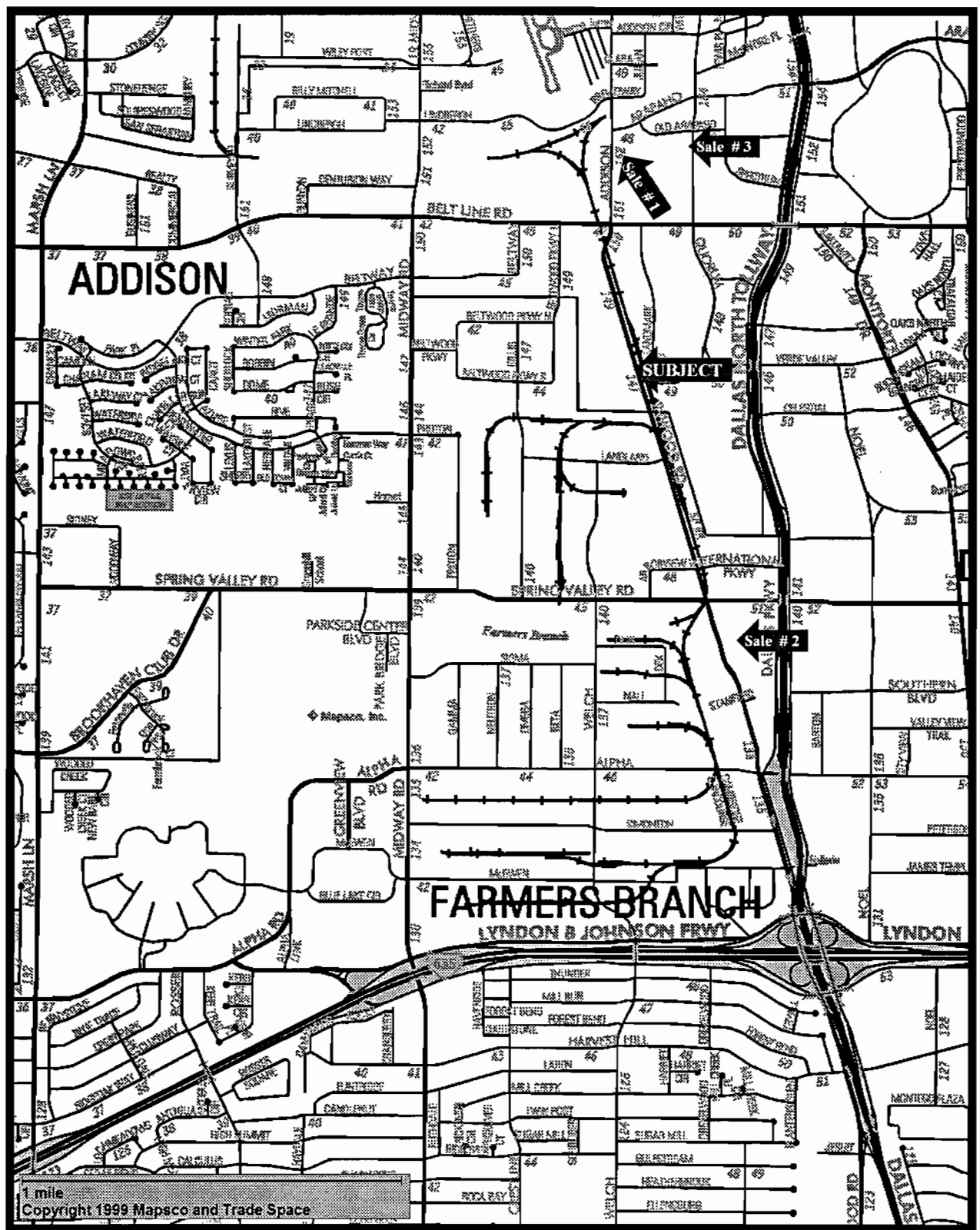
**Grantor:** Daryl Snadon  
**Grantee:** Springhill SMC Corporation

**Date of Sale:** January 5, 2001  
**Recorded:** 2001004/4624

**Consideration:** \$13.91/SF (\$2,750,000)  
**Terms of Sale:** All cash to seller  
**Cash Equivalency:** \$13.91/SF  
**Size:** ±197,762 SF; 4.54 Acres  
**Zoning:** PD, planned development - commercial  
**Comments:** This is a corner tract. A proposed hotel and restaurant will be built on this site.

**Verified By:** Jim Durbin - Broker 972.661.1011  
**Mapsco #:** D-14D

# COMPARABLE MAP



COMPARABLE LAND SALES SUMMARY				
Sale #	Date of Sale	Price/SF	Size (SF)	Zoning/Use
1	02/05/99	\$10.00	68,877	Commercial
2	01/05/00	\$11.26	18,208	Commercial
3	01/05/01	\$13.91	197,762	Commercial
Subject	12/02	N/A	±61,289	Retail

### **Adjustments to Land Sale Comparables**

Standard appraisal practice calls for the analysis of the sales presented comparing each to the subject in regard to time passed from sale date to appraisal date (that is, changes in market conditions), locational differences, relative size, physical characteristics and utility. Adjustments were made from the known, i.e., the actual sale, to the unknown, i.e., the value of the subject. In a comparison heading where the subject is deemed to be superior to a particular sale, an appropriate upward adjustment is made to the comparable sale and vice versa. Your appraiser considered the application of paired sales analysis in adjusting the comparable sales to the subject. There was not sufficient comparability of the sales within those available for review that permitted a reasonable application of that type of analysis. The adjustments are based to a great degree on subjective analysis and market appraisal experience, but the adjustments rely on some easily recognizable and generally accepted maxims about the various aspects of comparison. They are briefly discussed in the following paragraphs which in short form discuss the items considered for each adjustment heading.

### Property Rights Conveyed

This is a consideration of the real property interest conveyed. In the case of the comparable sales used in this analysis, all were transferred in fee simple, indicating no adjustment for this heading of comparison.

### Financing Terms

This reflects that for similar properties, a higher price might be paid for one wherein very attractive financing terms are available to the purchaser. Any adjustments required under this consideration have been addressed within the discussion of each individual sale in converting reported transaction price to cash equivalency where conditions so indicate.

### Conditions of Sale

This element of comparison is to reflect any unusual motivations of buyer and/or seller that would take the transaction out of the broad parameters of the definition of a sale for market value. Although paired sales were not available with which to compare it, it is the appraiser's opinion that

those conditions in all probability did not exist for any of the comparables selected for inclusion in this report.

#### Market Conditions

Any number of factors, including fluctuations in supply and demand, inflation, depression and the like may cause changes in market conditions which are reflected in the prices of real property. The subject neighborhood has undergone significant growth in the recent past, which in turn has led to escalating land prices. However, the events of September 11, 2001, and the more recent downturn in the technology sector has had an unsettling impact on real estate value throughout the metroplex area. The only noted significant activity within the general market area of the subject property has been in the industrial/commercial sector. Upward Time/Market Conditions adjustments will be applied to the selected comparable sales to reflect change prior to 09/11/01, while sales proximate to that time frame will not be adjusted. While "time" is an important consideration in selecting comparable sales, location and utility were considered of paramount importance in this analysis. Sale #1 and #2 were selected because both fronted Addison/Inwood Road. Sale #3 is located east of this corridor and is perceived to represent a property with more intense development activity. Sale #1 is judged to require a moderate upward adjustment for time; Sale #2 a minimal upward adjustment for time; and Sale #3 requires no time adjustment.

#### Location

In this portion of the adjustment process the appraiser considers locational aspects of the comparable sales as opposed to the subject. Such aspects as quality and quantity of surrounding development, adjacent land uses, and other perceived physical amenities are considered. Due to the lack of paired sales characteristics in the comparables, the adjustments are qualitative. Sale #1 wraps around the corner of Addison Road and improved Arapaho Road. The general location of this sale, geographically, is slightly inferior to that of the subject due to the general forms of development adjacent to this sale. Sale #2 is located along a comparable stretch of Inwood Road as compared to the subject and is not judged to require an adjustment for location. Sale #3 is a corner tract on Quorum Drive. Both its Quorum Drive location and its proximity to the Tollway are considered superior locational attributes as compared to the subject in the current market. Corner/Access influence is treated separately.

#### Zoning

The zoning of all of the sales are considered to be comparable to that of the subject property. No adjustments will be made in this category.

#### Utility

In this category a number of factors are considered in adjusting the comparable sales and offerings to the subject property. They include physical dimensions and shape of the site, topography of the site, availability of public and private utilities, and accessibility among others. Those physical dimensions which permit the most economic and efficient use of the land also command better prices. This fact perhaps is best stated in that not having this advantage is an offset to sites with poor frontage-to-depth ratios and the like. Each of the comparables and the subject are considered to have comparable utility for future development, apart from the adjustments made in other categories in this analysis.

Access, exposure, and frontage all impact how a property will be accepted by the market. Additionally, immediacy of access is a specific consideration for the subject property, as opposed

to general access and environs which are considered as a part of the "Location" category. The corner attributes of the subject site are discussed below under "Access/Frontage".

Sight/View

This factor considers (1) how the property is presented to the public and (2) what the impact of surrounding property characteristics affect subject property. Comparables #1 and #3 are within a typical commercial development area, which exhibits good orderly development and design. Sale #2 is adjacent to Addison Airport and has a view of the airport and the adjacent tech/commercial development mix. The subject is deemed to be comparable to each of the comparable sales.

Access/Frontage

Sale #1 and #2 are not considered to require any adjustment for access/frontage as compared to the subject property. Both of these sales are considered to represent interior tracts, as is the subject. Sale #3 is a true corner location and is considered to be superior in immediate access/frontage as compared to the subject, and is adjusted downward accordingly.

Size

The subject property is ±61,289 SF in size. Sale #1 is considered to be comparable in size to the subject, while Sale #2 is substantially smaller than the subject and Sale #3 is substantially larger than the subject. It is typically found that much larger tracts do tend to sell for a lesser "per unit" price than do smaller tracts that are generally available for similar, although smaller scale, developments. While there are no absolutes noted for size difference among the comparable sales selected for presentation herein, the general market reflected throughout the range of sales reviewed for this appraisal does indicate that the market is somewhat size sensitive. To a limited degree the market reflects a willingness to pay slightly more for smaller tracts, on a per square foot basis, than for large tracts. This would indicate a downward adjustment for size for the smaller tracts and an upward adjustment for the larger tracts.

There follows a grid which displays the adjustments to the comparable sales called for in the opinion of your appraiser.

LAND SALE ADJUSTMENT GRID			
	1	2	3
Cash Equivalent Price \$/SF	\$10.00	\$11.26	\$13.91
Property Rights Adjustment	-0-	-0-	-0-
Adjusted Price \$/SF	\$10.00	\$11.26	\$13.91
Conditions of Sale Adjustment	-0-	-0-	-0-
Adjusted Price \$/SF	\$10.00	\$11.26	\$13.91
Time/Market Conditions Adjustment	+10%	+ 5%	-0-
Adjusted Price \$/SF	\$11.00	\$11.82	\$13.91
Location Adjustment	+10%	-0-	-10%
Access/Frontage	-0-	-0-	-10%
Zoning	-0-	-0-	-0-
Size Adjustment	-0-	-10%	+10%
Sight/View	-0-	-0-	-0-
Adjustment Factor	+10%	-10%	-10%
Adjusted Price \$/SF	\$12.10	\$10.64	\$12.52

**Market Value Estimate - Subject Site**

After adjustments, the comparable sales range from \$10.64/SF to \$12.52/SF. The average of the adjusted sales price is calculated at \$11.75/SF.

It is the appraiser's opinion that each of the Comparable Sales, as adjusted, are representative of the probable market value of the subject property. Each comparable has its strengths and weaknesses as compared to the subject. While these comparables are not identical to the subject in terms of size, use, and exact location, these sales are believed to accurately reflect the most probable range of value for the subject, as well as approximating the ultimate use of the subject. The comparables selected ultimately required fewer adjustments than other comparables in the market would require.

When analyzed in light of the general surrounding development, it appears that there is a market and, hence, a range of value which is generally acceptable for various forms of development on properties of this class in this area.

The range of the value indications provided by the Comparable Sales is considered to be a good indication of probable market value for the subject property.

Based on the aforementioned data and analysis, the Market Value of the subject site is estimated to be \$12.00 per square foot of the land area. The subject is estimated to contain ±61,289 SF of land area according to the documents provided. Therefore:

<u>Site Area</u>	<u>Value Estimate</u>	<u>Total</u>
±61,289 SF	\$12.00/SF	\$735,468

**ESTIMATED MARKET VALUE - WHOLE PROPERTY "SITE", Say \$735,468**

### **COST APPROACH TO VALUE**

As noted, the Cost Approach to Value estimates the replacement or reproduction costs of the improvements plus land value to arrive at an indication of worth for the property appraised. This theory of valuation is based on the Principle of Substitution which holds that a knowledgeable purchaser will not pay more for a property than that amount for which he can obtain a property of equal utility and desirability by acquiring a site and constructing a building thereon within a reasonable period of time. This approach entails the following:

1. Estimation of the current replacement or reproduction cost of the improvements.
2. Estimation of all accrued depreciation, if any, of the improvements, deducting such depreciation from the current cost estimate.
3. Adding the value of the land as estimated by the Sales Comparison Approach to the estimated depreciated cost of the improvements.

Reproduction cost is defined as the cost required to exactly duplicate the existing improvements as of the effective date of the appraisal. Replacement cost is that estimated required to construct at current prices the Subject improvements with equivalent utility to the existing structure using current standard design layout and modern materials.

As this appraisal assignment is treated as a "land only" acquisition issue, the cost approach to value will not be developed for the subject property. It is the appraiser's judgement that there is no probable impact on the subject property as a direct result of the proposed acquisition.



## **INCOME APPROACH TO VALUE**

As discussed previously in the Appraisal Process section, the Income Approach to Value is the result of the analysis of the projected gross income stream for the subject property less vacancy and expenses to determine what net operating income for it can reasonably be expected. The first step in the Income Approach is determining what income can be achieved by the property under prudent management. This section typically directs itself to deriving rent comparables from similar properties to determine the stabilized gross annual income potential for it. From that gross annual income, a vacancy and collection loss factor is deducted to arrive at an effective gross income. From the effective gross income, total estimated operating expenses for the project are deducted to arrive at a proforma net operating income. This figure is converted to a value indication through a process known as capitalization.

Again, as with the Cost Approach, this appraisal assignment is treated as a "land only" acquisition issue. The income approach to value will not be developed for the subject property. It is the appraiser's judgement that there is no probable impact on the subject site's ability to attract income as a direct result of the proposed acquisition.

## **SALES COMPARISON APPROACH TO VALUE**

(Improved)

An indication of value can be obtained by comparing the subject property with other restaurant properties which have sold in the marketplace. The reliability of this value indication will depend upon the similarities/dissimilarities between the subject and the properties which have sold. The basic units of comparison used by purchasers in the marketplace are the Price Per Unit and the Price per Square Foot of building area.

As with the Cost Approach and the Income Approach, the Sales Comparison Approach (Improved) will not be developed for the subject property. This appraisal assignment is treated as a "land only" acquisition issue. It is the appraiser's judgement that there is no probable impact on the subject property's marketability as a direct result of the proposed acquisition.

## RECONCILIATION

For reasons previously stated within this report, only the Sales Comparison Approach was utilized in estimating the Market Value of the subject site. The Sales Comparison Approach is generally recognized as providing the most reliable estimate of site value. The Sales Comparison Approach had adequate data available to support a reasonable value conclusion. A summary of the value estimates derived for the Whole Property are as follows;

<b>Sales Comparison Approach - Land:</b>	<b>\$735,468</b>
<b>Cost Approach:</b>	<b>\$ N/A</b>
<b>Income Approach:</b>	<b>\$ N/A</b>
<b>Sales Comparison Approach - Improved:</b>	<b>\$ N/A</b>

The Sales Comparison Approach to Value is selected as the most reliable indicator of probable market value for the subject site. Therefore;

<b>WHOLE PROPERTY, Site, say,</b>	<b>\$735,468</b>
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## PART TAKEN - VALUATION

This Taking is of one Drainage Easement and is considered as a Partial Property acquisition. The Part Taken is considered as severed land with no self-sustaining economic value. A plat of the subject showing the Part Taken is included in the Addendum of this report. This easement encompasses both the surface and subsurface use of the easement area. The use of this easement is for the installation of storm water inlet box covers for the drainage along Inwood Road.

The value inherent in this land area use approaches fee simple interest, due to the intended use of the easement area. The Town of Addison will be responsible for improving the surface of the easement area and responsible for it's on-going maintenance. The only items apparent in the easement area are limited to grass ground cover.

The area of the easement does not affect any current use or future development rights of the subject property. Set-back requirements will still extend from the subject property boundary, not the easement boundary. As there is no floor-area-ratio (F.A.R.) incorporated within the Town's zoning regulations, development density is not affected by the proposed easement.

The Drainage Easement "Part Taken" consists of a small rectangle; DE-5 being  $\pm 54'$  in length and approximately  $6'$  in depth, adjacent to Inwood Road. The land area within the proposed easement acquisition contains  $\pm 332$  SF for DE-5. There is insufficient land area for independent use consideration, and there is not sufficient utility of shape to support an independent economic use of the area encompassed by the drainage easements.

From the Land Valuation section of this report, the estimated fee simple value of the subject site is \$12.00 per square foot of land area. The value of the property rights extinguished in the easement area are estimated to be 100% of the fee simple interest.

The Town of Addison will replace any landscape items taken in the acquisition.

Therefore, the estimated value of the drainage easement interest of the Part Taken is calculated as follows:

### Part Taken - Parkway Easement

Land Area:	DE-5 (332 SF X \$12.00/SF)	\$3,984
Total		\$3,984

## REMAINDER BEFORE THE TAKE - VALUATION

The value of the Remainder Before the Take is valued on the same basis as the Whole Property valuation, reflecting the loss of the land area and improvements in the easement area (Part Taken). In circumstances of partial property acquisitions, wherein the Part Taken is considered as severed land with no independent economic utility apart from the Whole Property, the sum of the values of the Part Taken and the Remainder Before the Take should equal the value of the Whole Property.

Technically, the value of the Remainder Before the Take should reflect the diminished property rights and the value of the improvements not replaced in the easement area.

As this is a land only consideration, only the difference in the value of the site will be affected.

<u>Remainder Components</u>	<u>Unit Value</u>	<u>Component</u>
Land Area		
±60,957 SF - fee	\$12.00/SF	\$731,484
±332 SF - easement	-0-	<u>-0-</u>
	Remaining Site	\$731,484

(Whole Site - \$735,468; less Easement - \$3,984 equals \$731,484)

## REMAINDER AFTER THE TAKE - VALUATION

The Remainder After the Take is valued "as if" all of the public improvements are completed and in place. The Remainder After the Take is valued under the same guide lines and definitions as the Whole Property.

The size and shape of the Remainder site is sufficient for independent economic development. This remainder tract is still  $\pm 61,289$  SF in size, the same as the Whole Property. From external appearances, the Remainder will be comparable to the Whole Property with the addition of drainage inlet at the curb of Inwood Road.

The land sales data utilized to estimate the value of the Whole Property site are judged to be the best data with which to value the Remainder After the Take. All analysis and conclusions remain the same as for the Whole Property evaluation.

Basically, the Remainder After the Take is the original Whole Property with a drainage inlet along Inwood Road. The underlying fee simple value of the property remains the same. As no future development rights, or current uses are limited by the drainage easements, the real estate market is not sensitive enough to detect any change in utility or value for the subject property. All of the major improvements are sufficiently removed from the acquisition area, so there is no impact on those improvements.

Therefore, the estimated market value of the subject remainder with the drainage easement improved and in place, is the same as for the Whole Property site - \$735,468.

## ESTIMATE OF JUST COMPENSATION

As the proposed acquisition represents a Partial Property acquisition, the estimate of Just Compensation is the sum of the estimates of 1) the value of the Part Taken and 2) any damages estimated between the value of the Remainder Before the Take and the value of the Remainder After the Take.

The values of the Remainder Before the Take and the Remainder After the Take indicate that enhancement occurs as a direct result of the drainage improvement of the South Quorum/Inwood Connection.

Remainder Before the Take	\$731,484
Remainder After the Take	<u>\$735,468</u>
Total	(\$ 3,984)

A negative value indicates that enhancement arises; i.e., the Remainder is more valuable with the easement in place, than the value of the lost property rights in the easement area. The market is just not sensitive enough to detect this level of difference in potential market value.

The previously derived estimate of value for the Part Taken also expresses the Estimate of Just Compensation. Therefore:

<b>ESTIMATE OF JUST COMPENSATION</b>	<b>\$3,984</b>
--------------------------------------	----------------

## APPRAISER'S CERTIFICATE

The undersigned do hereby certify that, except as otherwise noted in the appraisal report:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Uniform Standards of Professional Appraisal Practice.
- Mark A. Hipes is currently certified under the Texas Appraiser Licensing and Certification board.
- I have made a personal inspection of the property that is the subject of this report.
- No one other than signors provided significant professional assistance in the preparation of this report.
- The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or approval of a loan.

---

Mark A. Hipes  
Texas Certification No. TX-1321416-G

ADDENDUM

Assumptions & Limiting Conditions

Photographs of the Subject

Survey

Legal Description

Qualifications of Mark A. Hipes



## ASSUMPTIONS AND LIMITING CONDITIONS

(Read Carefully)

The following assumptions and limiting conditions are attached to and are made a part of this Appraisal (the "Appraisal") of the subject property (the "Property") described in this Appraisal ("Appraisal") made by Hipes & Associates (the "Appraiser") at the request of the person or entity (the Beneficiary") to whom and for whose exclusive use this Appraisal was prepared and delivered; and, this Appraisal is made by the Appraiser and accepted by the Beneficiary subject and strictly according to the within assumptions and limiting conditions:

1. That legal and equitable title to the Property is good and merchantable and that title is held by the owner ("Owner") of the Property in fee simple absolute forever, unless otherwise agreed by the Appraiser in writing. (No responsibility is assumed for matters legal or chance, nor is any opinion rendered as to the title to the Property. The possible existence of any disputes, suits, assessments, claims, liens or encumbrances has been disregarded, and the Property is appraised as though free and clear.)
2. That no survey of the Property has been made by the Appraiser and no responsibility is assumed in connection with any matters that may be disclosed by a current perfect survey of the Property. (Dimensions and areas of the Property and comparables were obtained by various means including estimate and are not represented or guaranteed to be exact.)
3. That allocations of value between land and improvements are applied only under the current program of occupancy and utilization, and are not made or intended to be used in conjunction with any other appraisal and, if so used, are invalid.
4. That all information contained in this Appraisal is private and confidential and is submitted strictly for the sole use of the Beneficiary; and, no other person or entity is entitled to read, use or rely upon the contents thereof. (Possession of the Appraisal or any copy thereof, does not carry with it the right of publication or use. The Appraiser will not be required to give any testimony or appear in any court or other proceeding by reason of making or delivering the Appraisal without the prior written approval of the Appraiser.)
5. That all information and comments pertaining to the Property and other properties is the personal opinion of the Appraiser formed after examination and study of the Property and its surroundings; and, although it is believed that the information, estimates and analyses contained herein are correct, the Appraiser does not warrant or guarantee them, and assumes no liability for errors in fact, analysis or judgement. (Any misinformation about the Property furnished to the Appraiser by the Beneficiary, at the option of the Appraiser, may release the Appraiser from any liability and invalidate the Appraisal.)
6. That all opinions of value contained in the Appraisal are merely estimates. (There is no warranty or guarantee, written or implied, made by the Appraiser that the Property is worth or will sell for the appraised value now or ever.)
7. That disclosure of the contents of this Appraisal is governed by the Uniform Standards of Professional Appraisal Practice, and that, in addition, neither all nor any part of the contents of this Appraisal (especially any conclusions of value, the identity of the Appraiser, shall be disseminated to the public through reports, proposals, brochures or any other means of

communication without the prior written consent and approval of the Appraiser. BENEFICIARY WILL NOT CAUSE, SUFFER OR PERMIT ANY PUBLIC DISSEMINATION OF THIS APPRAISAL TO OCCUR AND, BY ACCEPTING THIS APPRAISAL, BENEFICIARY INDEMNIFIES APPRAISER AGAINST ANY LOSS, COST, LIABILITY, DAMAGE OR CLAIM INCURRED WITHOUT REGARD TO FAULT BY APPRAISER ARISING IN CONNECTION WITH ANY SUCH UNAUTHORIZED DISCLOSURE BY BENEFICIARY.

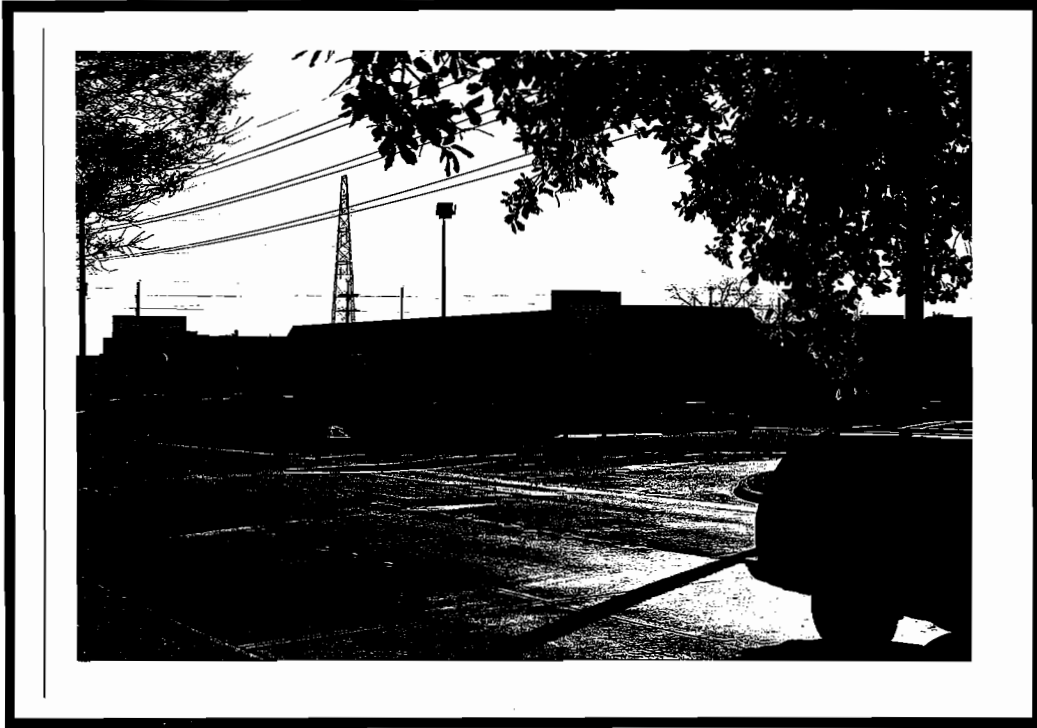
8. That there are no latent defects or any hidden or any unapparent conditions of the Property, subsoil, or structures which would render the Property more or less valuable. (No responsibility is accepted or assumed by Appraiser for any such conditions or for analyses or engineering which may be required to discover them.)
9. That no environmental impact or environmental condition studies were either requested or made in conjunction with this Appraisal unless otherwise agreed by Appraiser in writing and shown in the Appraisal and the Appraiser hereby reserves the right to alter, amend, revise or rescind any of the value opinions included in this Appraisal based upon any subsequent environmental impact or environmental condition studies, research, revelation or investigation. (In particular, unless otherwise agreed by Appraiser in writing, and shown in this Appraisal, this Appraisal/Appraiser assumes that no violations of any environmental, or other, laws affecting the Property are pending or threatened against the Property and that no toxic waste, hazardous materials or dangerous substances have ever been stored, used, produced, maintained, dumped or located on or about the Property.)
10. That the value of the Property is estimated on the basis that there will be no international or domestic political, economic, or other adverse conditions or any military or other conflicts including strikes and civil disorders that will seriously affect overall real estate values.
11. That Beneficiary understands that the real estate values are influenced by a large number of external factors, that the data contained in the Appraisal is all of the data that Appraiser considered necessary to support the value estimate and that the Appraiser has not knowingly withheld any pertinent facts; and, Beneficiary has been advised and agrees that the Appraisal does not warrant, represent or guarantee that Appraiser has knowledge or appreciation of all factors which might influence the value of the Property.
12. That due to the rapid changes in external factors affecting the value of the Property, Appraiser's value conclusions are considered reliable only as of the date of the Appraisal.
13. That on all appraisals made subject to satisfactory construction, repairs, or alterations of improvements, the Appraisal and value conclusions are contingent upon completion of such work on the improvements in a good and workmanlike manner, without dispute, per plans, in code, as agreed and within a reasonable period of time.
14. That the value estimate of the Property assumes financially and otherwise responsible ownership and competent management of the Property.
15. That the Appraisal consists of trade secrets and commercial or financial information which is privileged and confidential and exempted from disclosure under 5 U.S.C. 533 (b) (4). (Please notify Hipes and Associates of any request for any reproductions of this Appraisal.)

16. That accurate estimates of costs to cure deferred maintenance are difficult to make or assess and that many different approaches or arrangements can be attempted or applied in various ways. (Any estimates provided within this Appraisal represent reasonably probable costs given current market conditions, available information and the Appraiser's expertise. Further deferred maintenance affecting the Property is considered to be limited to only those items, if any specified in detail, in the Property section of this Appraisal.)
17. That the existence of potentially hazardous materials used in the construction or maintenance of the Property such as urea-formaldehyde foam insulation, asbestos in any form, and/or other dangerous substances or materials on the Property, has not been considered, unless otherwise shown in the Appraisal. (The Appraiser is not qualified to detect such material or substances and it is the responsibility of the Beneficiary to retain an expert in this field, if desired.)
18. That the liability of the Appraiser and its officer, directors and employees, agents, attorneys and shareholders is limited to the fee collected for preparation of the Appraisal. (Appraiser has no accountability or liability to any third party, except as otherwise agreed in writing by Appraiser and such other party.)
19. That any projected potential gross income of the Property referred to in the Appraisal may be based on lease summaries provided by the Beneficiary, Owner or third parties and Appraiser has not reviewed lease documents and assumes no responsibility for the authenticity, accuracy or completeness of lease information provided by others. (Appraiser suggests that legal advice be obtained regarding the interpretation of the lease provisions and contractual rights of parties under Leases.)
20. That Beneficiary and any party entitled to read this report will consider the Appraisal as only one factor together with many others including its own independent investment considerations and underwriting criteria or other observations, concerns or parameters in formulating its overall investment or operating decision. In particular, Appraiser assumes that the Beneficiary has made/obtained, relied upon and approved the following, none of which was furnished by Appraiser unless otherwise agreed by Appraiser in writing, to wit:
  - a. current survey of the Property showing boundary, roads, flood plains, utilities, encroachments, easements, etc.;
  - b. current title report of the Property with legible copies of all exceptions to title;
  - c. any needed soil tests, engineer's reports and legal and other expert opinions;
  - d. abstract or other report of environmental conditions or hazards affecting the Property;
  - e. current visual inspection of the Property and adequate study of its use, occupancy, history, condition and fitness for the purpose of underlying Beneficiary's request for this Appraisal;
  - f. copies of current insurance policy, tax statements, contracts, leases and notices affecting the Property;
  - g. any needed estoppel certificates of tenants, mortgagee's or others claiming any interest in the Property;
  - h. reports/opinions of Beneficiary's staff, contacts, agents and associates; and
  - i. Owner's experience with the Property.
21. That Appraiser's projections of income and expenses are not predictions of the future; rather, they are the Appraiser's best estimates of current market thinking about future income and expenses. (The Appraiser makes no warranty or guaranty that Appraiser's projections will

succeed or materialize. The real estate market is constantly fluctuating and changing. It is not the Appraiser's task to predict or in any way forecast the conditions of a future real estate market; the Appraiser can only reflect, without warranty what the investment community, as of the date of the Appraisal, envisions for a particular time without assurances in terms of rental rates, expenses, capital, labor, supply, demand, ecology, etc.)

22. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. I (we) have not made a specific compliance survey and analysis of this Property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the Property, together with a detailed analysis of the requirements of the ADA, could reveal that the Property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since I (we) have no direct evidence relating to this issue, I (we) did not consider possible non-compliance with the requirements of ADA in estimating the value of the Property. Special Note: This may not be adequate if "readily achievable" barrier removal items are obvious and should have been identified.

## SUBJECT PHOTOGRAPHS

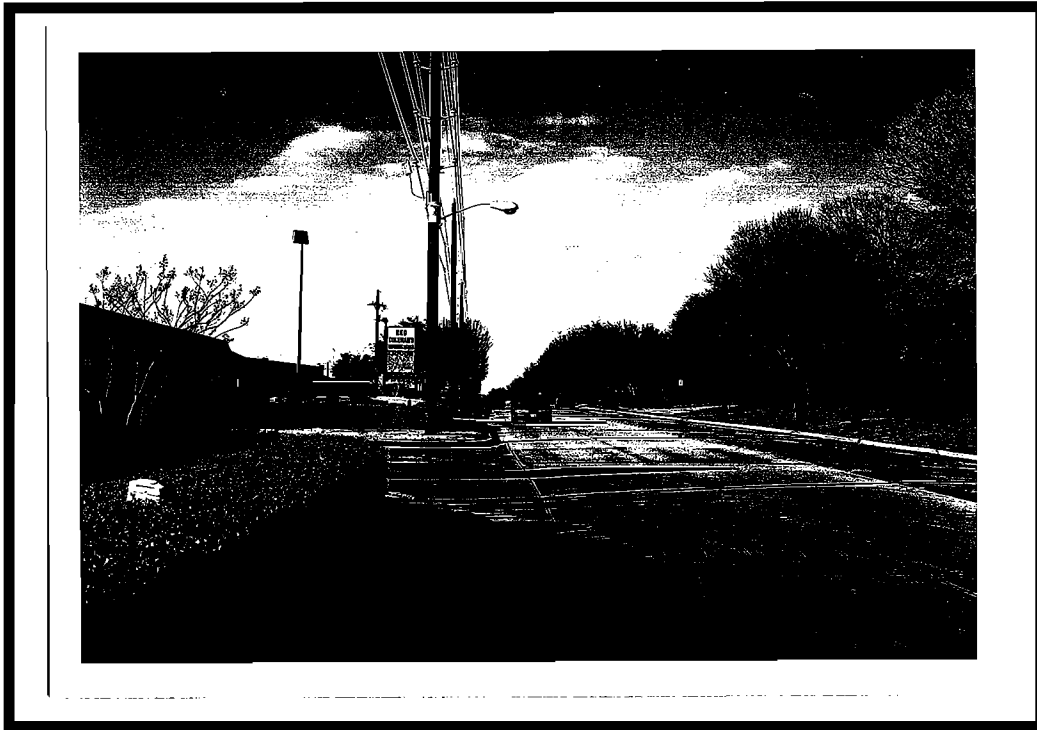


View of the subject from across Inwood Road, looking west.



View of proposed DE-5 area from Inwood Road.

## SUBJECT PHOTOGRAPHS



View north along Inwood Road in front of the subject site.



View south along Inwood Road in front of the subject site.

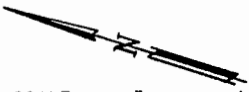
EXHIBIT "B"

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

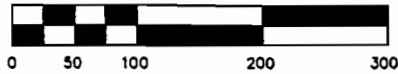
*Donald R. Howard* 11/11/00  
 DONALD R. HOWARD  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 TEXAS REG. NO. 2812



PAGE OF



SCALE : 1" = 100'



LINE TABLE

LINE NO.	BEARING	DIST.
1.	S72°59'00"W	6.00'
2.	N17°01'00"W	56.25'
3.	N89°37'46"E	6.26'
4.	S17°01'00"E	54.48'

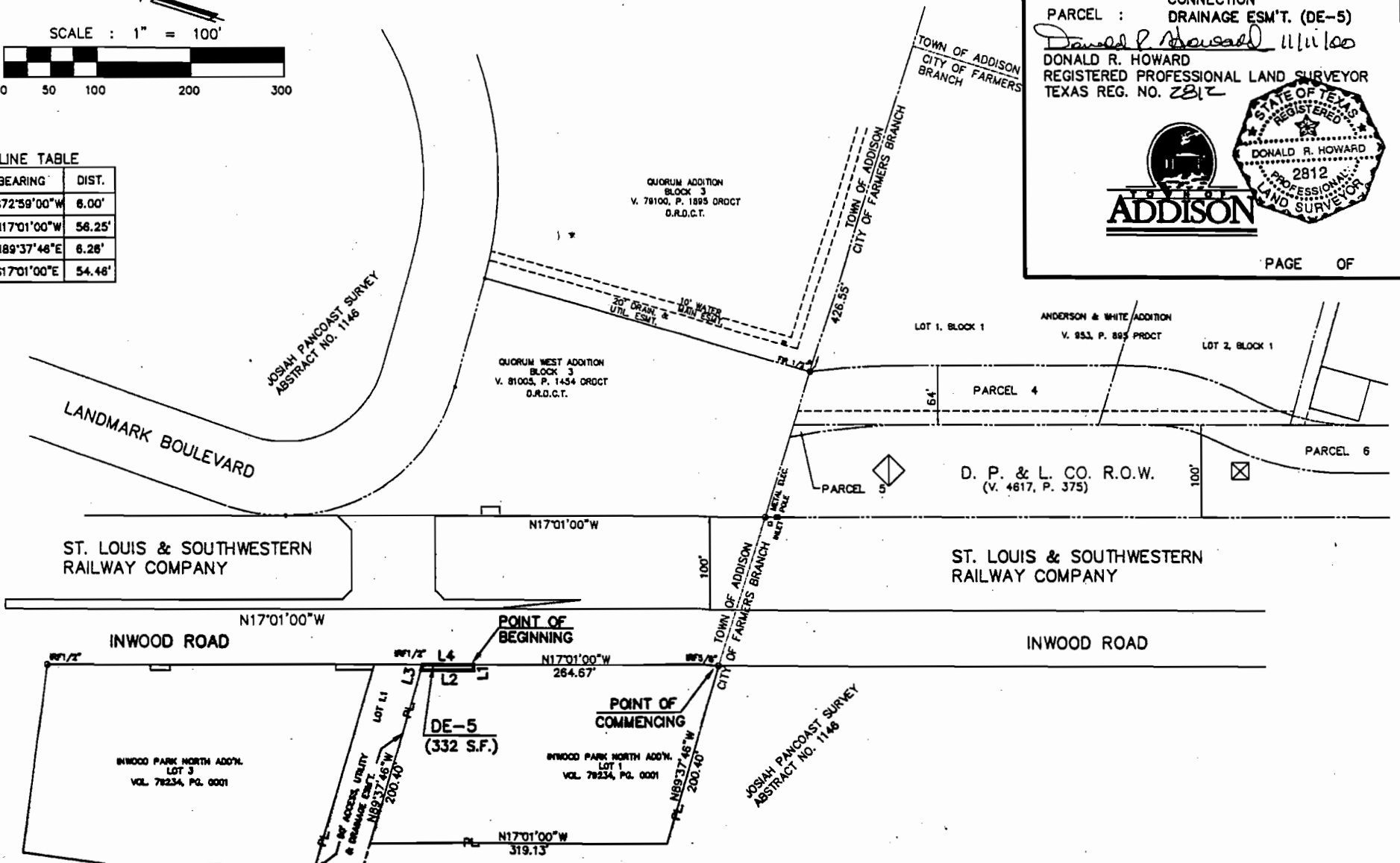


EXHIBIT "A"

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);

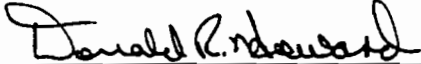
THENCE North 17°01'00" West, along the said Right-of-Way of Inwood Road, a distance of 264.67 feet to a point for the southeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

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





**MARK A. HIPES**  
**Qualifications**

Location of Office

7557 Rambler Road, Suite 260, LB 25, Dallas, Texas 75231

Education

Southern Methodist University

\* Bachelor of Business Administration - Quantitative Analysis

\* Master of Business Administration - Finance

Texas Real Estate Broker License - License No. 388907-26

Texas State Certified General Real Estate Appraiser - License No. TX-1321416-G

Appraisal Courses, Seminars

American Institute of Real Estate Appraisers

\* Course IIa - Case Studies in Real Estate Valuation

\* Course IIb - Valuation Analysis & Report Writing

Society of Real Estate Appraisers

\* Course 101 - Principals of Real Estate Appraisal

\* Course 201 - Income Property Valuation

\* Course R2 - Report Writing

Standards of Professional Practice

Various Seminars on Valuation & Litigation

Experience

02/87 to Present

Hipes & Associates

Independent Real Estate Appraiser

03/79 to 02/87

Dallas County Department of Public Works

Eminent Domain Appraiser

09/71 to 03/79

Self Employed

Financial Analysis/Real Estate Analysis

Types of Properties Appraised

Regional Malls

Industrial/Manufacturing

Automobile Dealerships

Shopping Centers

Apartments

Hospitals

Office

Farms/Ranches

Railroads

Office/Warehouses

Proposed Developments

Churches

Service Stations

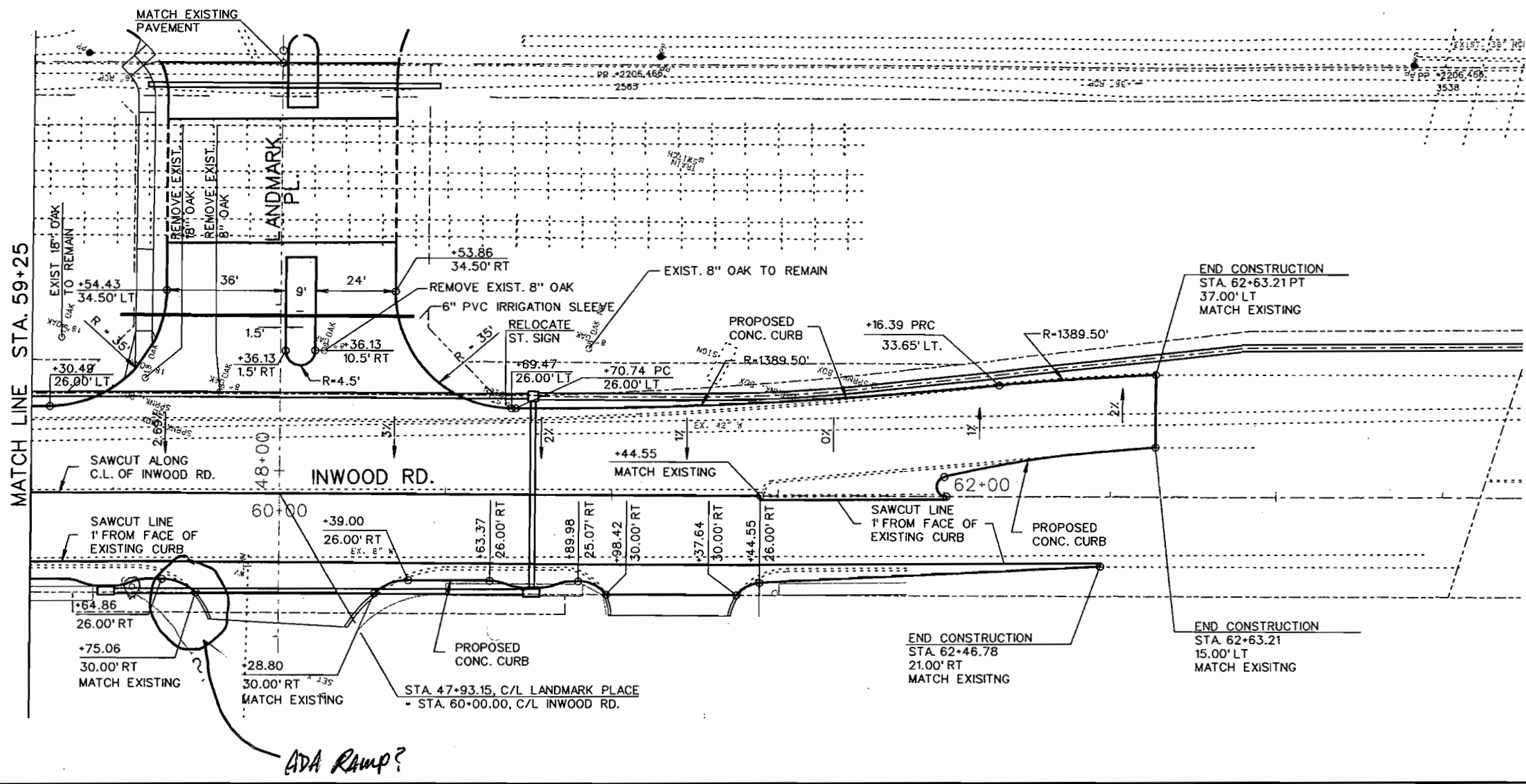
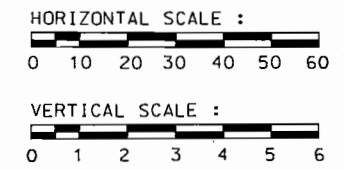
Educational Facilities

Airports

All types of commercial/industrial properties and a variety of special use properties.

Extensive work in Eminent Domain & other forms of litigation valuation

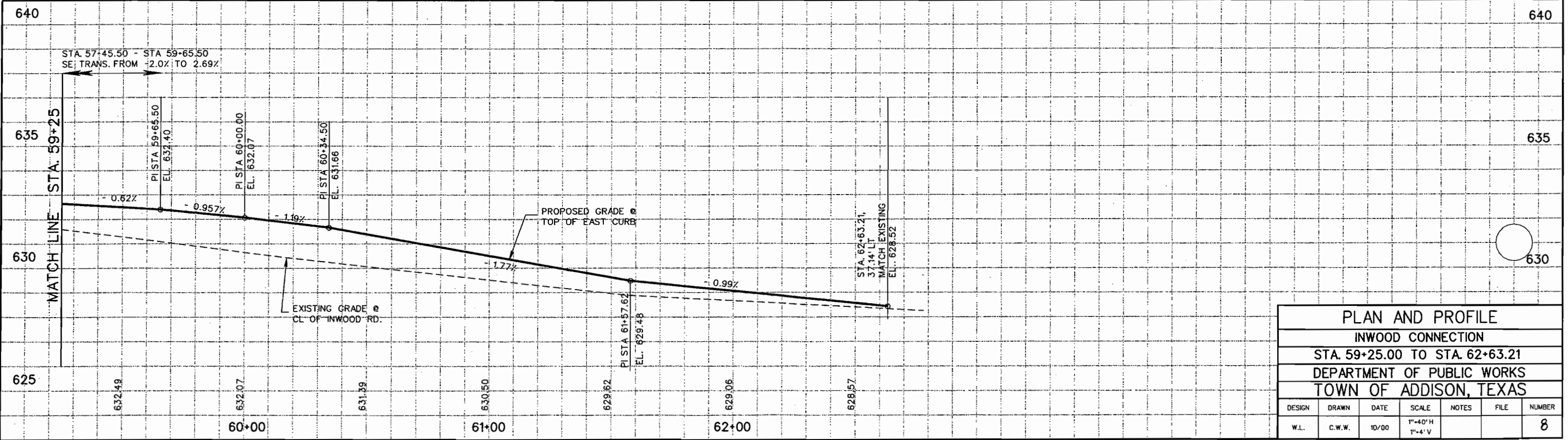
Qualified as an "Expert Witness" in County, District, & Federal Courts



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. FOR WIDENING, CONTRACTOR IS TO SAWCUT EXISTING PAVEMENT 1' FROM FACE OF EXISTING CURB AND CONSTRUCT NEW PAVEMENT TO LIMITS AS SHOWN ON THE PLAN USING A CROSS SLOPE OF 2%.
  3. SEE PLAN AND PROFILE SHEET 9 FOR PAVING DETAILS ON LANDMARK PLACE RAIL ROAD CROSSING.
  4. SEE TYPICAL SECTIONS FOR CONSTRUCTION JOINT DETAIL ON LANDMARK PLACE

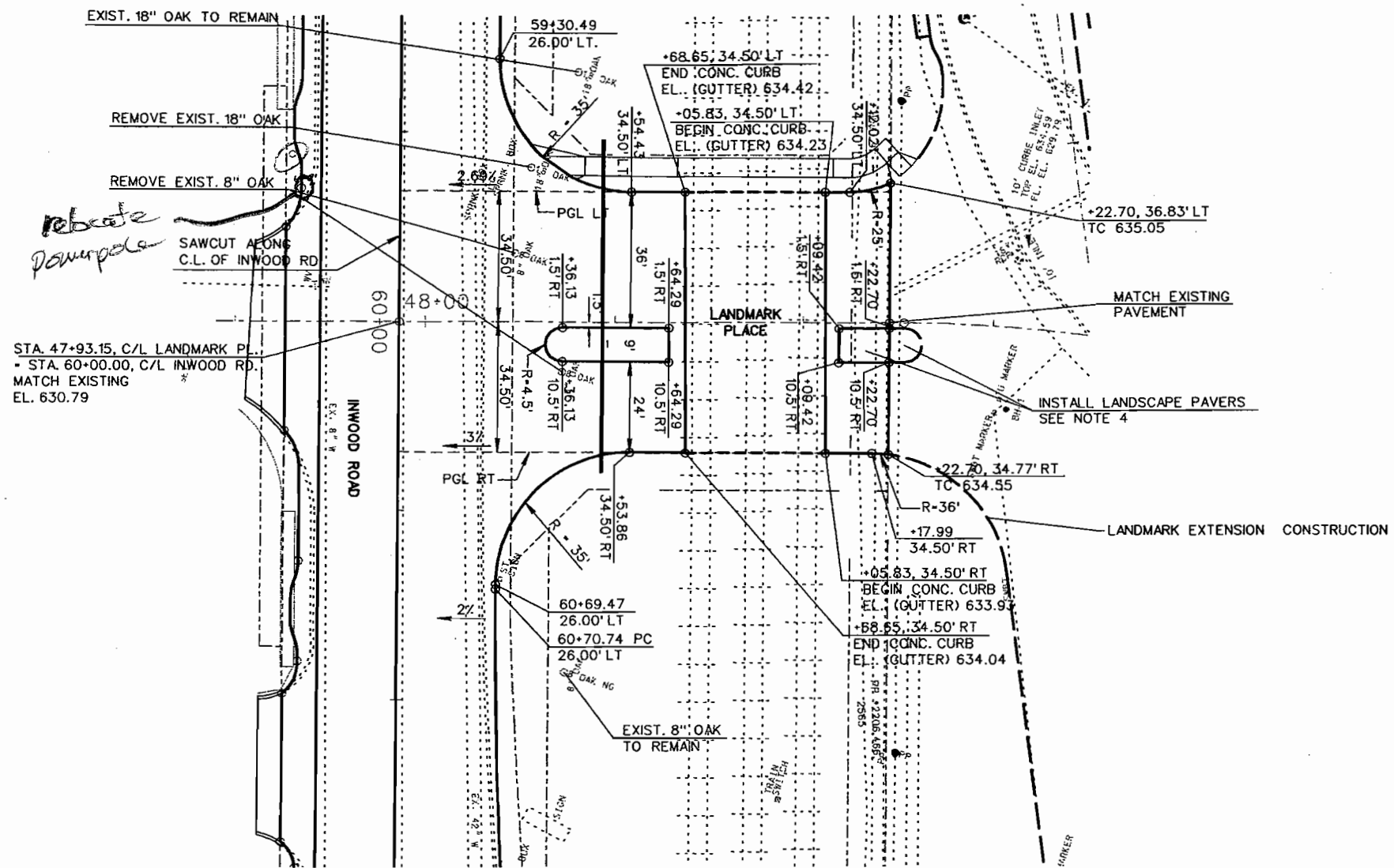
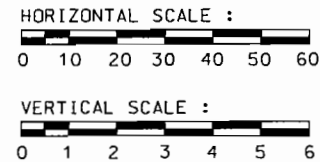
95% REVIEW

This document is released 10/20/00 for the purpose of review only under the authority of Phillip G. Weston, P.E. 54049. It is not to be used for any other purpose.



PLAN AND PROFILE						
INWOOD CONNECTION						
STA. 59+25.00 TO STA. 62+63.21						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	10/00	1"=40'H 1"=4'V			8

Fig. 1 PWP-8

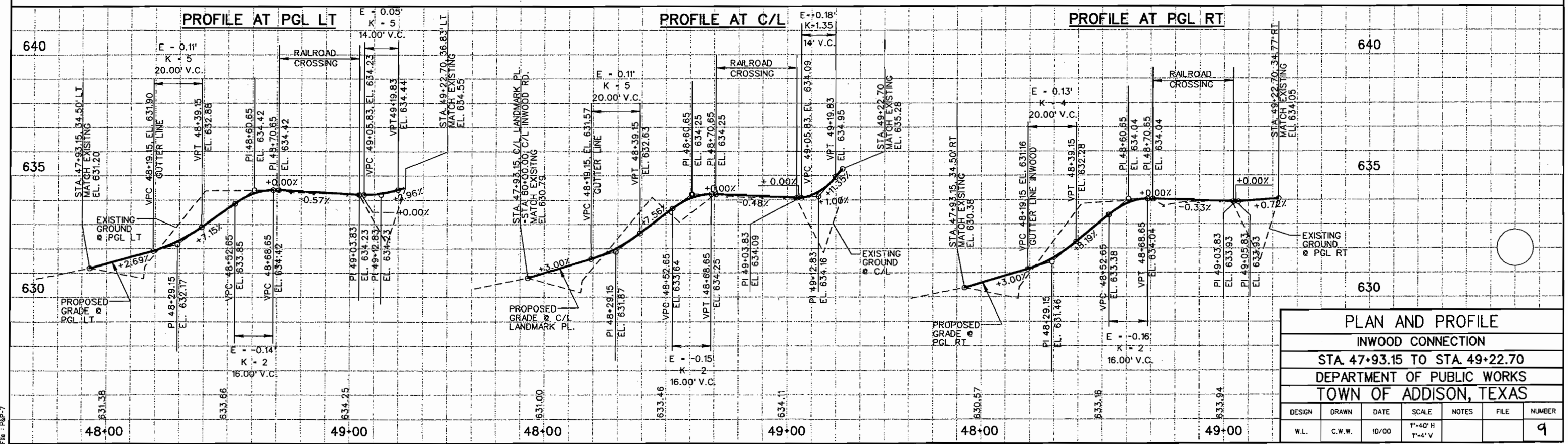


STA. 47+93.15, C/L LANDMARK PL.  
\* STA. 60+00.00, C/L INWOOD RD.  
MATCH EXISTING  
EL. 630.79

- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. SEE PLAN AND PROFILE SHEETS 8 & 9 FOR PAVING DETAILS ON INWOOD ROAD.
  3. SEE TYPICAL SECTIONS FOR CONSTRUCTION JOINT DETAIL ON LANDMARK PLACE
  4. INSTALL LANDSCAPE PAVERS IN MEDIAN ON LANDMARK PLACE FROM STA. 48+31.63 TO STA. 48+64.29 AND STA. 49+09.37 TO STA. 49+31.18. SEE MISCELLANEOUS DETAILS.

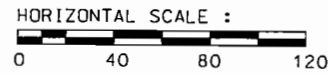
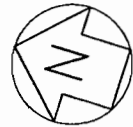
95% REVIEW

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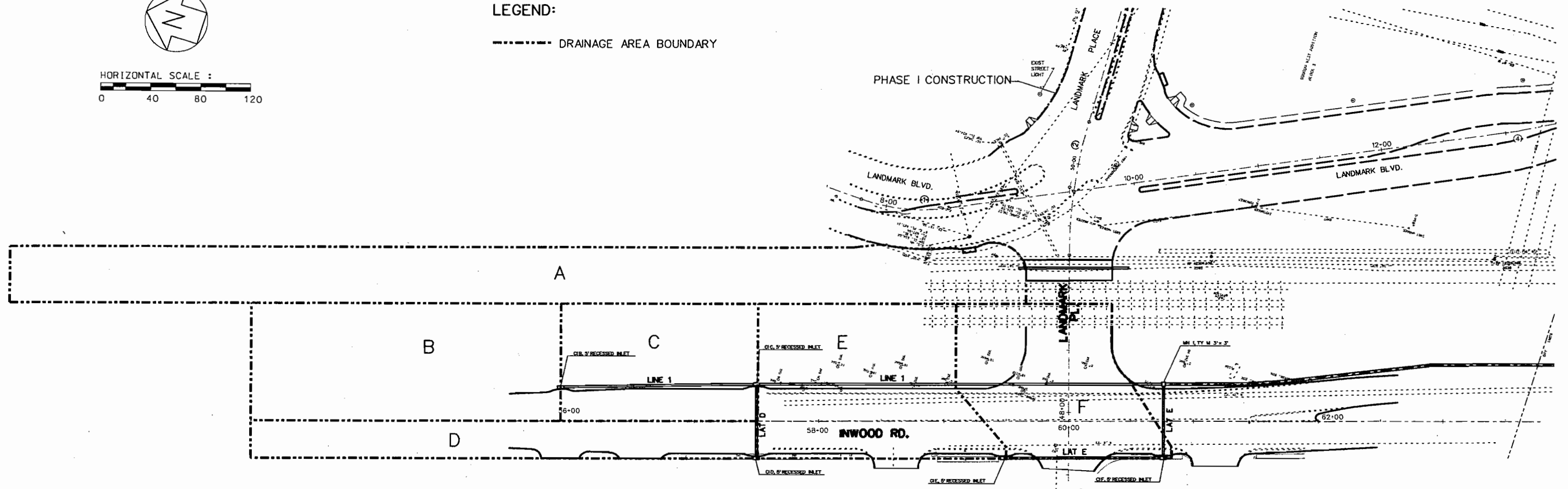
PLAN AND PROFILE						
INWOOD CONNECTION						
STA. 47+93.15 TO STA. 49+22.70						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	10/00	1"=40'H 1"=4'V			9

FIG. 1 P&P-7



LEGEND:

----- DRAINAGE AREA BOUNDARY



RUNOFF COMPUTATIONS

DA ID	TOTAL AREA AC	Total CA	WEIGHTED C	SUB-AREA			Tc Min.	I-25 IN/HR	Q-25 CFS
				PAVING C=0.95 AC	COMMERCIAL C=0.95 AC	RAILROAD YARD C=0.40 AC			
A	0.847	0.339	0.40			0.847	15	7.77	2.63
B	0.536	0.284	0.53	0.126		0.410	15	7.77	2.21
C	0.341	0.194	0.57	0.105		0.236	15	7.77	1.51
D	0.280	0.266	0.95	0.219	0.060		15	7.77	2.06
E	0.481	0.314	0.65	0.206	0.015	0.260	15	7.77	2.44
F	0.378	0.314	0.83	0.289	0.007	0.081	15	7.77	2.44

STORM SEWER COMPUTATIONS

LINE	FROM	TO	DRAINAGE AREA NO	TOTAL D.A. (AC)	TOTAL C A	LGTH (FT)	TIME OF CONCENTRATION (MINUTES)			FREQ (YRS)	I-25 (IN/HR)	Q-25 (CFS)	DESIGN				REMARKS	
							ALONG SEWER LINE	INLET TIME	USED IN DES				DIA. (IN)	SLOPE PIPE	Z H.G.	CAP. (CFS)		VEL. (FPS)
LINE 1	CIB	CIC	B	0.54	0.28	157.08			15.0	25	7.77	2.20	18	0.82	627.55	10.30	4.73	
	CIC	MH 1	B-D	1.16	0.74	326.00			15.0	25	7.77	5.78	18	0.86	627.49	10.53	5.94	
	MH 1	EX. MH	B-F	2.02	1.37	508.99			15.0	25	7.77	10.66	24	0.34	626.65	14.29	4.93	
															625.69			
LAT D	CID	CIC	D	0.28	0.27	59.33			15.0	25	7.77	2.06	18	0.84	627.51	10.43	4.63	
															627.49			
LAT E	CIE	CIF	E	0.48	0.31	128.09			15.0	25	7.77	2.44	18	0.46	626.82	7.72	3.83	
	CIF	MH 1	E-F	0.86	0.63	59.33			15.0	25	7.77	4.88	18	0.73	626.76	9.72	5.52	
															626.65			

95% REVIEW

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INLET COMPUTATIONS

INLET NO.	LOCATION	DA NO.	CA	RUNOFF COMPUTATIONS				CURB INLET DESIGN														REMARKS		
				TIME OF CONCENTRATION ACTUAL (MIN)	DESIGN (MIN)	DESIGN FREQ. (YRS)	I (IN/HR)	Q <sub>a</sub> (CFS)	CARRY OVER (CFS)	TOTAL Q <sub>a</sub> (CFS)	Z	Z/N	S (%)	Y (FT)	PONDED WIDTH Y+Z (FT)	A (FT)	Q <sub>I</sub> (CFS)	L <sub>a</sub> =Q <sub>a</sub> /Q <sub>I</sub>	L (FT)	L/L <sub>a</sub>	A/Y		Q/Q <sub>a</sub>	Q (CFS)
B	55+93.00, 25.55' LT	B	0.284	15.0	25	7.77	2.20	0.00	2.20	50	3846	0.80	0.19	9.4	0.42	0.65	3.4	5	1.47	2.25	1.00	2.20	0.00	
C	57+50.00, 28.00' LT	C	0.194	15.0	25	7.77	1.51	0.00	1.51	50	3846	0.80	0.16	8.1	0.42	0.62	2.4	5	2.06	2.59	1.00	1.51	0.00	
D	57+50.00, 28.00' RT	D	0.266	15.0	25	7.77	2.06	0.00	2.06	50	3846	0.80	0.18	9.1	0.42	0.64	3.2	5	1.56	2.30	1.00	2.06	0.00	
E	59+48.00, 28.00' RT	E	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.18	9.0	0.42	0.64	3.8	5	1.31	2.32	1.00	2.44	0.00	
F	60+76.00, 27.63' RT	F	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.18	9.0	0.42	0.64	3.8	5	1.31	2.33	1.00	2.44	0.00	

**DRAINAGE AREA MAP**  
**INWOOD ROAD**  
**DRAINAGE AREA MAP**  
 DEPARTMENT OF PUBLIC WORKS  
 TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	10/00	1"=80' H			10

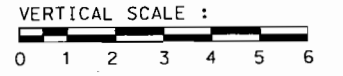
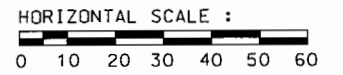
*Jointing Plan?*

*or area inlet*  
*Sloped back walls?*

*Detail? PIS*

*irrigation sleeve*

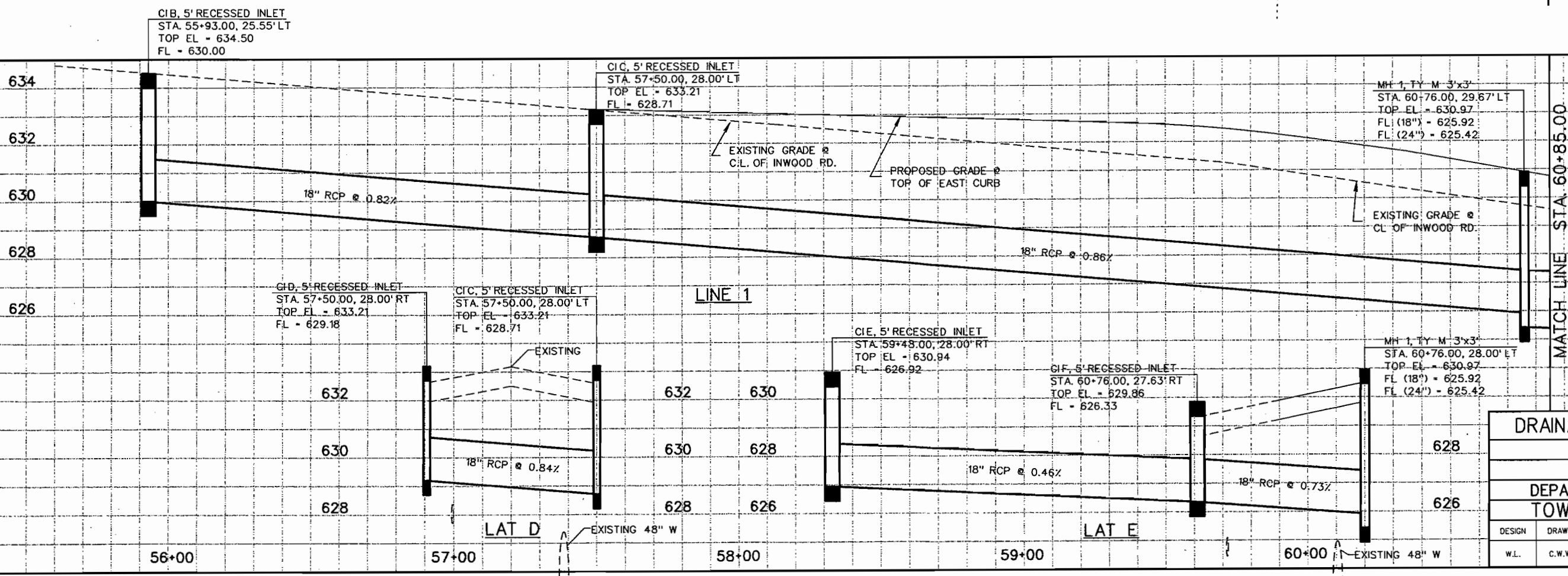
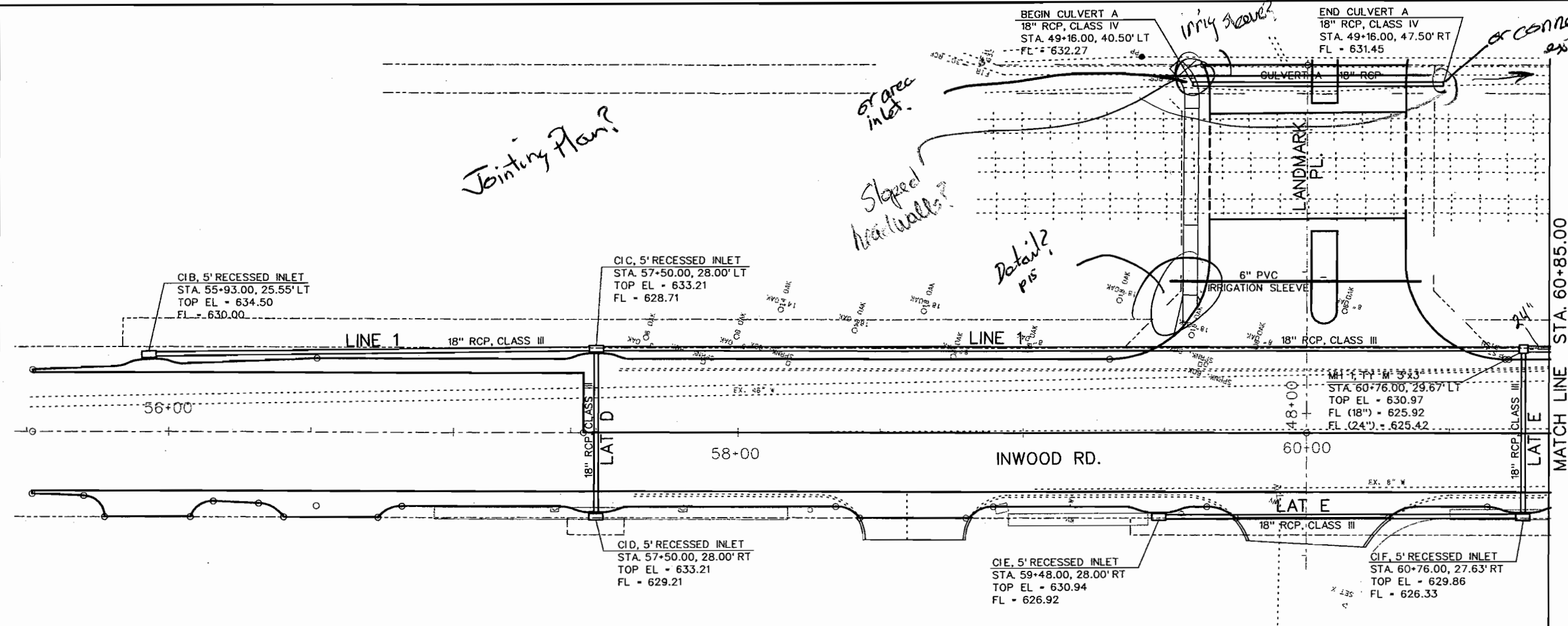
*or connect to exist.*



- NOTE:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. CONTRACTOR TO VERIFY LOCATION OF 48" WATER MAIN AT LATERAL D AND E CROSSINGS.

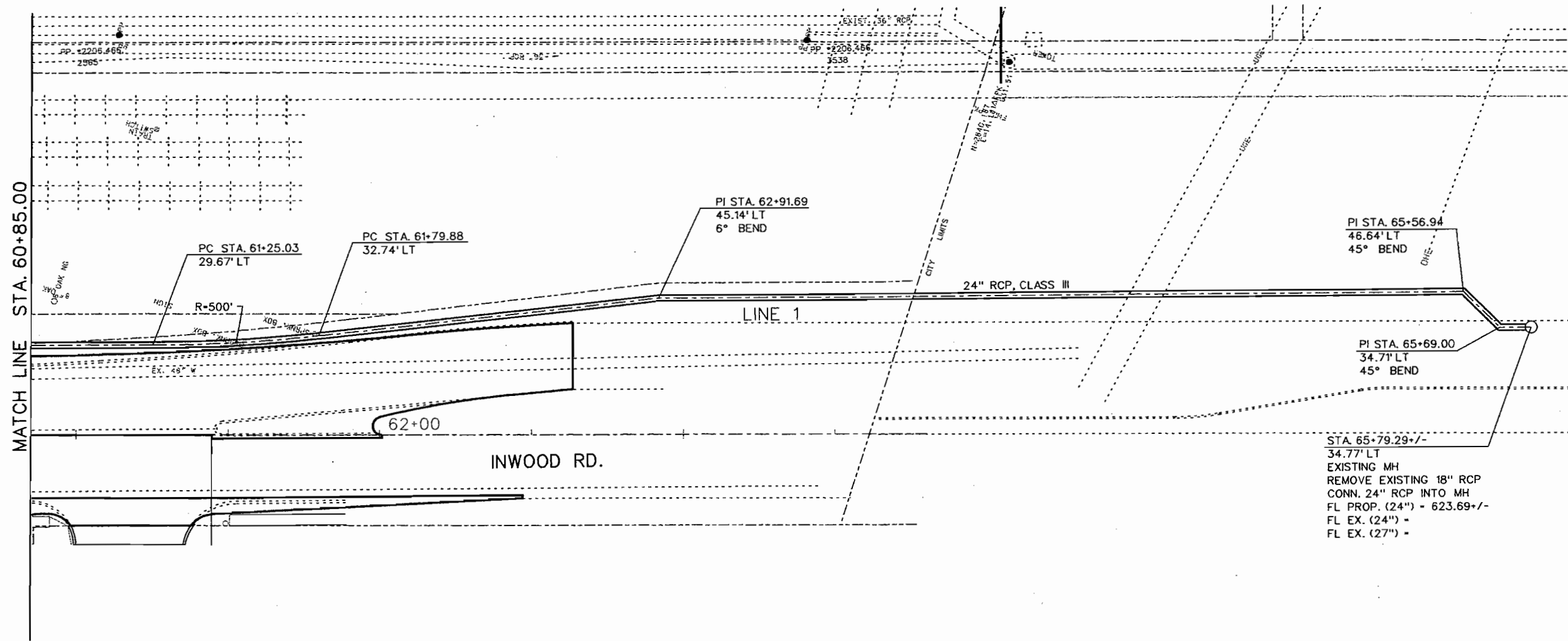
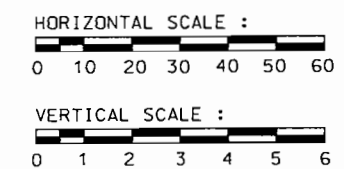
95% REVIEW

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DRAINAGE PLAN AND PROFILE						
INWOOD CONNECTION						
SHEET 1 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	10/00	1"=40' H 1"=4' V			11

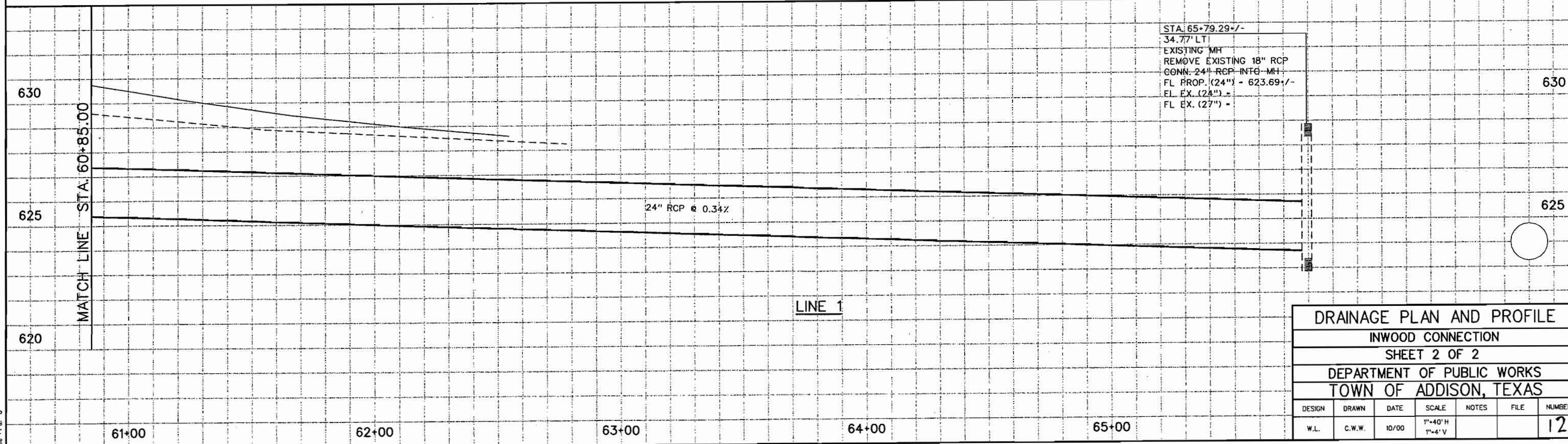




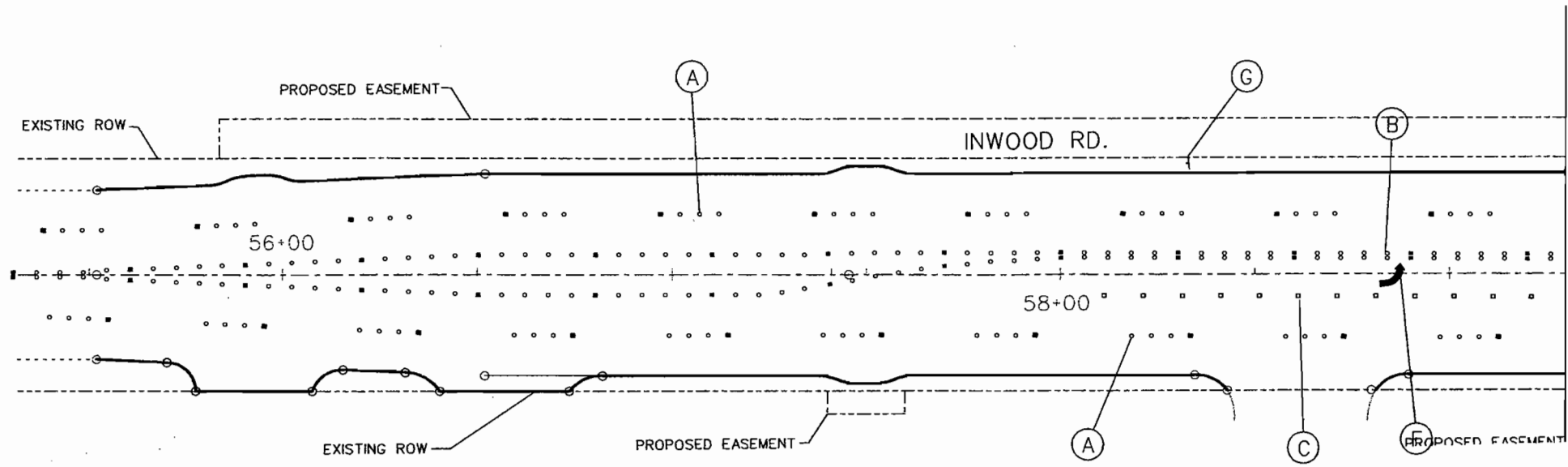
NOTE:  
 1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.

**95% REVIEW**

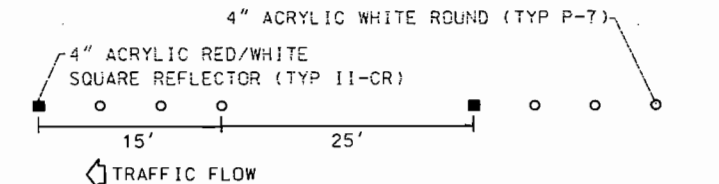
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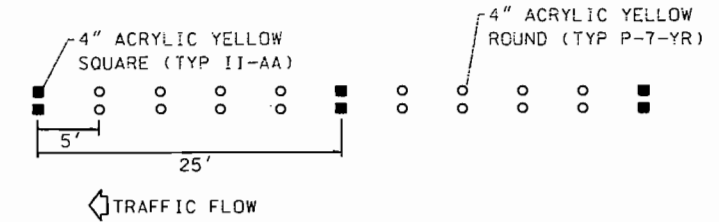
DRAINAGE PLAN AND PROFILE						
INWOOD CONNECTION						
SHEET 2 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	10/00	1"=40' H 1"=4' V			12



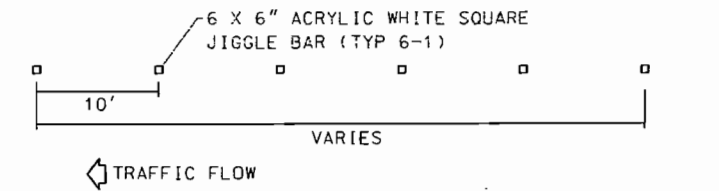
MATCHLINE 59+30



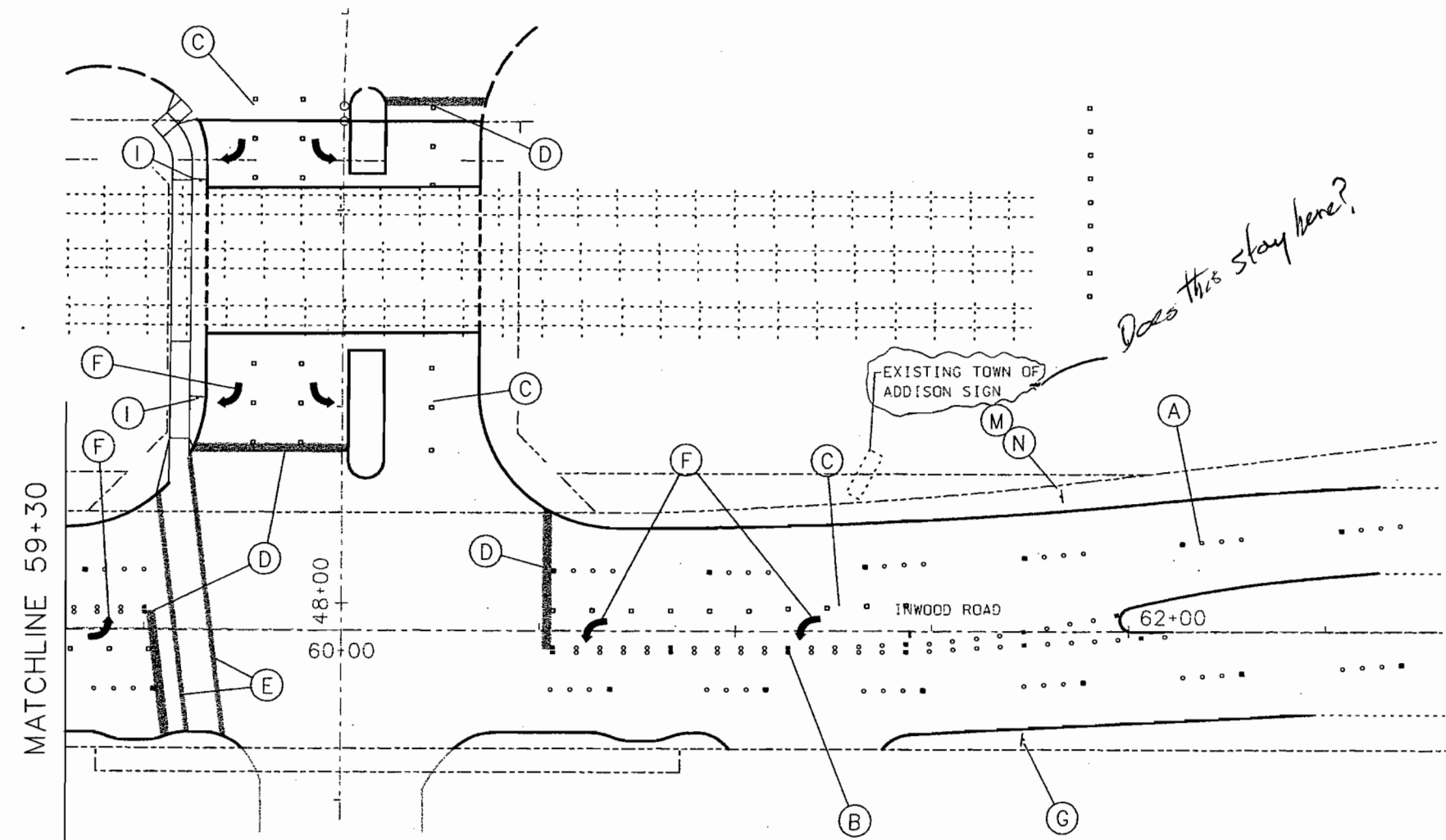
(A) LANE LINES DETAIL



(B) CENTER LINE DETAIL



(C) LEFT TURN BAY DETAIL



MATCHLINE 59+30

PAVEMENT MARKINGS

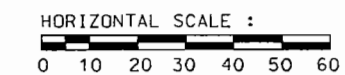
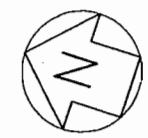
- A LANE LINES
- B CENTER LINE
- C LEFT TURN CHANNELIZATION
- D 24" WHITE THERMOPLASTIC STOP BAR
- E 12" WHITE THERMOPLASTIC CROSSWALK
- F WHITE THERMOPLASTIC ARROWS

SIGNS

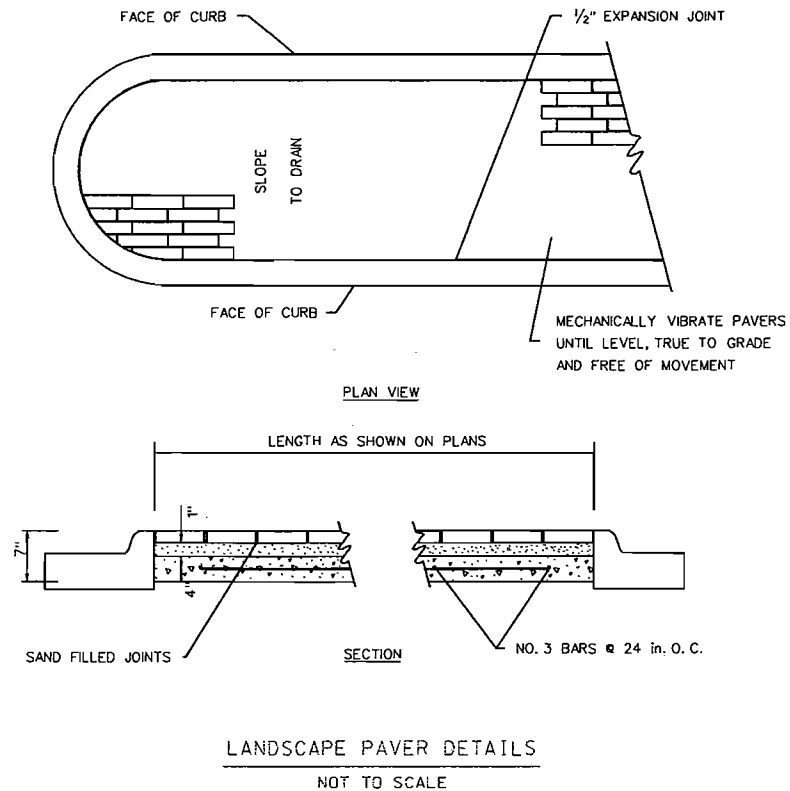
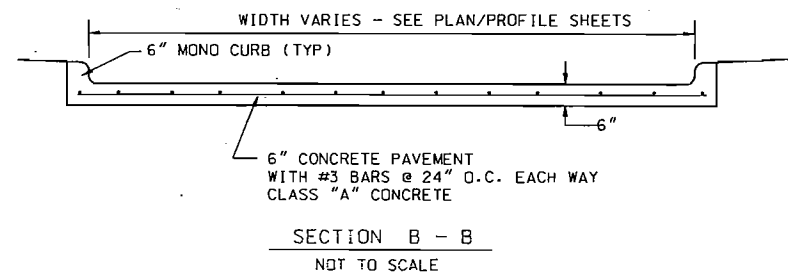
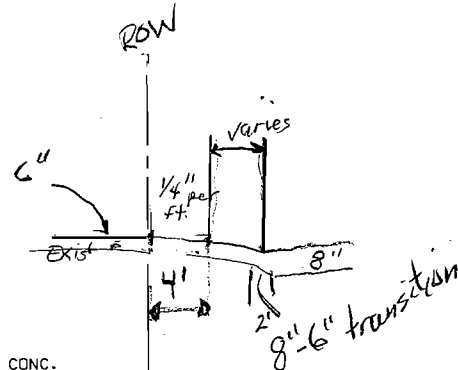
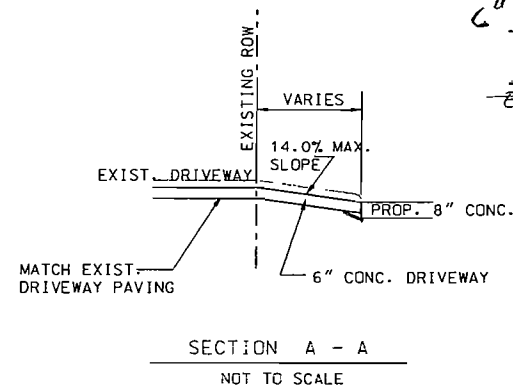
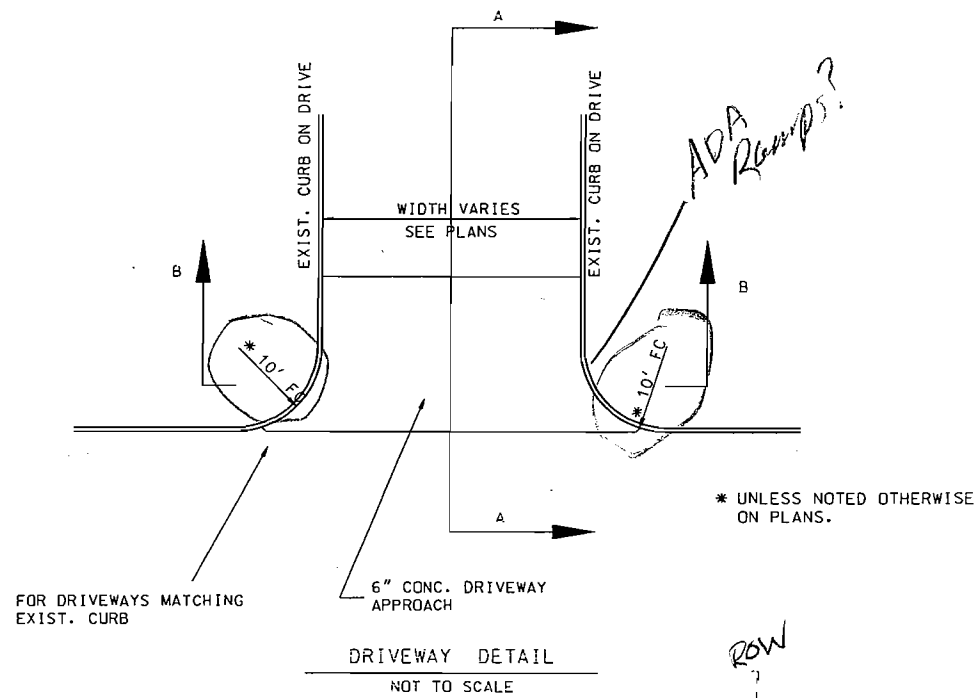
- G R2-4 - SPEED LIMIT (30)
- H R3-7L - LEFT LANE MUST TURN LEFT
- I R3-7R - RIGHT LANE MUST TURN RIGHT
- J R4-7 - KEEP RIGHT
- K W1-1R - RIGHT TURN
- L W1-1L - LEFT TURN
- M W3-3 - SIGNAL AHEAD
- N W3-3P - SIGNAL AHEAD PLAQUE

95% REVIEW

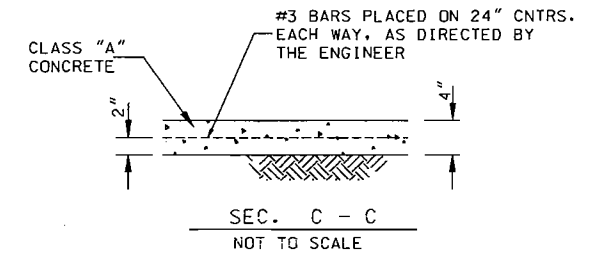
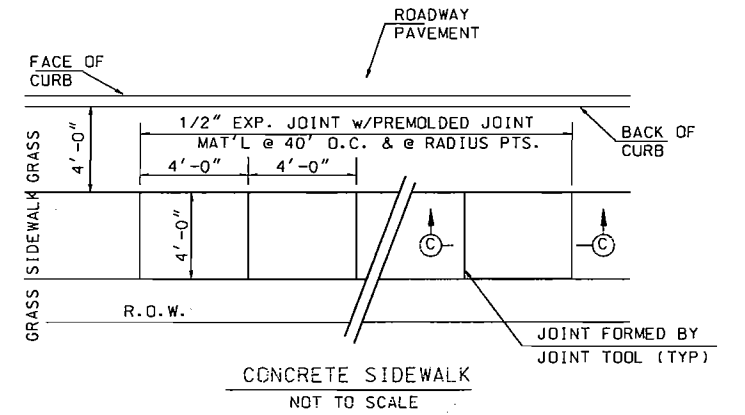
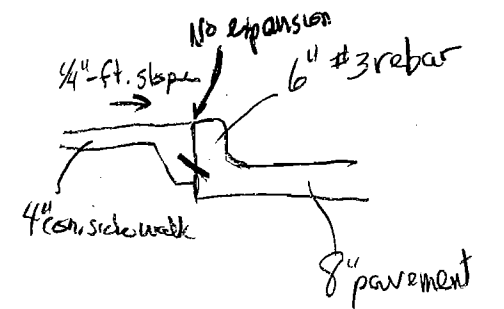
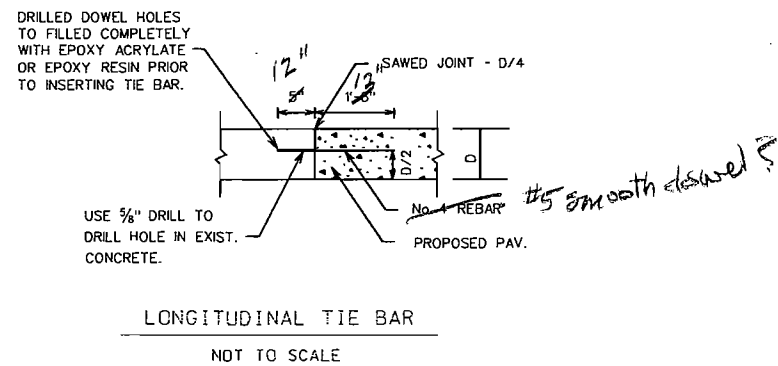
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SIGNING AND PAVEMENT MARKINGS						
INWOOD CONNECTION						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	C.W.W.	10/00				13



LANDSCAPE PAVERS:  
1. LANDSCAPE PAVERS SHALL BE MODULAR CONCRETE PAVERS, AS MANUFACTURED BY PAVESTONE CO., OR EQUAL. PAVERS SHALL HAVE A COMPRESSIVE STRENGTH GREATER THAN 8000 PSI, A WATER ABSORPTION MAXIMUM OF 5% AND MEET OR EXCEED ASTM C-936. PAVERS SHALL BE INSTALLED IN ACCORDANCE WITH DETAILS SHOWN IN THE PLANS AND PLACED IN A RUNNING BOND PATTERN PARALLEL TO THE CENTERLINE OF THE STREET. COLOR AND PATTERN SHALL BE APPROVED BY OWNER. SUPPORT SLAB AND SAND CUSHION SHALL BE SUBSIDIARY TO LANDSCAPE PAVERS.



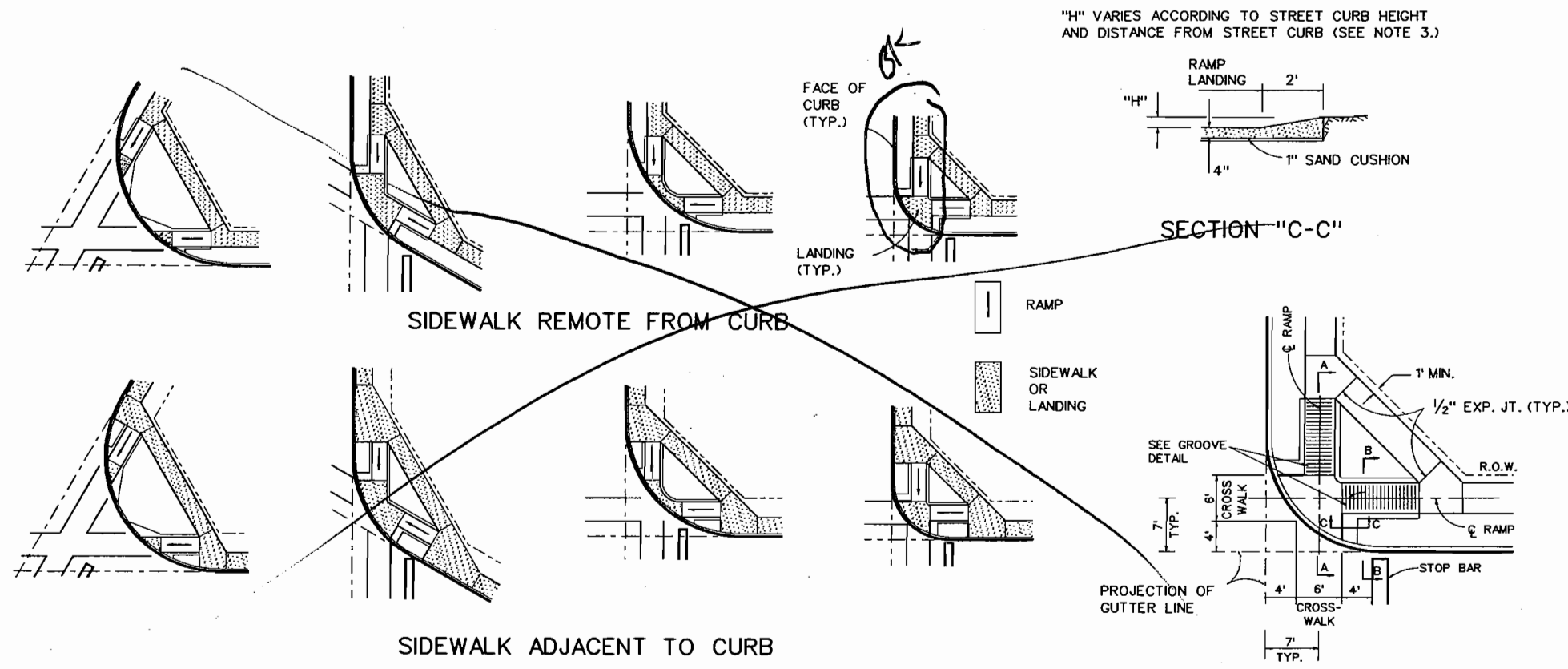
SIDEWALK NOTES:  
1. THE CONTRACTOR SHALL PROVIDE TOOLED JOINTS USING A JOINTING TOOL APPROVED BY THE ENGINEER.  
2. CONTRACTOR SHALL PROVIDE 1/2" PREMOLDED EXP. JOINT MATERIAL AT THE INTERFACE BETWEEN THE EDGE OF SIDEWALK AND ANY CURB OR WALL.

MISCELLANEOUS DETAILS						
INWOOD CONNECTION						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
R.A.Y.	S.L.K.	10/00				14

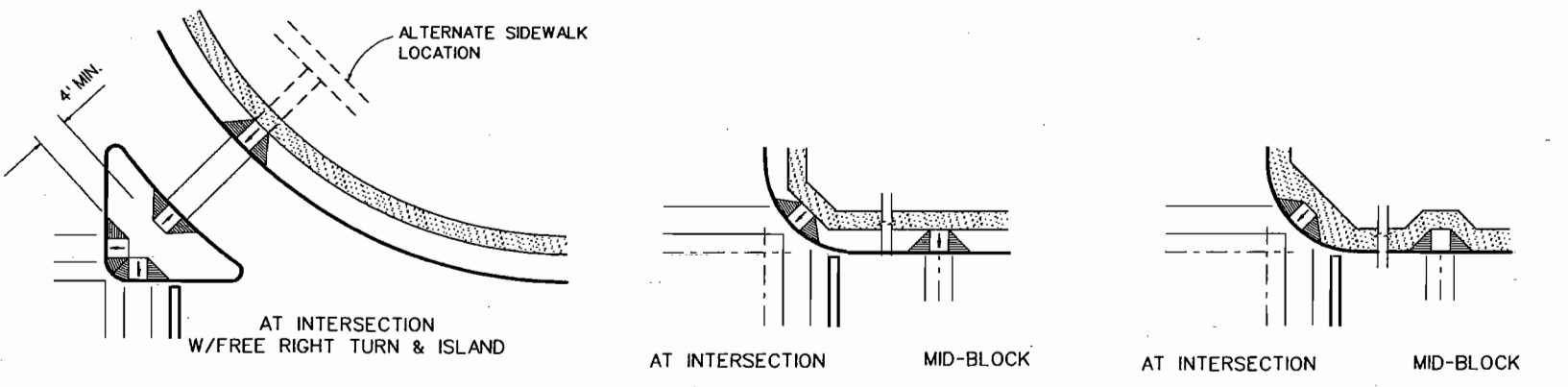
95% REVIEW

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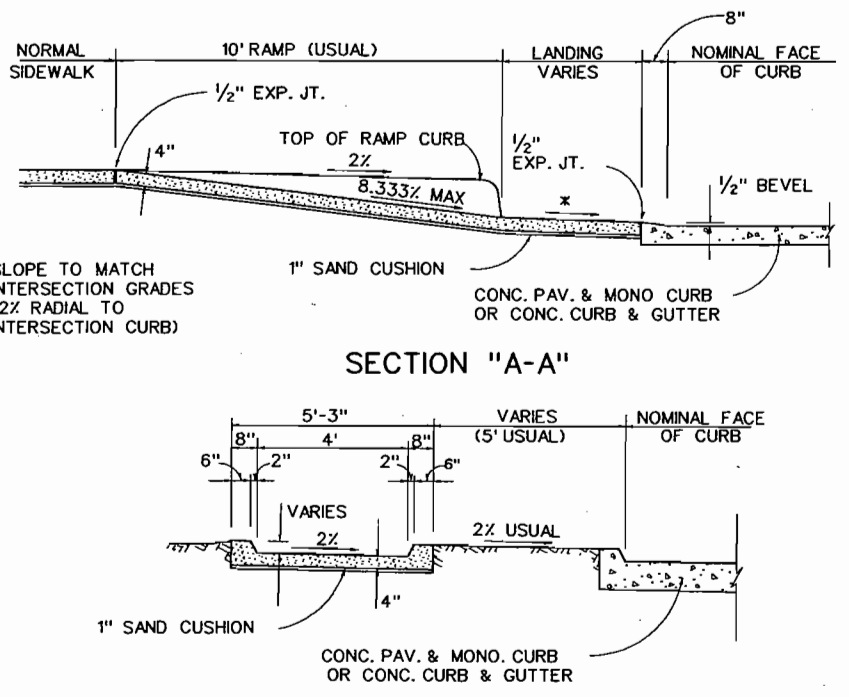




TYPICAL LAYOUT & DETAILS - TYPE "A" RAMP

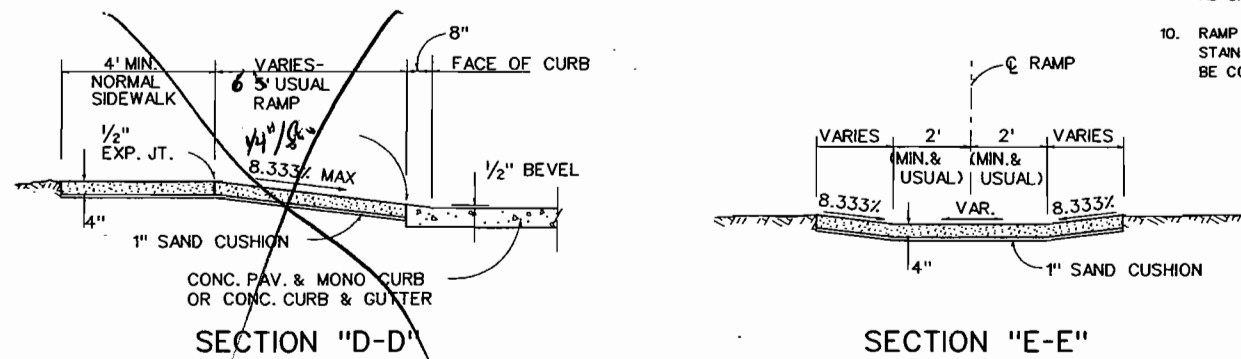
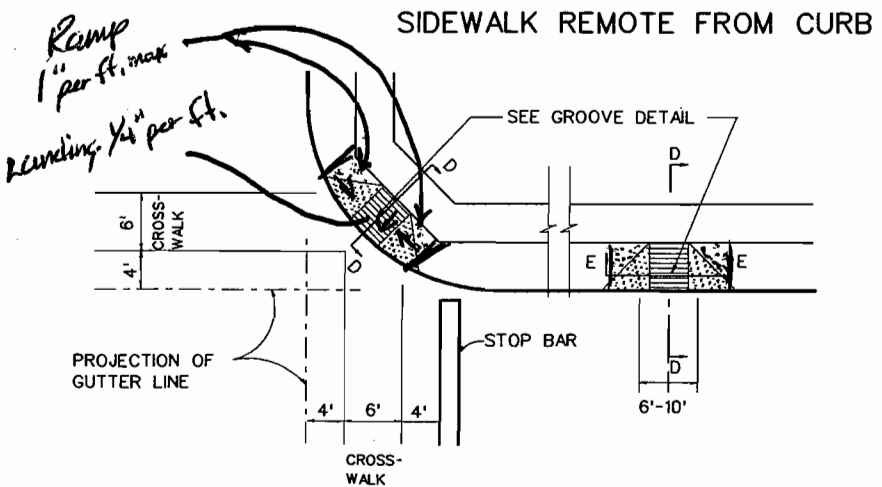


TYPICAL LAYOUT & DETAILS - TYPE "B" RAMP



GENERAL NOTES:

1. ALL SIDEWALK RAMP SHALL BE CONSTRUCTED ACCORDING TO THE ITEM "SIDEWALKS" AND IN COMPLIANCE WITH SIDEWALK DETAILS SHOWN ELSEWHERE IN THE PLANS. IN ADDITION TO GROOVING AS INDICATED, SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED BY A COARSE BROOMING, TRANSVERSE TO THE SLOPE OF THE RAMP.
2. SIDEWALK RAMP, INCLUDING RAMP CURBS AND LANDINGS, WILL BE MEASURED AND PAID FOR AS "CONCRETE SIDEWALK (RAMP)". APPROACH SIDEWALKS WILL BE MEASURED AND PAID FOR AS "CONCRETE SIDEWALK". STREET CURB TRANSITIONS AND CURB BEVELS WILL BE PAID FOR AS "MONO CURB" OR "CONCRETE CURB AND GUTTER".
3. RAMP SLOPE SHALL NOT EXCEED 8.333%. IF NECESSARY, RAMP LENGTHS SHOWN OR GRADE OF APPROACH SIDEWALKS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER. GRADE OF RAMP CURBS SHALL BE DETERMINED BY PROJECTING 2% SLOPE FROM TOP OF NORMAL STREET CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. TYPE "A" RAMP SHALL BE PLACED IN THE CORNERS OF ALL INTERSECTIONS, EXCEPT AT INTERSECTIONS WITH FREE TURN LANES AND CHANNELIZATION ISLANDS, UNLESS OTHERWISE SHOWN IN THE PLANS. TYPE "B" RAMP SHALL BE PLACED AT ALL INTERSECTIONS WITH FREE TURN LANES AND CHANNELIZATION ISLANDS, AT MID-BLOCK LOCATIONS SHOWN IN THE PLANS, AND AT INTERSECTIONS WHERE, IN THE OPINION OF THE ENGINEER, THERE IS NOT SUFFICIENT RIGHT-OF-WAY FOR TYPE "A" RAMP.
5. ON ALL RAMP, A 1/2" BEVEL SHALL BE MAINTAINED AT THE GUTTER LINE ACROSS THE RAMP LANDING AREA. THE MINIMUM CURB TRANSITION FROM FULL HEIGHT CURB TO THE 1/2" BEVEL SHALL BE 2'.
6. SMALL CHANNELIZATION ISLANDS, WHICH CANNOT MEET THE 4' MINIMUM SPACING REQUIREMENTS FOR CURB RAMP, SHALL BE CUT THROUGH LEVEL WITH THE SURFACE OF THE STREET.
7. NORMAL GUTTER GRADES SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
8. TRAFFIC SIGNAL OR ILLUMINATION POLES, GROUND BOXES, CONTROLLER BOXES, SIGNS, DRAINAGE FACILITIES AND OTHER ITEMS SHALL BE PLACED SO AS NOT TO OBSTRUCT SIDEWALK RAMP.
9. CROSSWALK DIMENSIONS, CROSSWALK MARKINGS AND STOP BAR LOCATIONS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
10. RAMP CURBS AND/OR RAMP SIDE SLOPES SHALL BE COLORED WITH A SHARPLY CONTRASTING STAIN APPROVED BY THE ENGINEER. STAIN WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM, "CONCRETE SIDEWALKS."

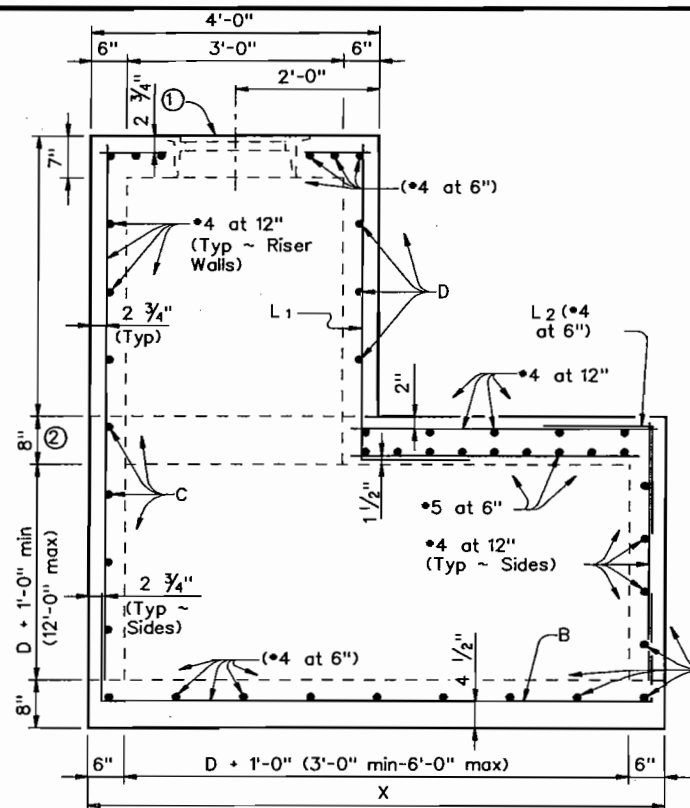


SIDEWALK RAMP DETAILS			
SRD-FW-99			
© 1998 by Texas Department of Transportation 13051 4-9-2005 of rights reserved			
FED. RD. DIV. NO.	PROJECT NO.	SHEET NO. 15	
STATE	DIST.	COUNTY	
TEXAS		DALLAS	
CONT.	SECT.	JOB	HIGHWAY NO.

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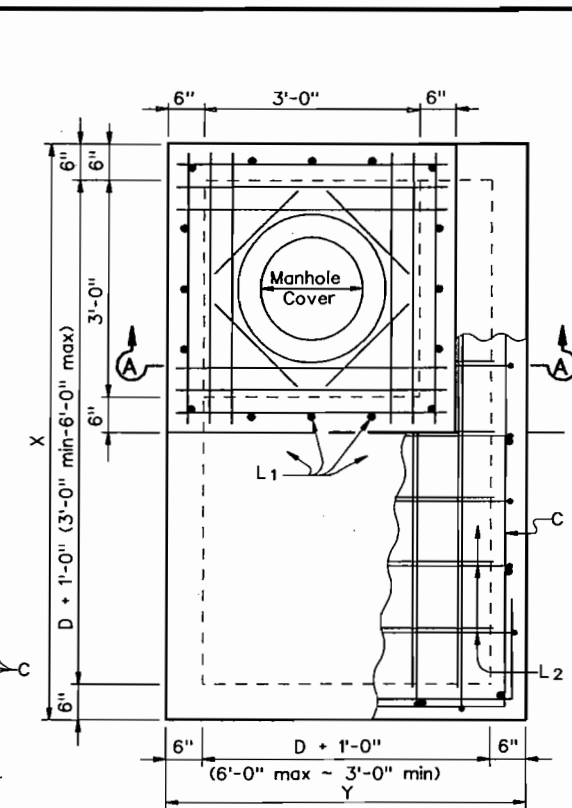
(L.V.12 for English)

LEVELS DISPLAYED



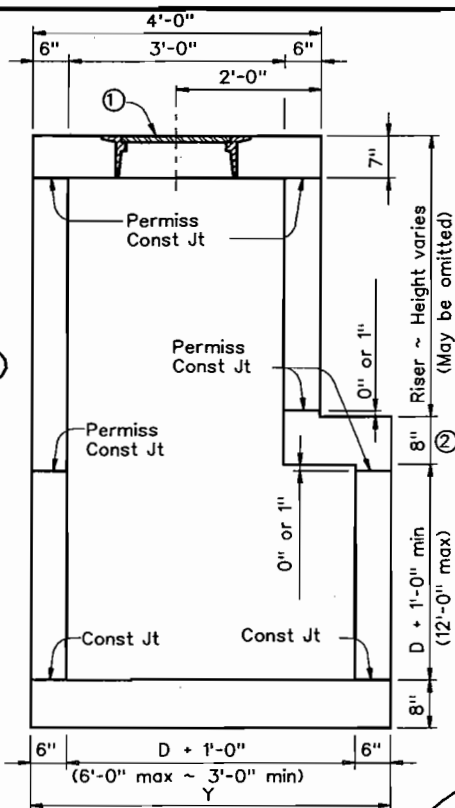
ELEVATION

D = maximum inside diameter of any Pipe entering the side shown or the opposite side

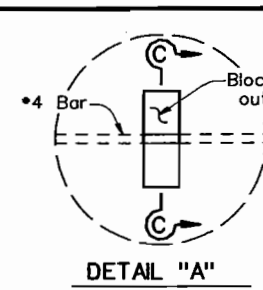


PLAN

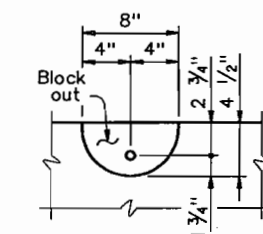
MANHOLE WITH CAST-IN-PLACE RISER



SECTION A-A

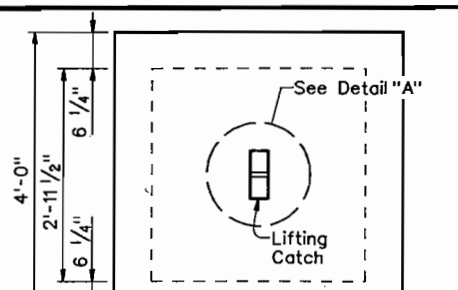


DETAIL "A"

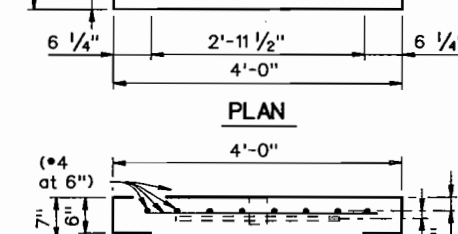


SECTION C-C

LIFTING CATCH

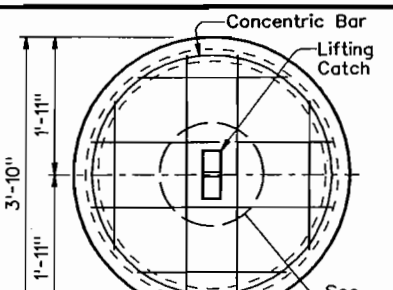


PLAN

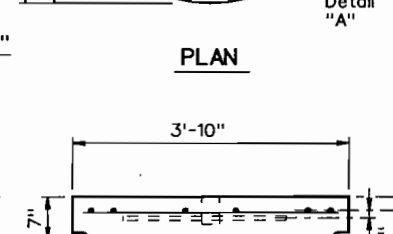


ELEVATION

CAST-IN-PLACE RISER COVER



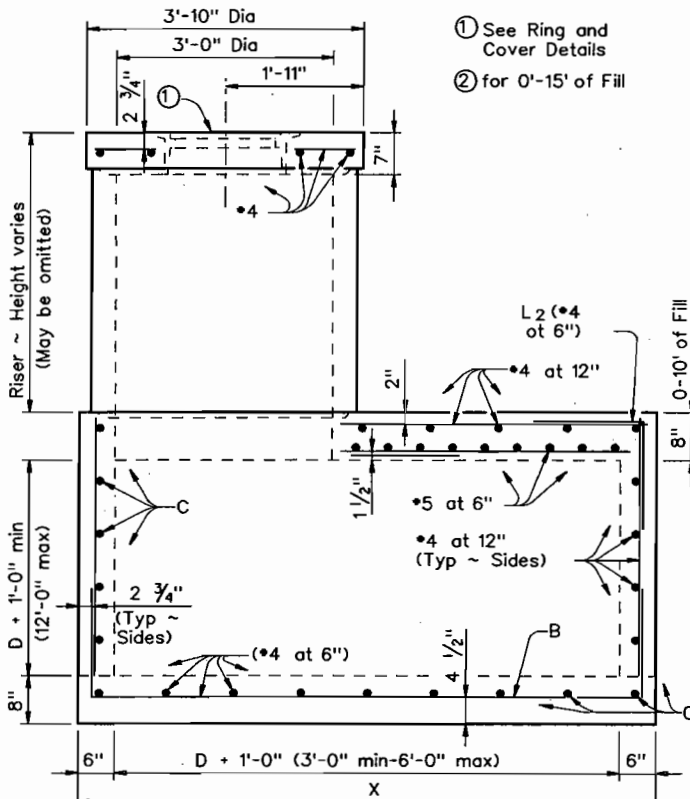
PLAN



ELEVATION

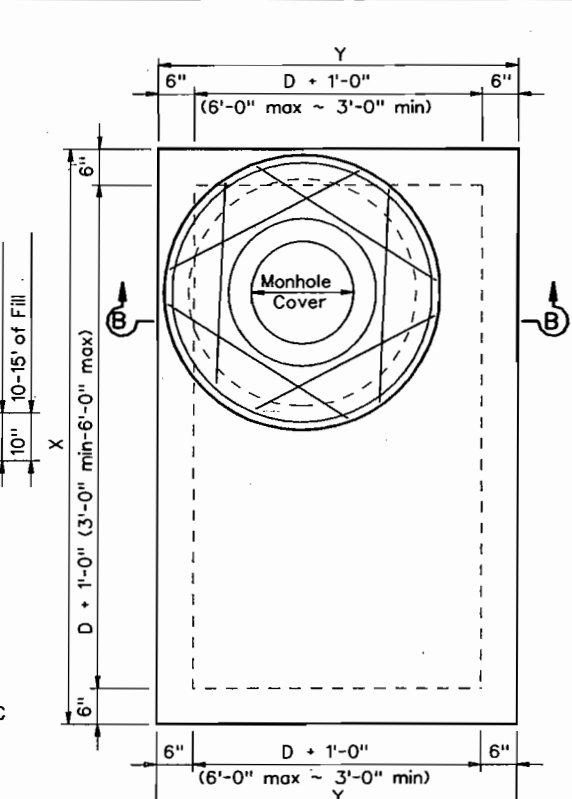
CONCRETE PIPE RISER COVER

OPTIONAL PRECAST CONCRETE LIFT-OFF COVERS



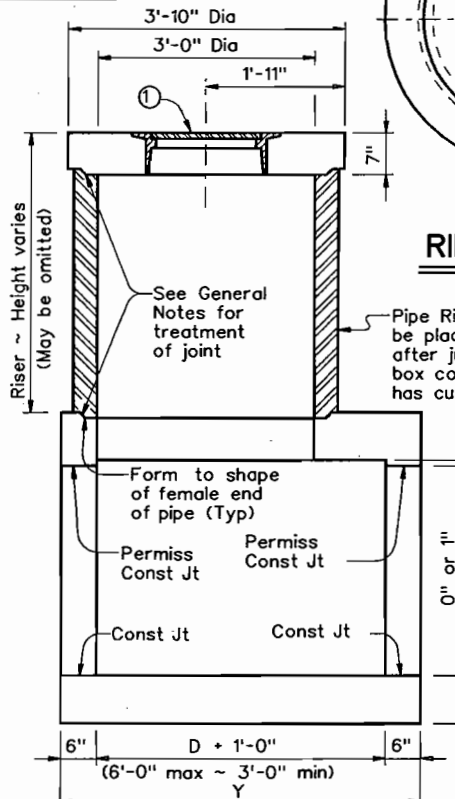
ELEVATION

D = maximum inside diameter of any Pipe entering the side shown or the opposite side

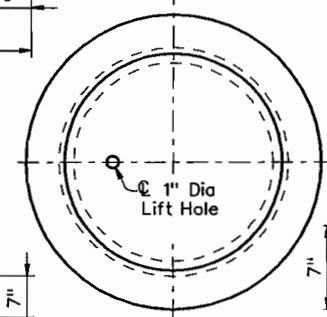


PLAN

OPTIONAL MANHOLE WITH CONCRETE PIPE RISER



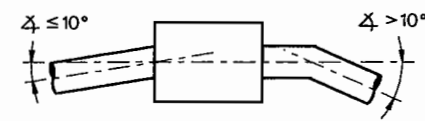
SECTION B-B



RING AND COVER DETAILS (TYPE C)

Approximate Weight = 200 lb

Rings and covers of slightly different dimensions but approximately the same weight may be substituted if approved by the Engineer.



PIPE CONNECTION DETAIL

Connecting pipes should enter within 10° of normal to inlet wall. If necessary, pipe elbow or curved approach alignment should be used to stay within this limit.

GENERAL NOTES:

Unless otherwise shown in the plans, payment will be made for each manhole of the Type M. Exposed edges shall be chamfered 3/4". Alternate design drawings bearing the seal of a registered professional engineer will be acceptable for precast construction of the manholes.

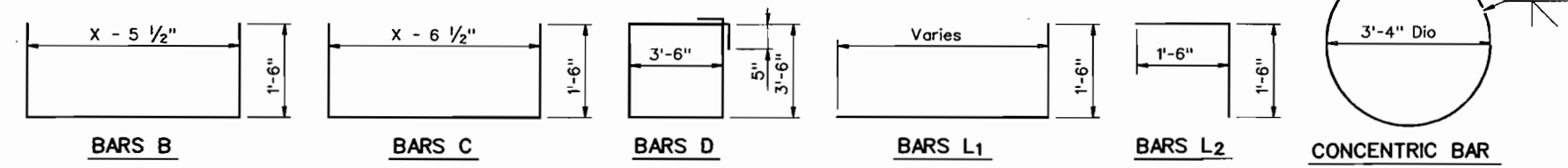
Shop drawings will not be required. The Contractor may with the approval of the Engineer furnish manholes of equivalent structural design.

In areas of conflict between reinforcing steel, blockouts, pipes, anchor bolts or other reinforcing steel, the reinforcement shall be bent or adjusted to clear as directed by the Engineer.

The riser may be constructed of reinforced concrete as shown or of Reinforced Concrete Pipe, Class III, in accordance with ASTM Designation C-76. If pipe is used, joints shall conform to the item "Reinforced Concrete Pipe Culverts". Precast Concrete Lift Off Cover may be substituted for "Ring and Cover".

The riser, either cast-in-place or concrete pipe, may be located in any corner. All reinforcing steel shall be #4 unless otherwise noted.

Pipes may enter any or all walls. The maximum size of pipe that can be accommodated is 60". More than one pipe may enter a side, subject to the maximum box dimension shown. The clear distance between adjacent pipes should be 9" minimum.

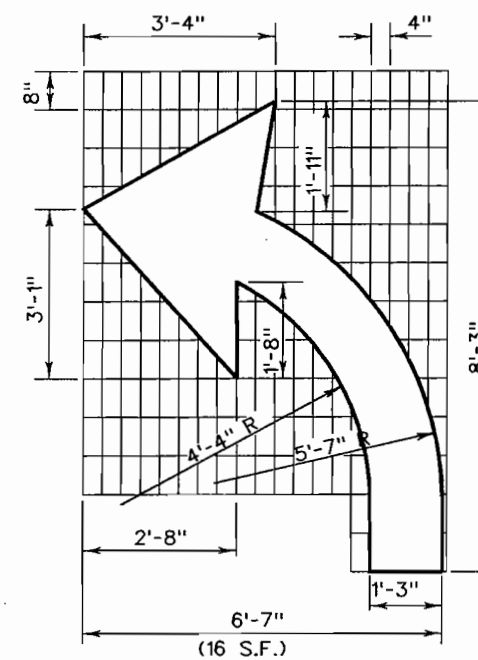
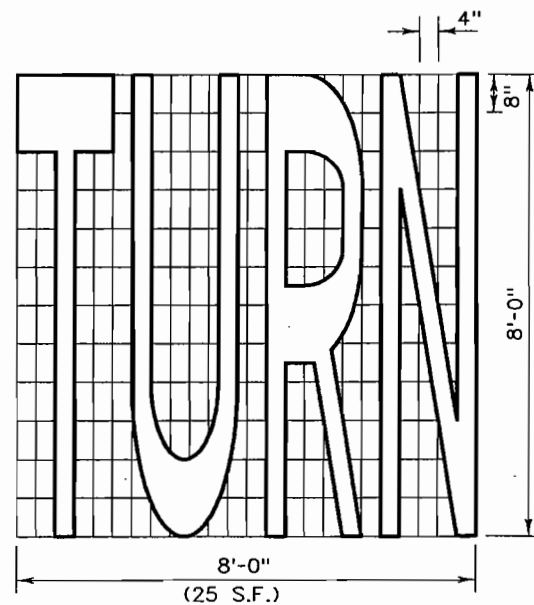
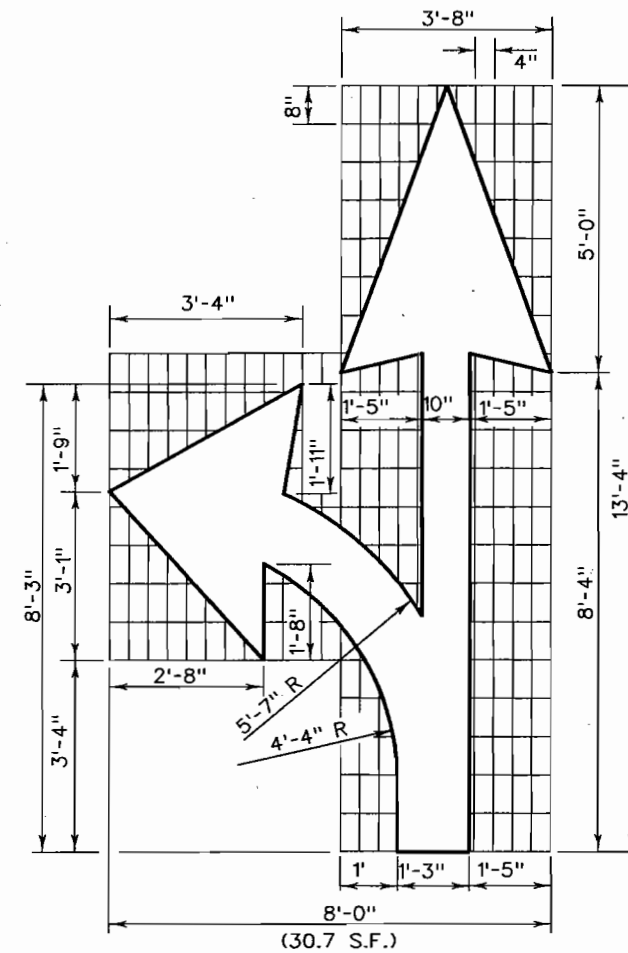
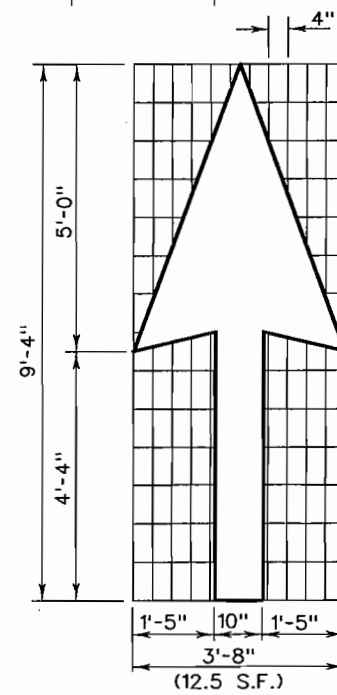
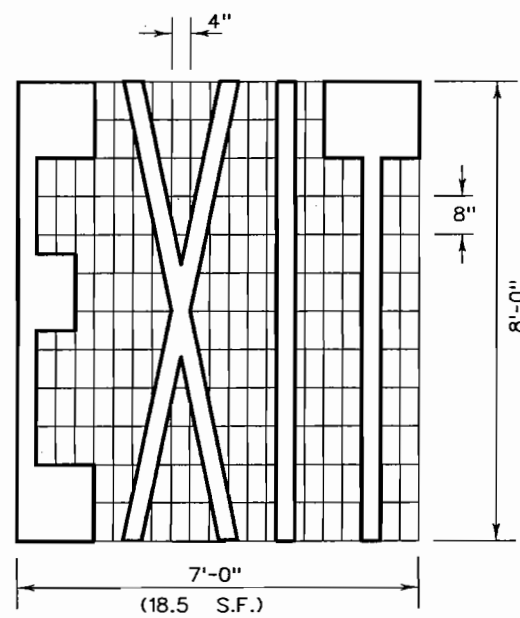
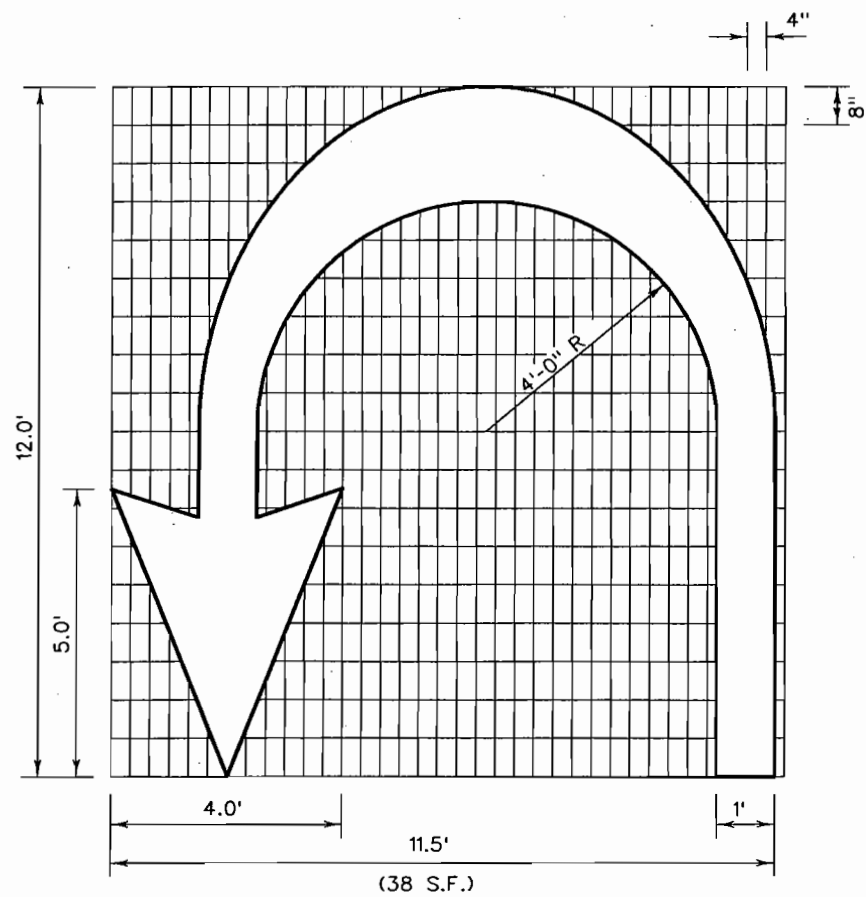
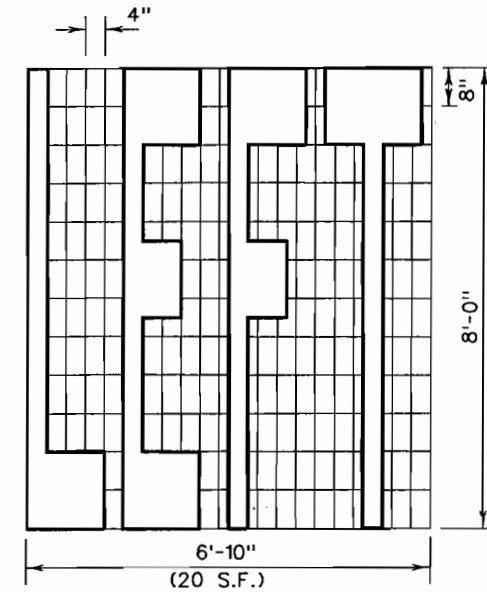
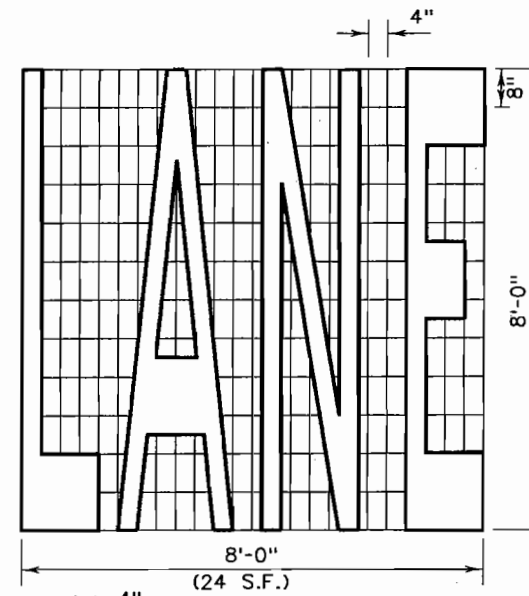
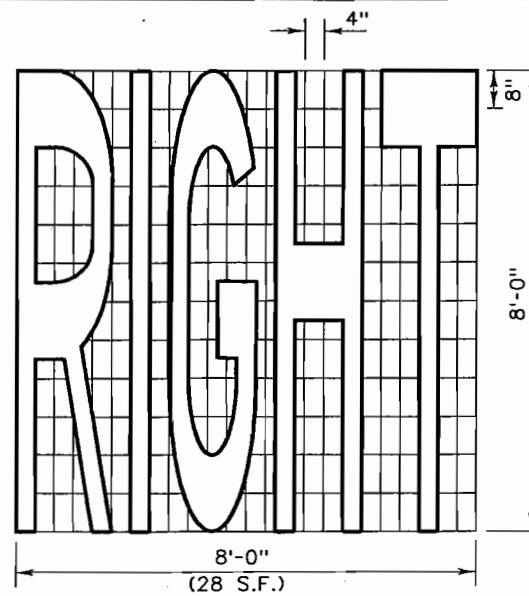
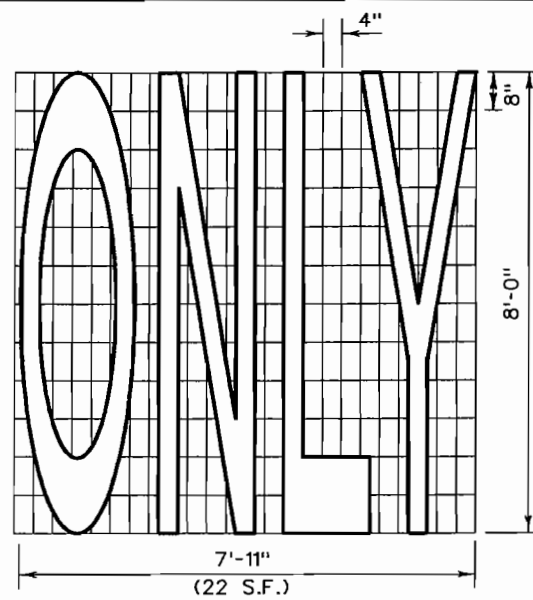
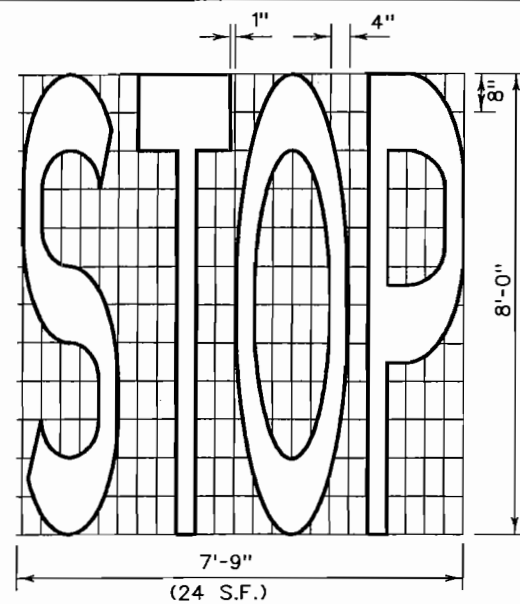


Texas Department of Transportation  
Design Division (Bridge)

**MANHOLE TYPE M  
(JUNCTION BOX WITH ACCESS)**

**MH-M**

FILE: mh-mestd.dgn	DN:TXDOT	CK: TER	DW: MCB	CK: TER	STD: B483
ORG DATE: SEPTEMBER 1996	DIST	FED REG	FEDERAL AID PROJECT	SHEET	
REVISIONS				6	16
COUNTY	CONTROL	SECT	JOB	HIGHWAY	

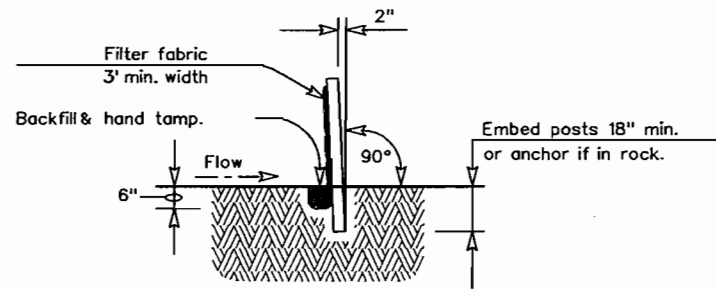


TEXAS DEPARTMENT OF TRANSPORTATION  
PAVEMENT MARKINGS  
(WORDS and ARROWS) (FTW)

PM-WA(FTW) SHEET 1 of 1

DRAWN	DESIGNED	STATE	STATE PROJECT NO.	REVISION
CHECKED				
TRACED	STATE DIST. NO.	COUNTY	CONTRACT NO.	SECTION NO.
CHECKED				

17



**SECTION A-A**

**SEDIMENT CONTROL FENCE USAGE GUIDELINES**

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

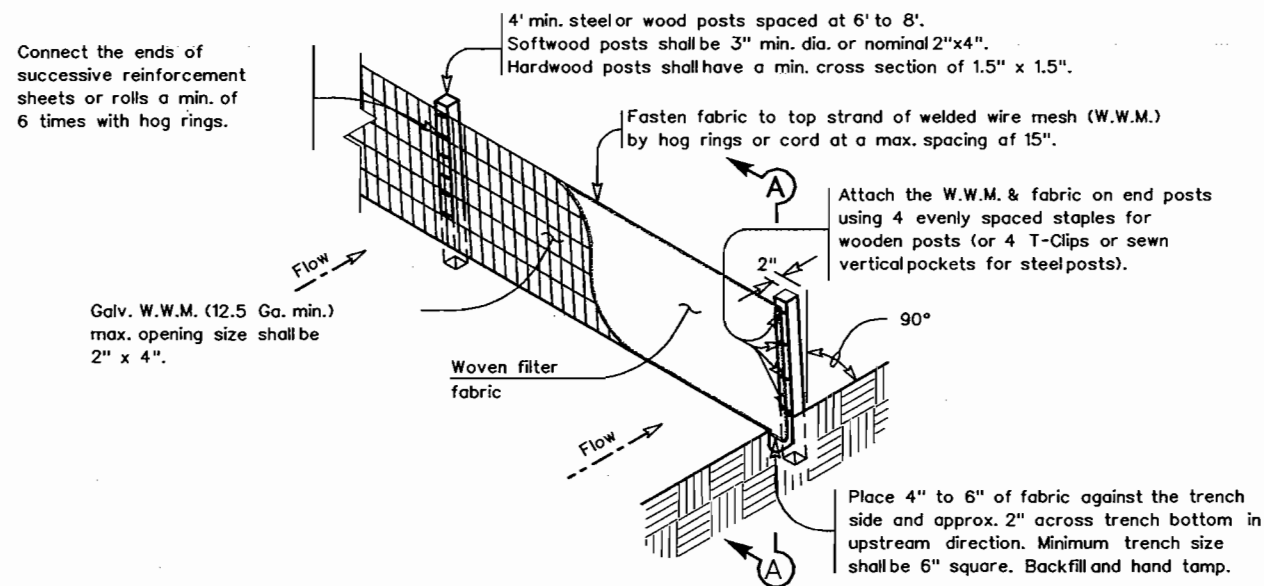
Sediment control fence should be sized to filter a max. flow through rate of 100 GPM/FT. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

**PLAN SHEET LEGEND**

Sediment Control Fence ——— SCF ———

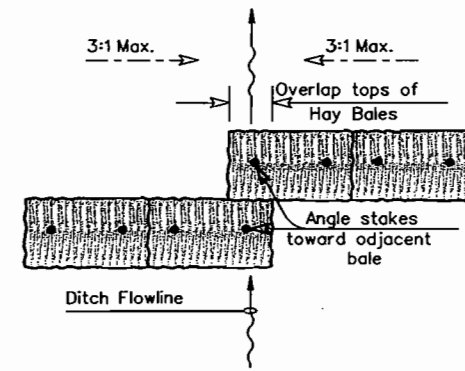
**GENERAL NOTES**

1. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

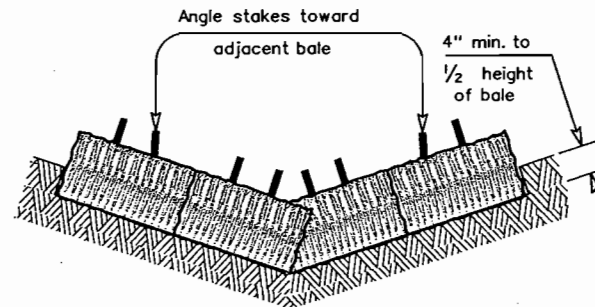


**TEMPORARY SEDIMENT CONTROL FENCE**

SCF



**PLAN VIEW**



**PROFILE VIEW**

**PLANS SHEET LEGEND**

Baled Hay ——— BH ———

**BALED HAY USAGE GUIDELINES**

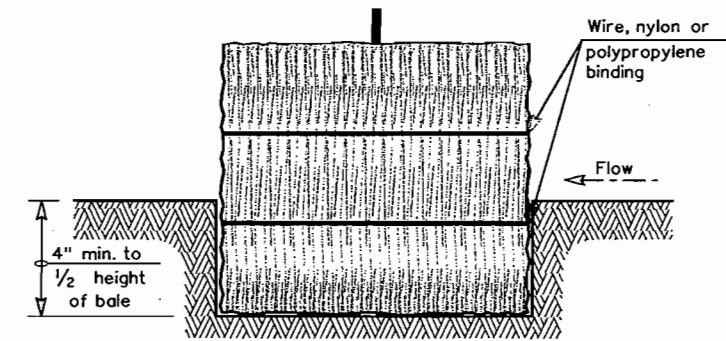
A Baled Hay installation may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A two year storm frequency may be used to calculate the flow rate to be filtered. The installation should be sized to filter a maximum flow thru rate of 5 GPM/FT<sup>2</sup> of cross sectional area. Baled hay may be used at the following locations:

1. Where the runoff approaching the baled hay flows over disturbed soil for less than 100'. If the slope of the disturbed soil exceeds 10%, the length of slope upstream the baled hay should be less than 50'.
2. Where the installation will be required for less than 3 months.
3. Where the contributing drainage area is less than 1/2 acre.

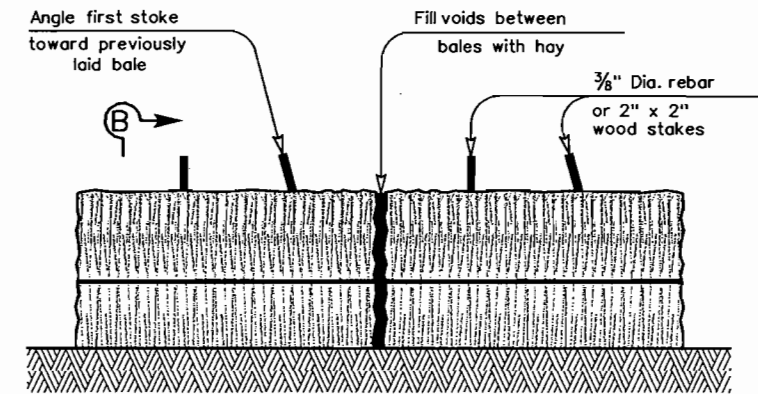
For Baled Hay installations in small ditches, the additional following considerations apply:

1. The ditch sideslopes should be graded as flat as possible to maximize the drainage flowrate thru the hay.
2. The ditch should be graded large enough to contain the overtopping drainage when sediment has filled to the top of the baled hay.

Bales should be replaced usually every 2 months or more often during wet weather when loss of structural integrity is accelerated.



**SECTION B-B**



**BALED HAY FOR EROSION CONTROL**

BH

**GENERAL NOTES**

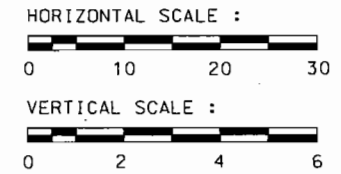
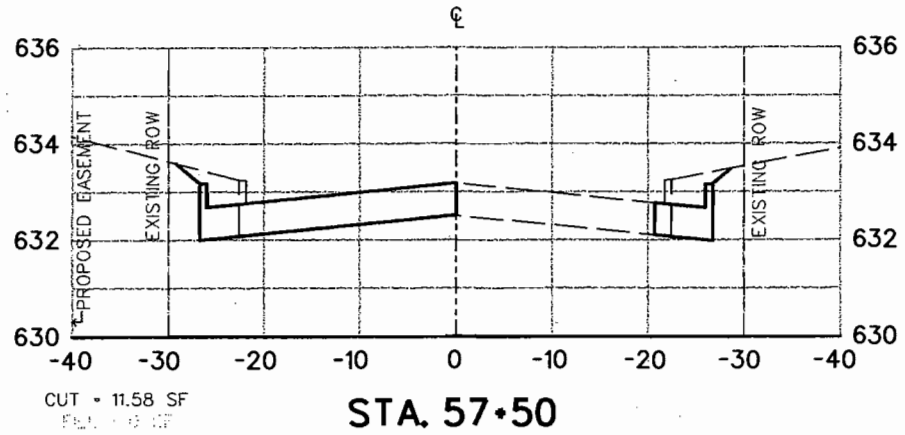
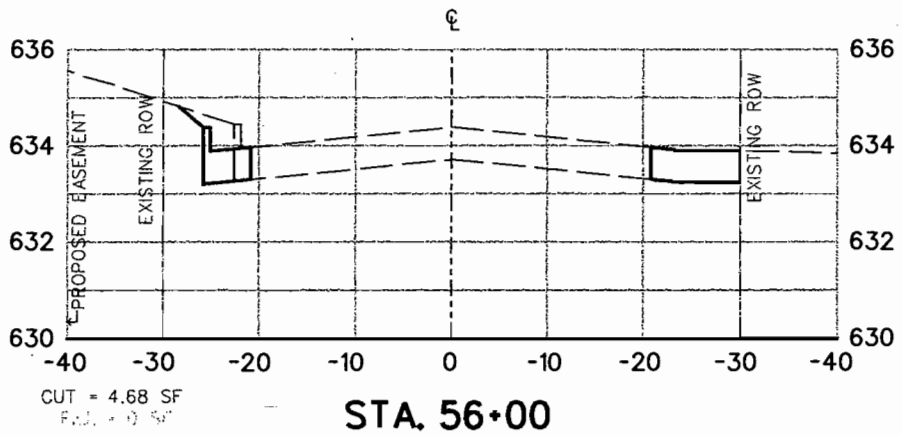
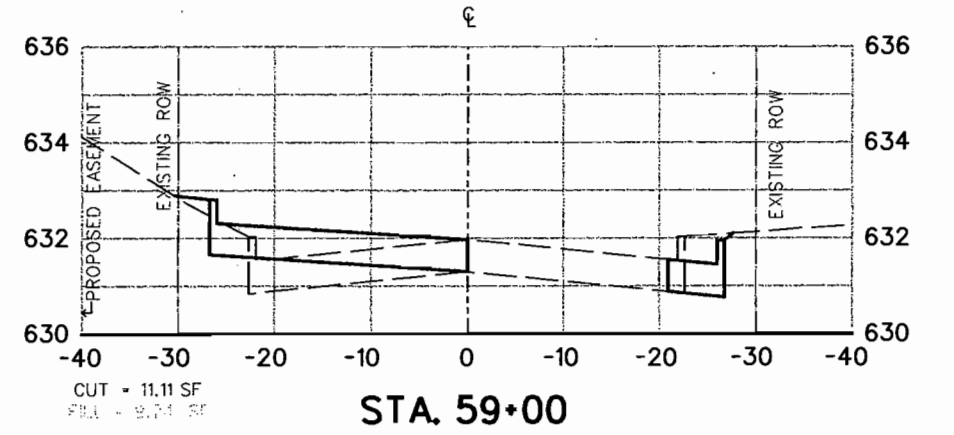
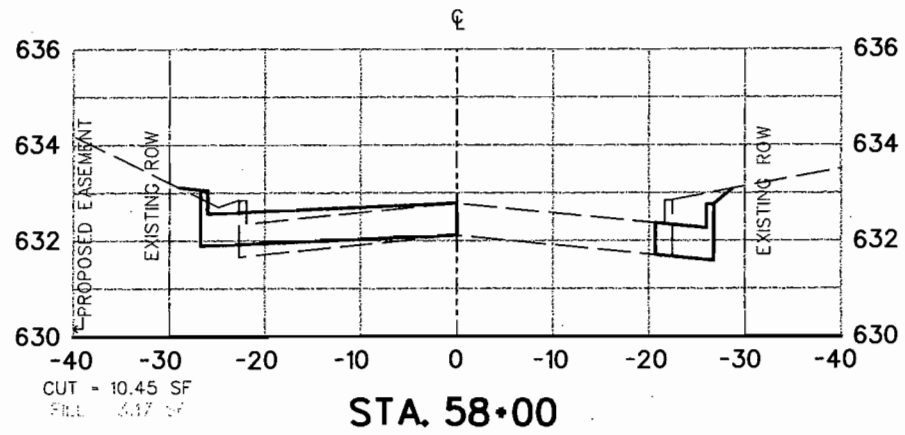
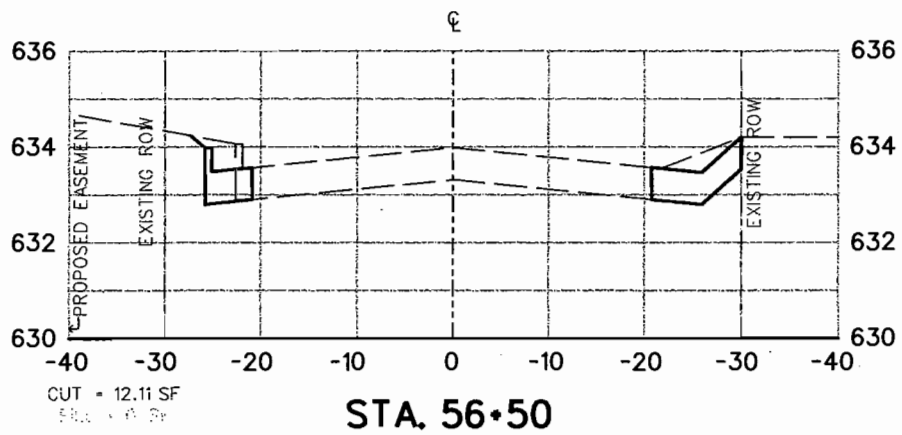
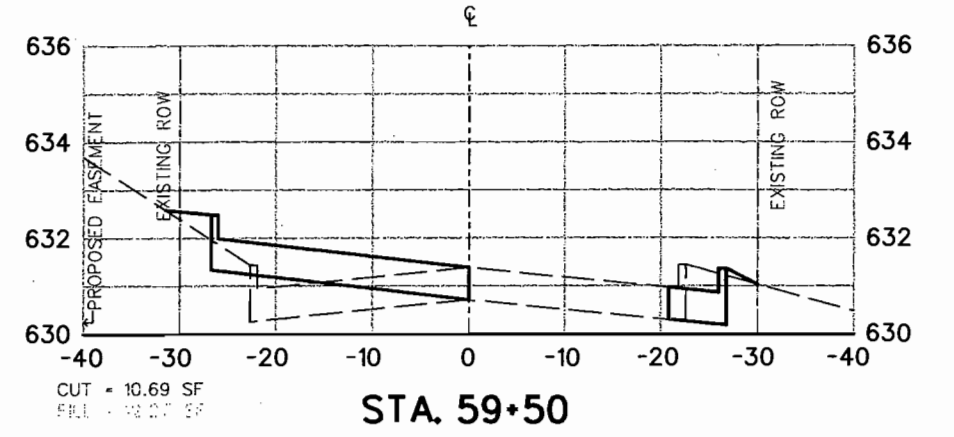
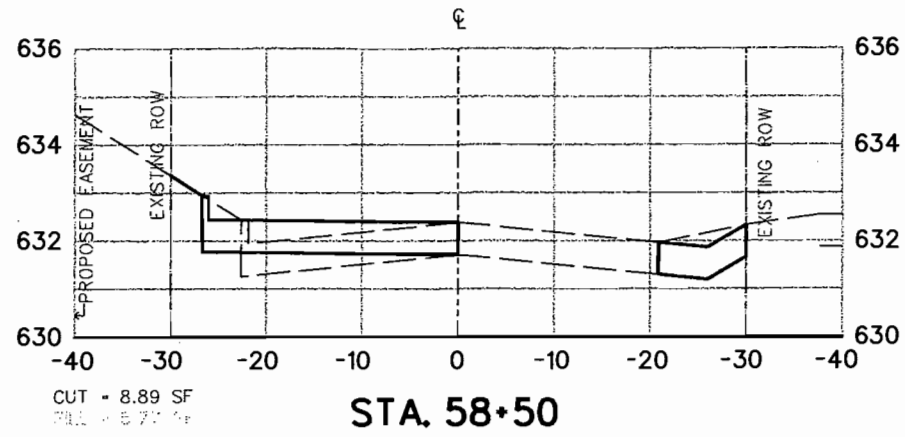
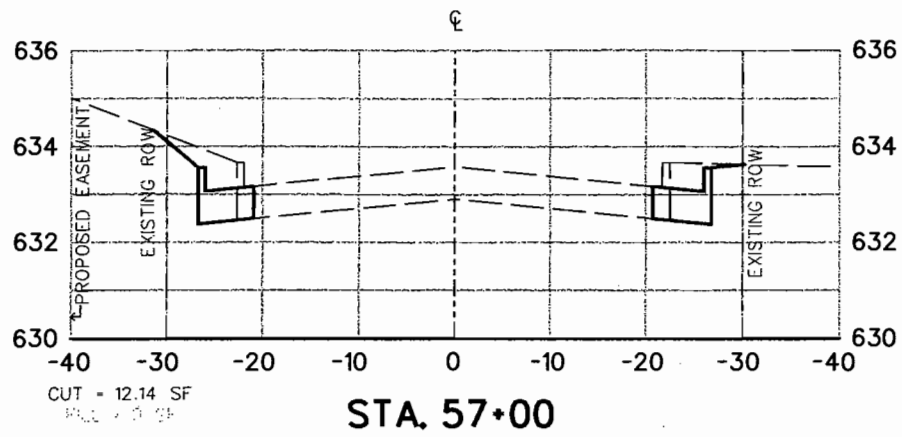
1. Hay bales shall be a minimum of 30" in length and weigh a minimum of 50 Lbs.
2. Hay bales shall be bound by either wire or nylon or polypropylene string. The bales shall be composed entirely of vegetable matter.
3. Hay bales shall be embedded in the soil a minimum of 4" and where possible 1/2 the height of the bale.
4. Hay bales shall be placed in a row with ends tightly abutting the adjacent bales. The bales shall be placed with bindings parallel to the ground.
5. Hay bales shall be securely anchored in place with 3/8" Dia. rebar or 2" x 2" wood stakes, driven through the bales. The first stake shall be angled towards the previously laid bale to force the bales together.
6. The guidelines shown hereon are suggestions only and may be modified by the Engineer.



TEXAS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY EROSION,  
 SEDIMENT AND WATER  
 POLLUTION CONTROL MEASURES  
 FENCE & BALED HAY**

**EC(1)-93**

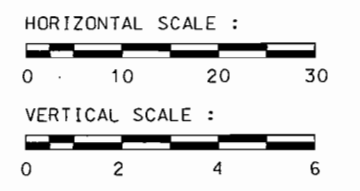
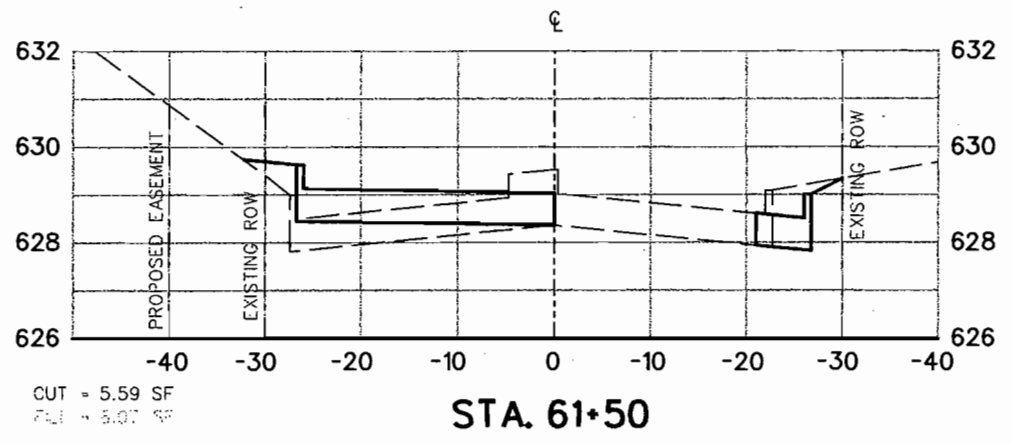
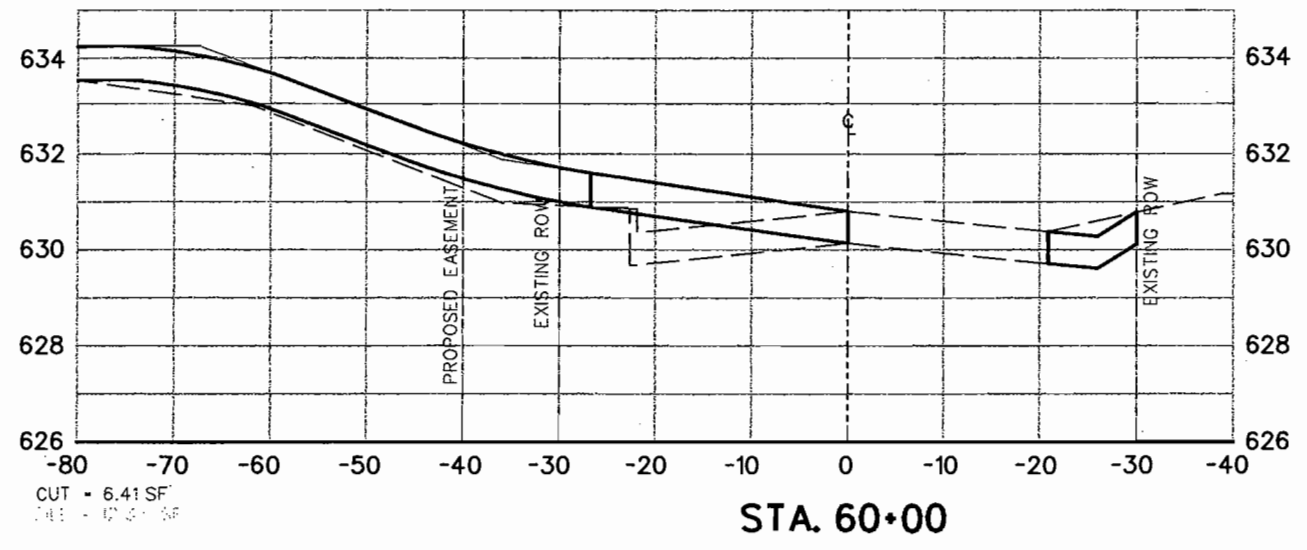
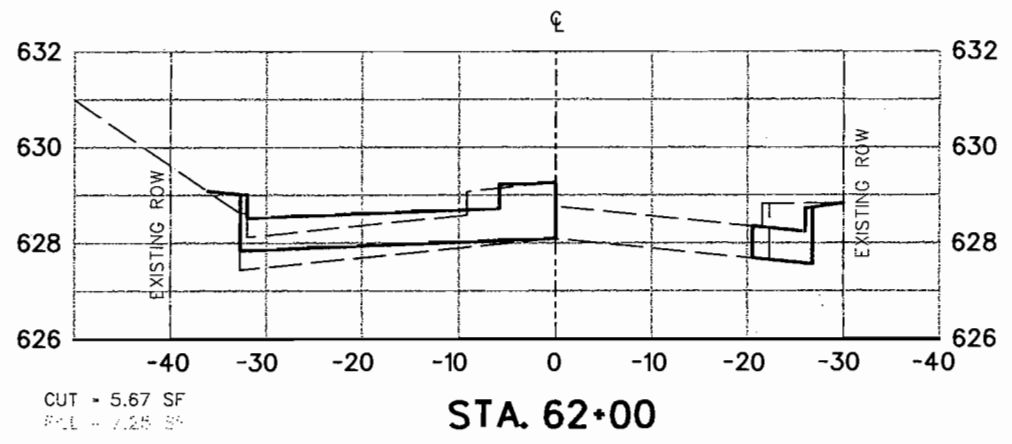
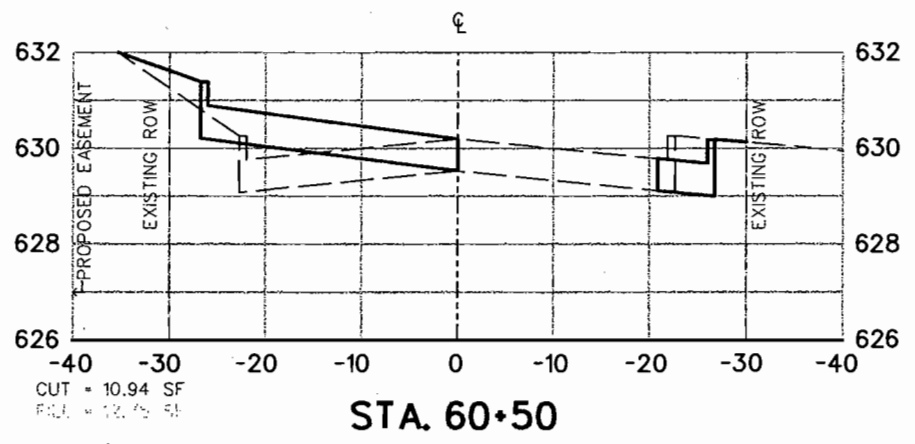
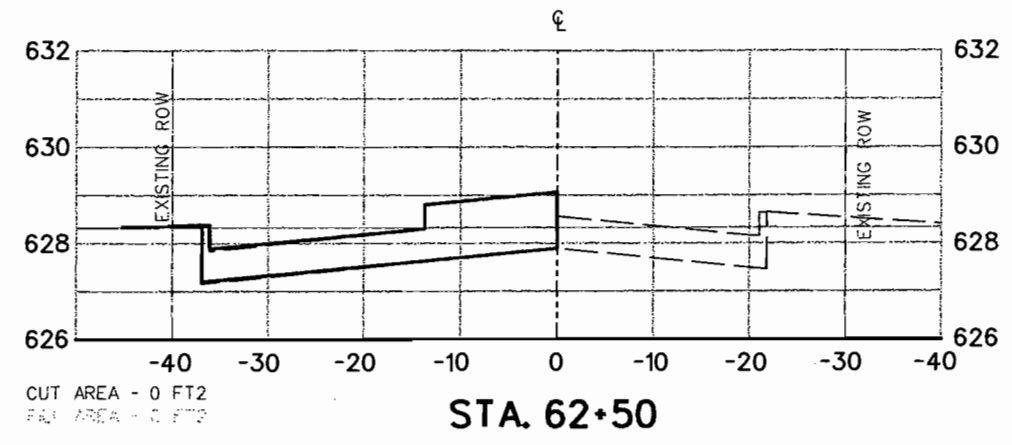
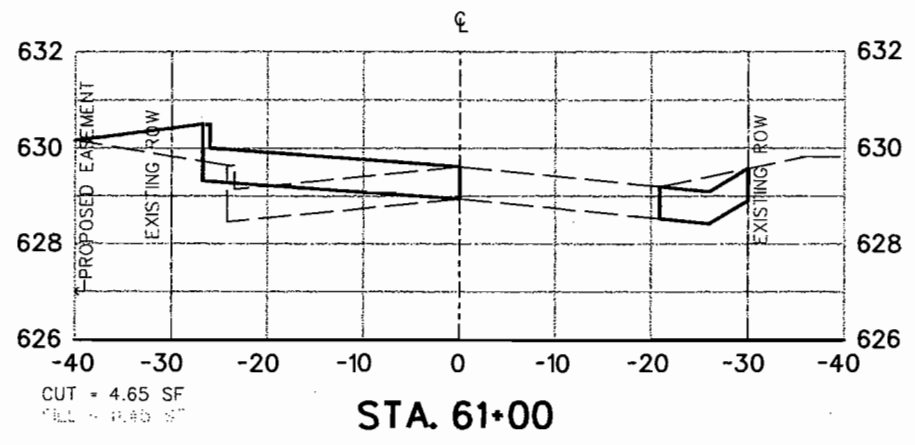
MODIFICATIONS	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
	6	TEXAS		18
	STATE DIST. NO.	COUNTY	CONT. SECT. JOB	HIGHWAY NO.



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CROSS SECTIONS						
INWOOD CONNECTION						
STA 56+00 TO STA 59+50						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	C.W.W. E.C.S.	10/00				19



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CROSS SECTIONS						
INWOOD CONNECTION						
STA 60+00 TO STA 62+50						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	S.L.K.	10/00				20





SR3-1  
(F.O. BLANKOUT  
SIGN)



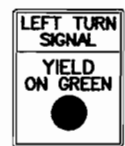
SR3-4



R3-5



SR3-8



R10-12S

SIGN SUMMARY							
LOCATIONS	SIGN TYPE	DESCRIPTION	SIZE	LOCATIONS	SIGN TYPE	DESCRIPTION	SIZE
T-2	R10-12S	LEFT TURN YIELD	30" x 36"	T-6	SR3-8	LANE ASSIGNMENT	36" x 36"
T-2	SR3-4	NO U-TURN	30" x 30"	T-6	SR3-4	NO U-TURN	EXISTING
T-3	SR3-4	NO U-TURN	30" x 30"	T-7	SR3-4	NO U-TURN	30" x 30"
T-3	R3-5	RIGHT ONLY	30" x 36"	T-8	SR3-1*	NO RIGHT TURN	30" x 30"
T-3	SR3-8	LANE ASSIGN.	36" x 36"	T-8	SR3-4	NO U-TURN	EXISTING
T-4	SR3-4	NO U-TURN	30" x 30"	T-8	SR3-8	LANE ASSIGNMENT	EXISTING
T-4	R10-12S	LEFT TURN YIELD	30" x 36"				
T-4	SR3-1*	NO RIGHT TURN	30" x 30"				
T-5	SR3-4	NO U-TURN	EXISTING				

\* FIBEROPTIC BLANKOUT SIGN

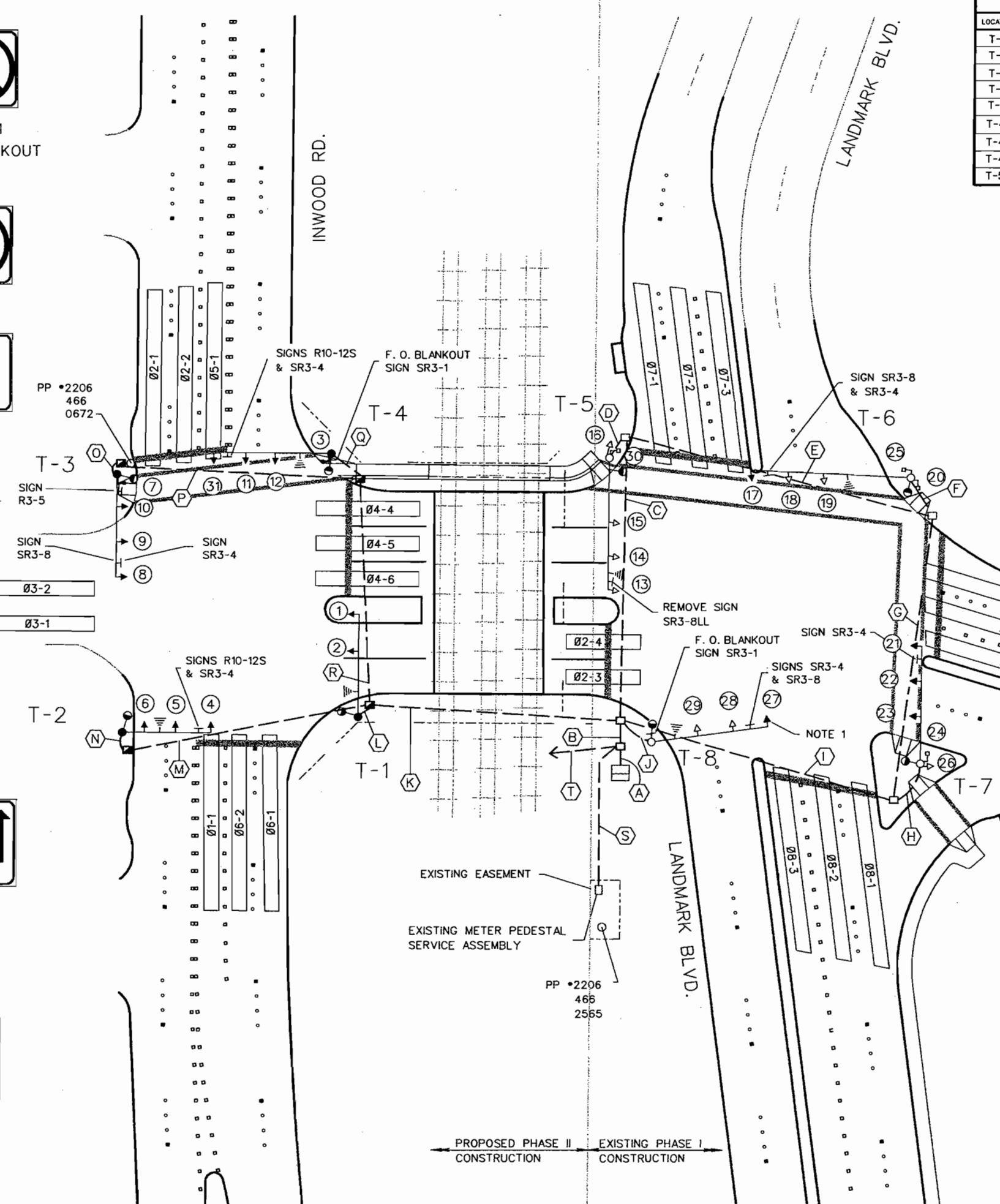


HORIZONTAL SCALE : 1" = 40'  
0 10 20 30 40 50 60

LEGEND

FIRE HYDRANT		PROPOSED TRAFFIC SIGNAL ON ARM W/POLE	
EXISTING TRAFFIC SIGNAL ON ARM W/POLE		VIDEO DETECTION CAMERA	
EXISTING PEDESTRIAN SIGNAL WITH BUTTONS, AND R10-4b SIGNS		SIGNAL HEAD IDENTIFIER	
EXISTING PULL BOX		SIGNAL CONDUIT	
POWER POLE		CONDUIT IDENTIFIER	
LIGHT STANDARD WITH PHOTOCELL		INSTALL PULL BOX TYPE A	
RIGHT-OF-WAY		INSTALL PULL BOX TYPE C	
ZONE DETECTOR (VIDEO)		PROPOSED PEDESTRIAN SIGNAL WITH BUTTONS, AND R10-4b SIGNS	
		PROPOSED PEDESTAL POLE W/SIGNALS WITH BUTTONS, AND R10-4b SIGNS	
		EXISTING CONTROLLER FOUNDATION/CABINET	
		SIGN PLATE	
		SIGNAL POLE IDENTIFIER	
		SIGN PLATE AND POLE TO BE INSTALLED	

where are ped signal heads for phase II?  
not marked on this drawing.  
OTHERWISE, OK



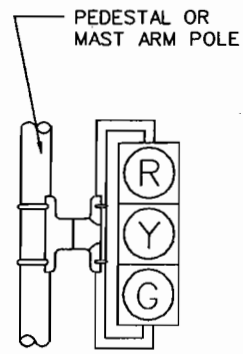
NOTES:

1. SIGNAL HEAD No. 27 SHALL BE REPLACED WITH A NEW TYPE SIGNAL HEAD.
2. CONDUIT RUN 'K' SHALL BE BORED A MINIMUM OF 36 INCHES BENEATH R.R. TRACKS WITH 4 INCH RMC.
3. CONDUIT RUN 'T' SHALL RUN TO NEW R.R. INTERFACE CABINET (INSTALLED BY R.R. CONTRACTOR).
4. LOCATIONS OF OPTICOM DETECTORS AND VIDEO DETECTION CAMERAS MAY BE ADJUSTED IN THE FIELD TO MAXIMIZE EFFECTIVENESS.
5. OPTICOM DETECTORS AND VIDEO DETECTION CAMERAS ON MAST ARM POLES T-5, T-6, AND T-8 ARE EXISTING.

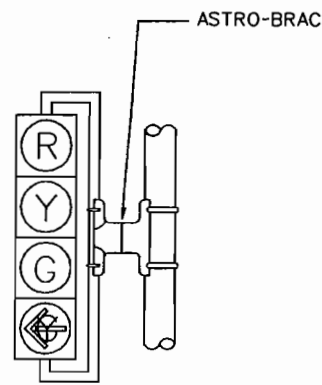
95% REVIEW

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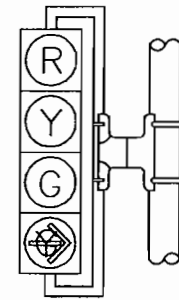
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QUORUM - INWOOD CONNECTOR						
SIGNAL LAYOUT PLANS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
A.P.M.	C.W.W.	10/00				21



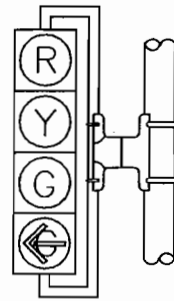
V3



V4LT(F)

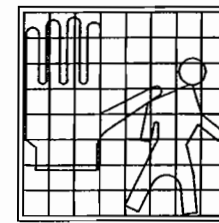


V4RT(F)

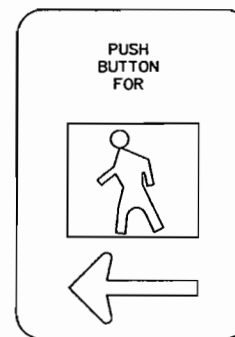


V4LT

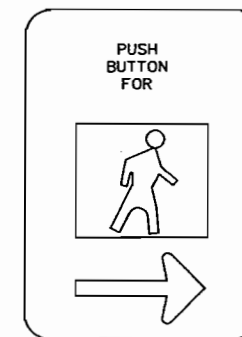
FIBEROPTIC ARROWS



PEDESTRIAN SIGNAL HEAD



SIGN R10-4bL  
9" x 12"

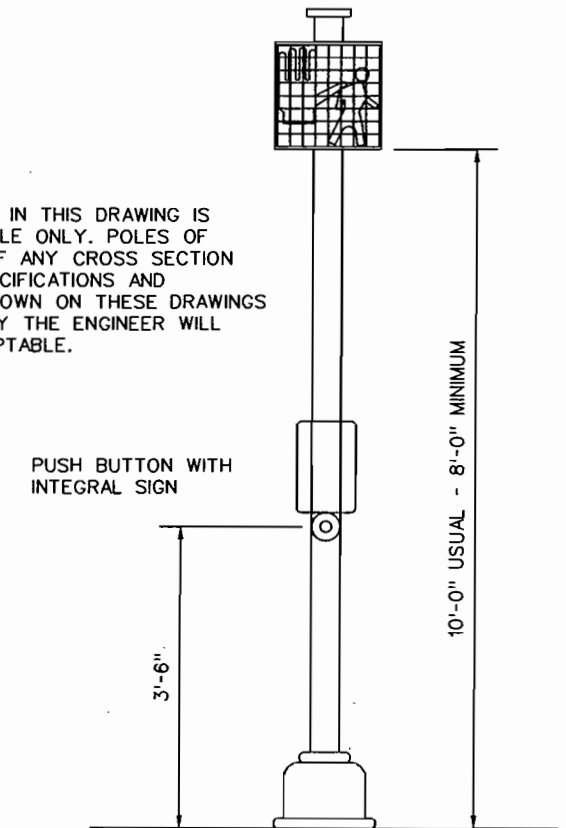


SIGN R10-4bR  
9" x 12"

PEDESTRIAN PUSH BUTTON SIGN DETAILS

NOTE :

THE POLE SHOWN IN THIS DRAWING IS SHOWN AS EXAMPLE ONLY. POLES OF SIMILAR DESIGN OF ANY CROSS SECTION AND MEETING SPECIFICATIONS AND REQUIREMENTS SHOWN ON THESE DRAWINGS AND APPROVED BY THE ENGINEER WILL BE DEEMED ACCEPTABLE.

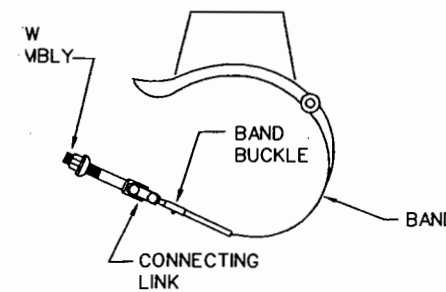


POST DETAIL

NOTES :

1. ALL SIGNAL HEAD LENSES SHALL BE 12" IN DIAMETER.
2. VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH "ASTRO BRACS" AND APPROPRIATE TUBING, PAINTED BLACK. ALL SIGNALS TO BE BLACK, ALL LENSES TO BE POLYCARBONATE.
3. ALL VISORS SHALL BE TUNNEL VISORS.
4. ALL POLE MOUNTED VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE AWAY-FROM-TRAFFIC SIDE OF THE PEDESTAL OR MAST ARM POLE.
5. ALL SIGNAL HEADS WILL BE PROVIDED WITH BLACK 5" POLYCARBONATE BACKPLATES.
6. ALL WIRING FOR VEHICLE AND PEDESTRIAN SIGNALS SHALL BE TOTALLY E THE SIGNAL MOUNTING HARDWARE.
7. ALL MAST ARM AND POLE MOUNTED SIGNS SHALL BE MOUNTED WITH ASTRO SIGNFIX ALUMINUM CHANNEL.
8. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON SIGNS SHALL DISPLAY SYMBOLIZED MESSAGES SHOWN ON THIS SHEET (A.D.A. APPROVED).
9. SYMBOLIZED MESSAGE HEIGHT SHALL BE 10 INCHES MINIMUM.
10. PROVIDE DURO TEST 135 WATT SAVER LAMPS IN VEHICLE SIGNALS.
11. PROVIDE DURO TEST 60 WATT SAVER LAMPS IN PEDESTRIAN SIGNALS.

*DURO TEST WENT OUT OF BUSINESS*



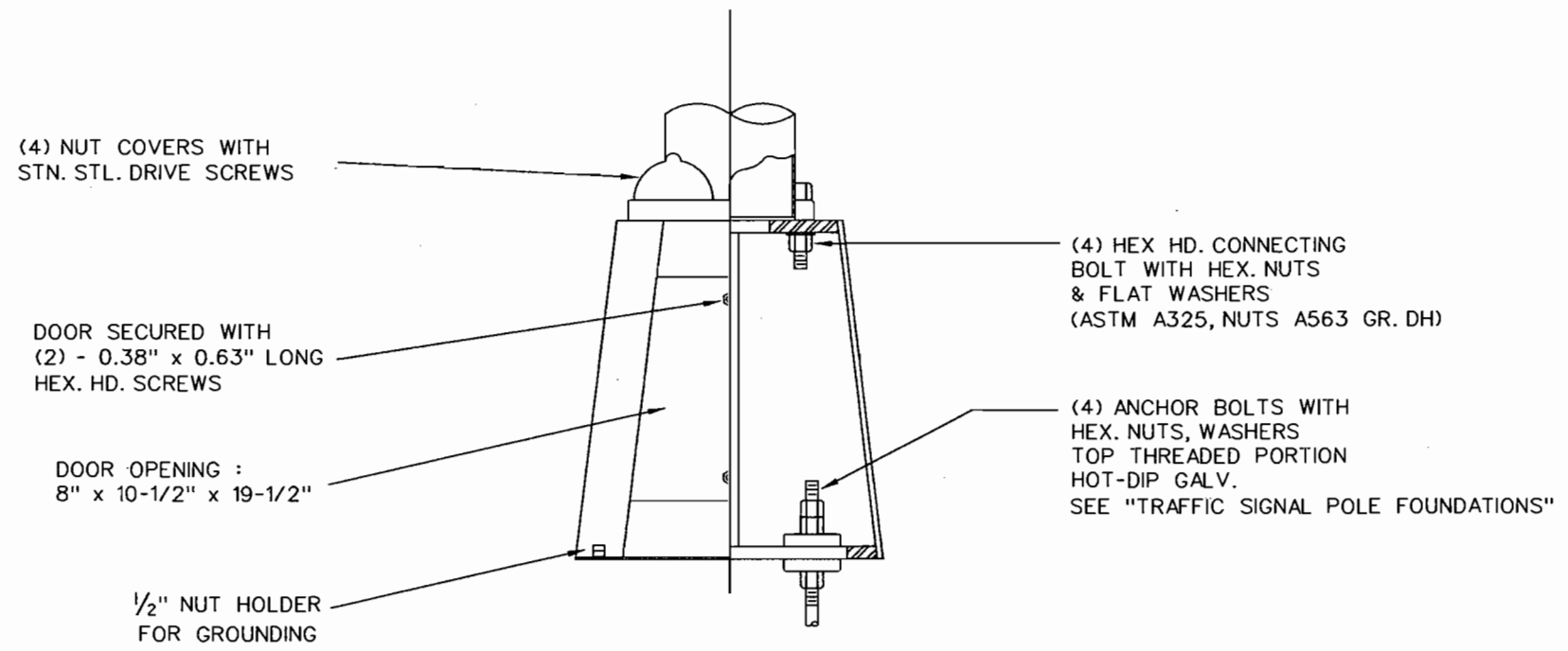
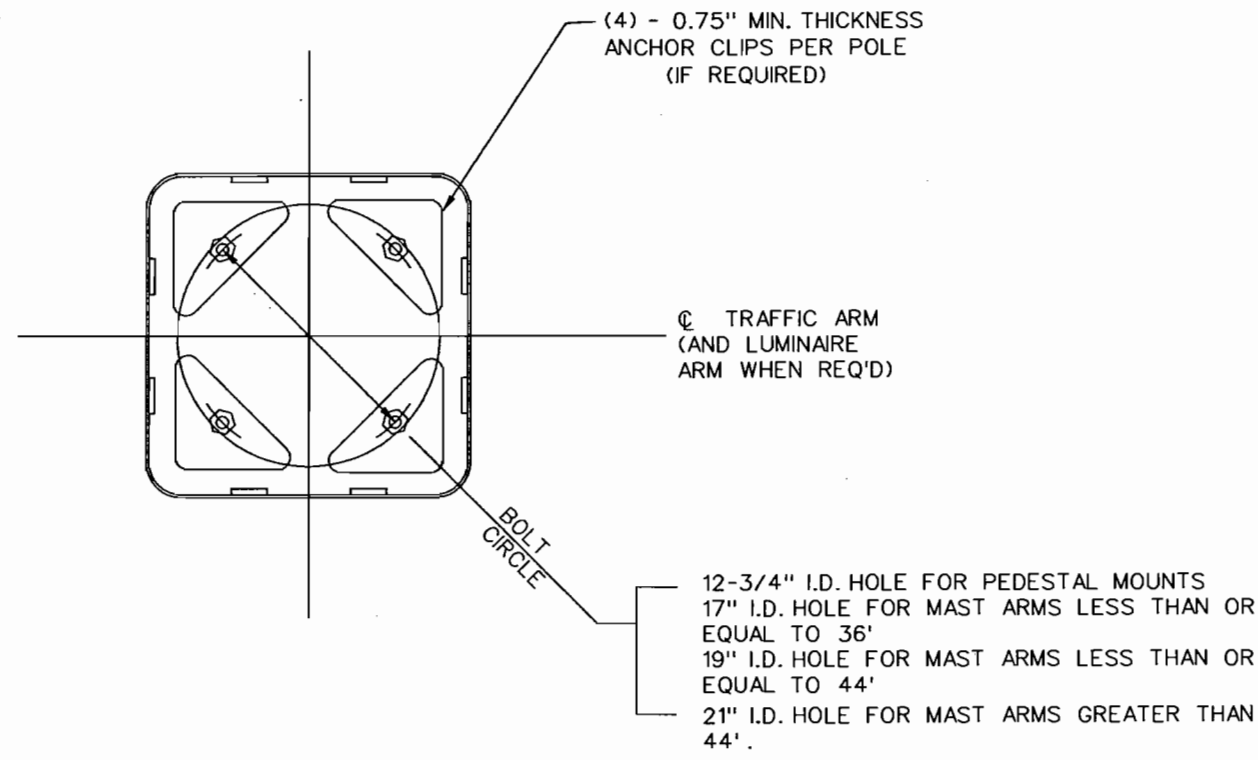
ASTRO BRAC

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SIGNAL DESIGN						
INWOOD CONNECTION						
TRAFFIC SIGNAL HEAD DETAILS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	10/00				23





TRANSFORMER BASE MOUNTING DETAILS

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SIGNAL DESIGN						
INWOOD CONNECTION						
TRANSFORMER BASE DETAILS						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	10/00				26

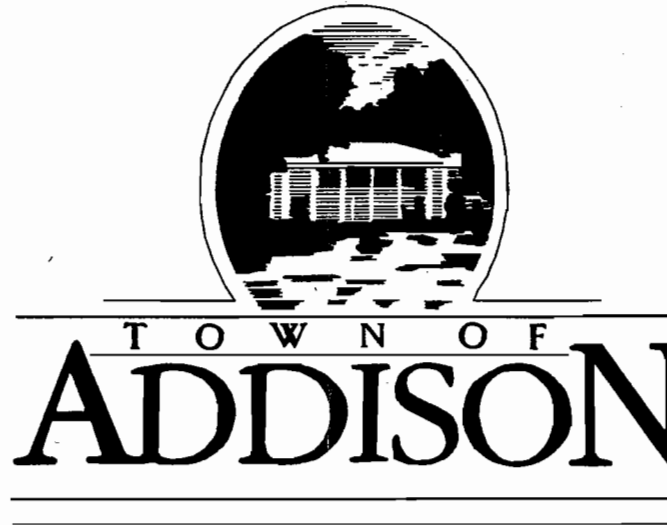
Tree  
Removal

INSTALL 2-4"

USE BELLED-  
END SLEEVES  
CL 200  
OR  
SCHEDULE 40

P.V.C. SLEEVES  
UNDER ROAD  
FOR IRIGARAN

MITCH  
DATE F. STEVE  
REVIEW  
PLANS

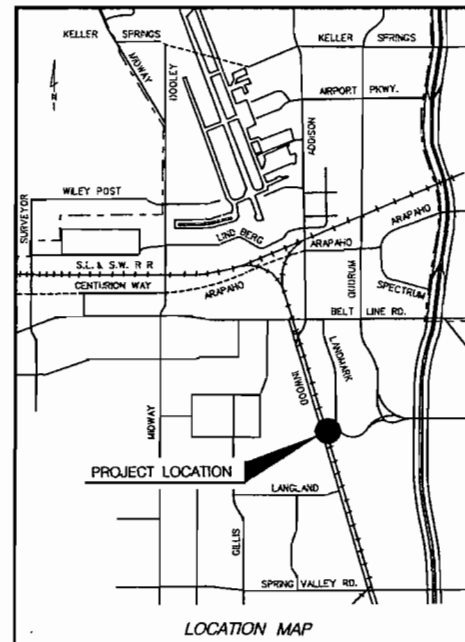


# ROADWAY, DRAINAGE AND TRAFFIC SIGNAL DESIGN PLANS INWOOD / SOUTH QUORUM ACCESS - PHASE II INWOOD CONNECTION

BID No.

INDEX OF DRAWINGS

SHEET No.	TITLE
1	COVER SHEET
2-3	TYPICAL SECTIONS
4	GENERAL NOTES / QUANTITY SUMMARY
5-6	SEQUENCE OF CONSTRUCTION / TRAFFIC CONTROL PLANS
7-9	PLAN AND PROFILE SHEETS
10	DRAINAGE AREA MAP
11-12	DRAINAGE PLAN AND PROFILE SHEETS
13	SIGNING AND PAVEMENT MARKINGS
14	MISCELLANEOUS DETAILS SHEET
15	SIDEWALK RAMPS (SRD-FW-99)
16	MANHOLE TYPE M (MH-M)
17	PAVEMENT MARKINGS (PM-WA(FTW))
18	TEMPORARY EROSION CONTROL (EC(1)-93)
19-20	CROSS SECTIONS
21	SIGNAL LAYOUT PLAN
22	SIGNAL LAYOUT TABLES
23	TRAFFIC SIGNAL HEAD DETAILS
24	TRAFFIC SIGNAL POLE FOUNDATIONS
25	CONTROLLER FOUNDATION / GROUND BOX INSTALLATION
26	TRANSFORMER BASE DETAILS



MAYOR  
R. Scott Wheeler

CITY COUNCIL  
Bob Barrett  
Frank Klein  
Diane Mallory  
Fred Silver  
Glynda Turner  
Cathy Ways

CITY MANAGER:  
Ron Whitehead

DIRECTOR OF PUBLIC WORKS  
Michael E. Murphy, P.E.

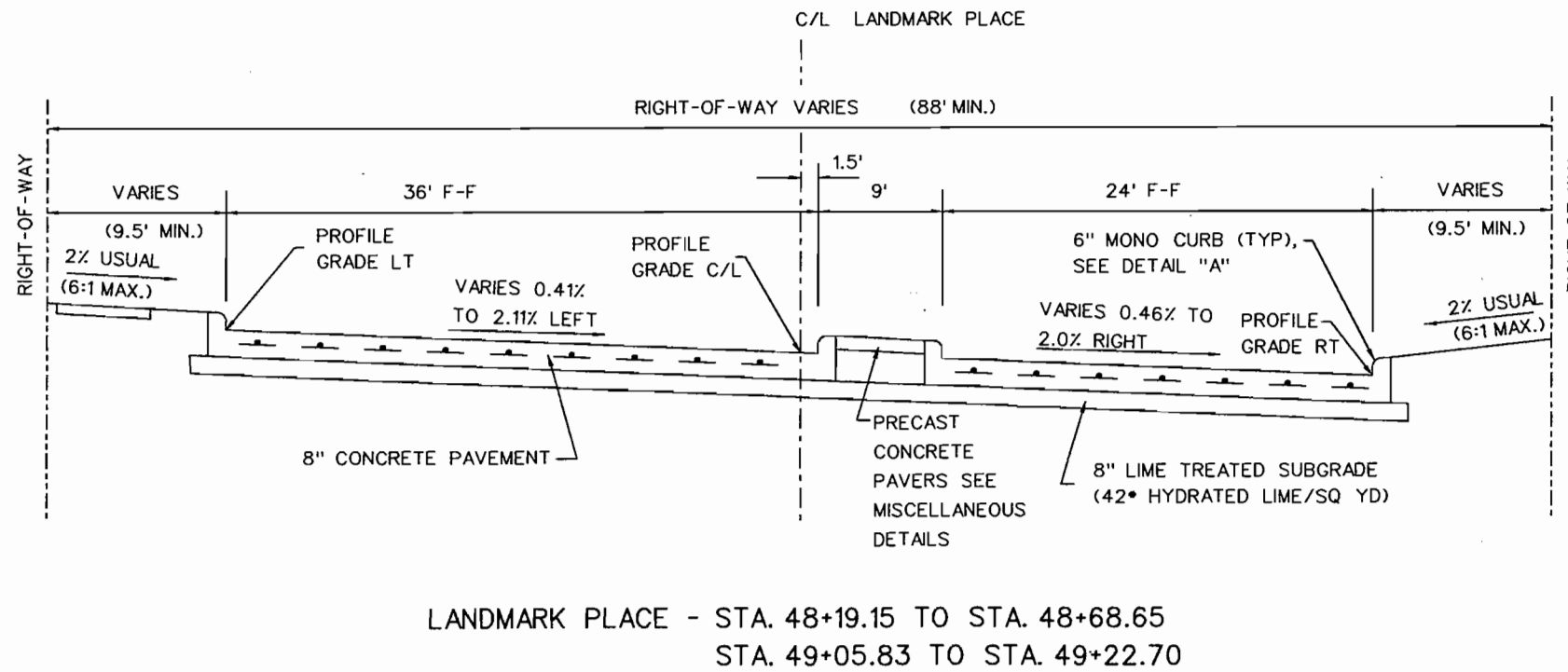
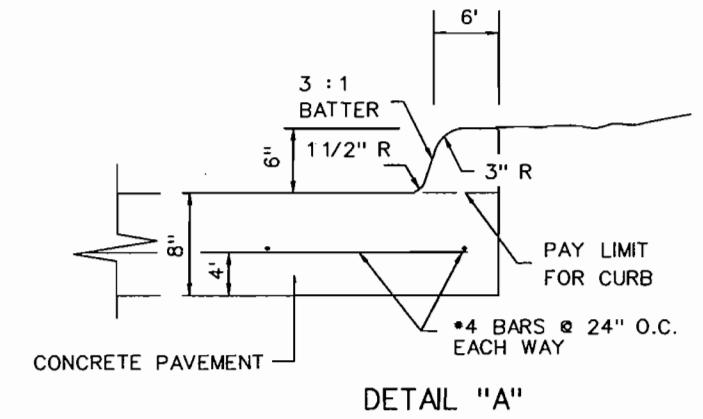
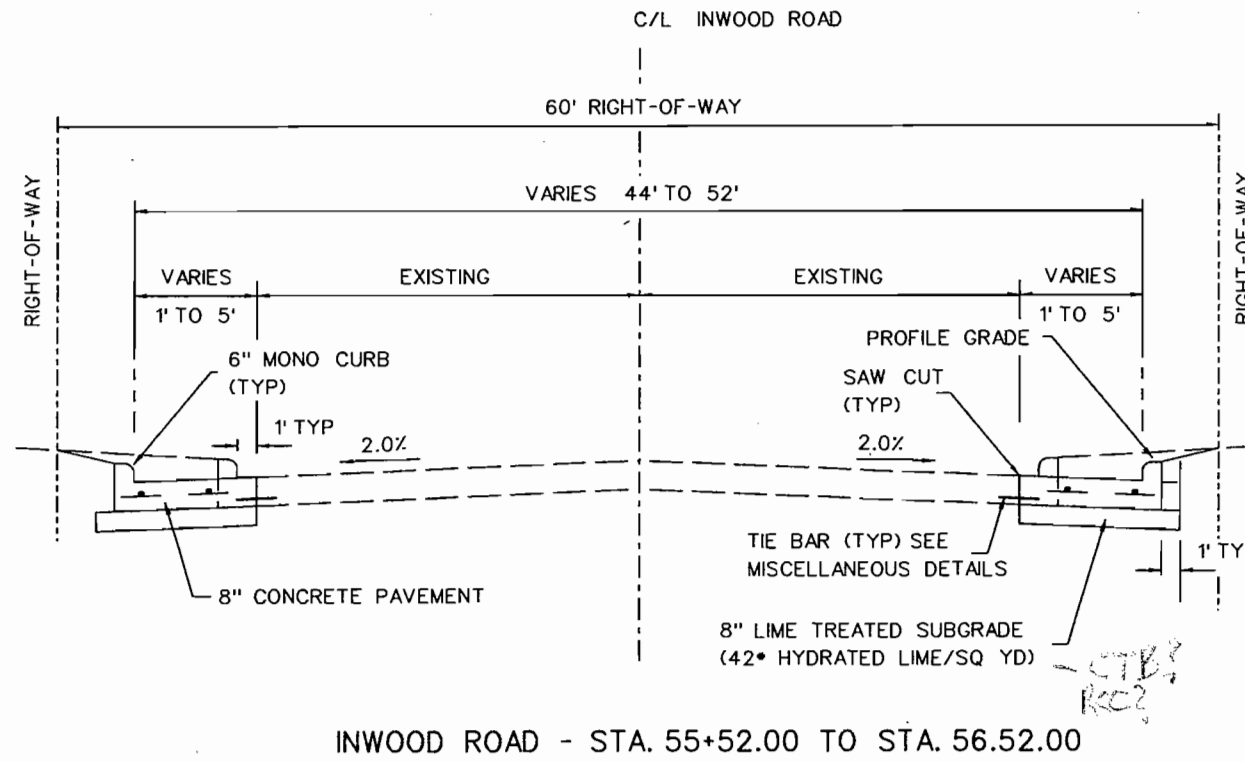
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PARSONS TRANSPORTATION GROUP, INC.

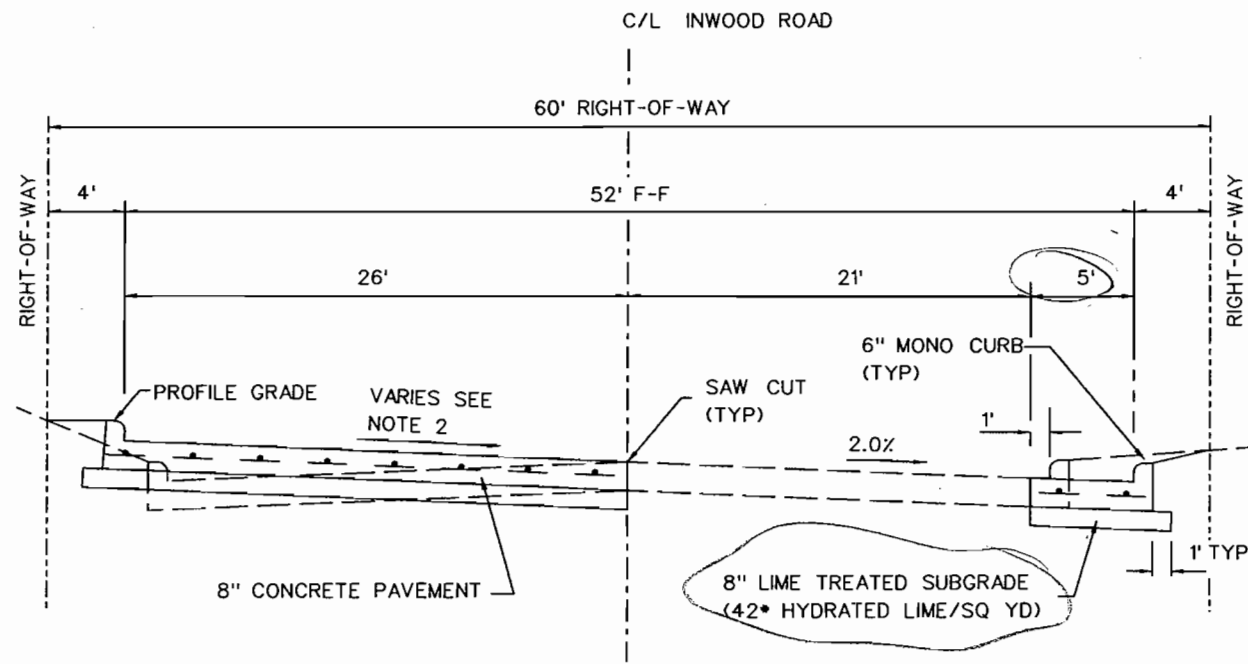
5485 BELT LINE ROAD, SUITE 199 • DALLAS, TEXAS 75240  
(972) 991-1900 • FAX: (972) 490-9261



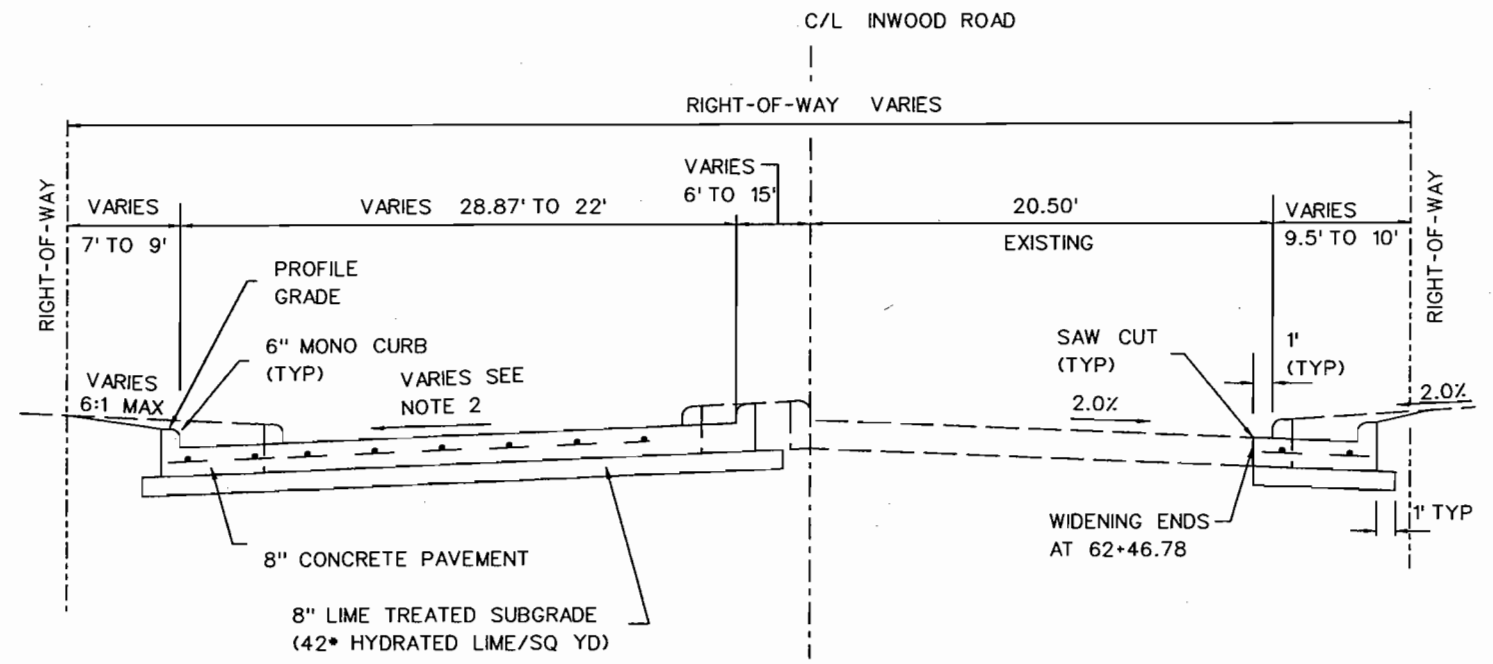
95% REVIEW

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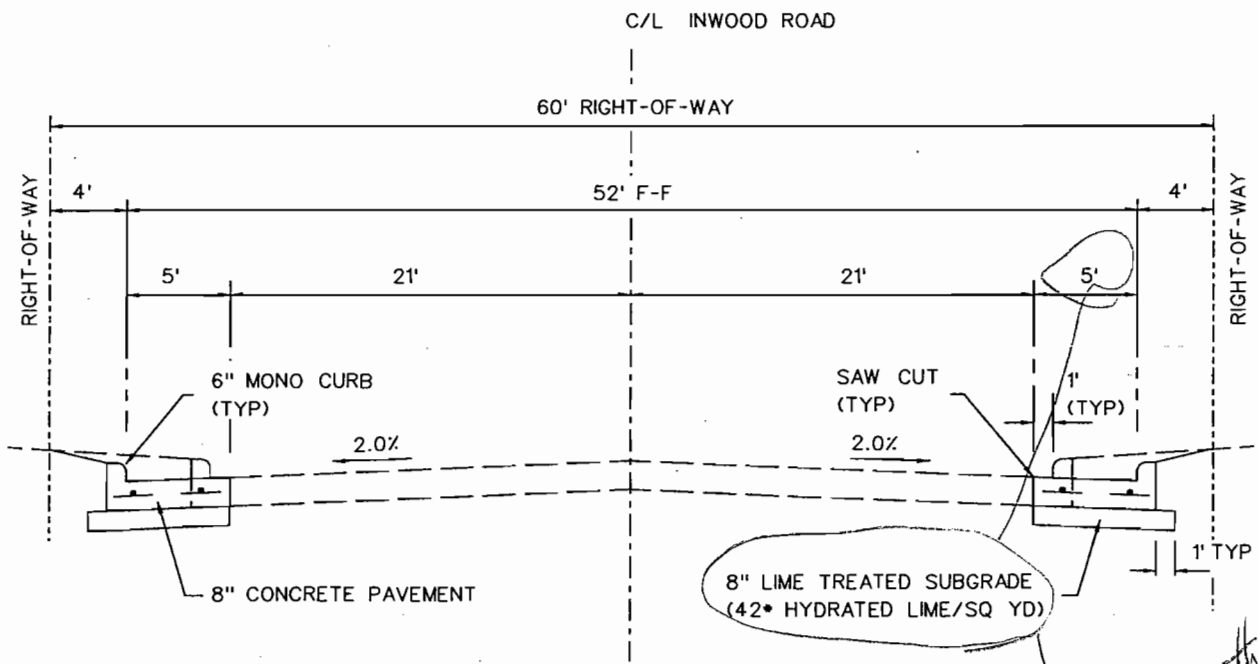
TYPICAL SECTIONS						
INWOOD CONNECTION						
SHEET 1 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	10/00	N. T. S.			2



INWOOD ROAD - STA. 57+45.50 TO STA. 61+45.56

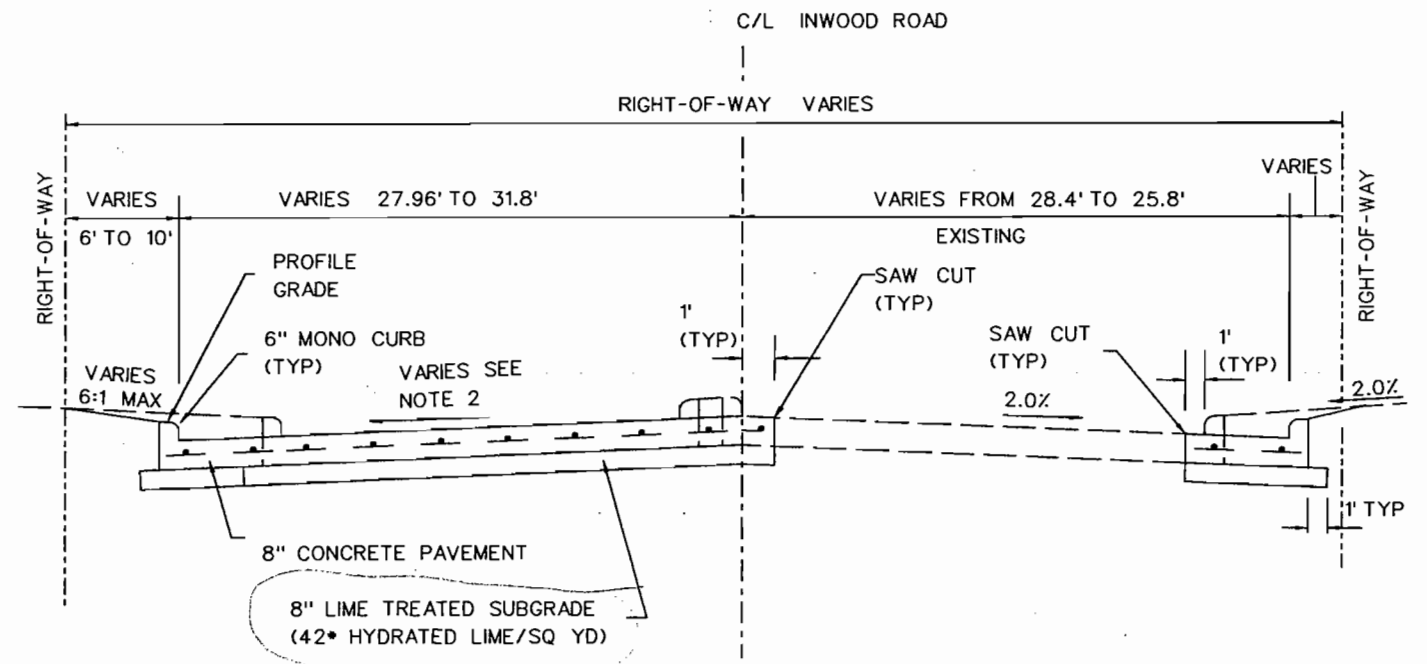


INWOOD ROAD - STA. 61+97.75 TO STA. 62+63.21



INWOOD ROAD - STA. 56+52.00 TO STA. 57+45.50

*how does this work?*



INWOOD ROAD - STA. 61+45.56 TO STA. 61+97.75

*only 118'*

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TYPICAL SECTIONS						
INWOOD CONNECTION						
SHEET 2 OF 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.G.W.	C.W.W.	10/00	N. T. S.			3

## GENERAL NOTES

1. Contractor shall apply hydromulch with common Bermuda to the entire right of way and shall provide temporary watering until acceptance of the work.
2. The contractor shall conduct his operations in such manner as not to interfere with, hinder or obstruct the Railroad Company in any manner whatsoever in the use or operation of its trains or other property. In the performance of said work no construction material or equipment shall be stored on the Railroad's right of way nearer than 26 feet from the centerline of any tracks.
3. The Railroad Company will furnish and install standard crossing plank and automatic warning devices for the railroad crossing. The contractor shall coordinate construction with the Railroad Company for installation.
4. Contractor shall dispose of excess or unsuitable excavated material offsite.
5. Contractor will clean existing and completed pavements by sweeping as a means of dust control. Sweeping equipment shall be capable of picking up debris and dirt from the pavement by vacuum ~~or other means~~.
6. Until acceptance of the work, Contractor shall promptly repair all potholes or utility cuts in Inwood Road. No cold patches will be allowed for pavement repairs.
7. A Traffic Control Plan has been prepared for this project. Any changes or revisions to the Traffic Control Plan must be approved in advance. Contractor must maintain at least two lanes of traffic at all times on existing Inwood Road.
8. Contractor shall be responsible for furnishing, installing, moving, replacing, maintaining, and removing all barricades and warning devices used in traffic control. Barricades and warning signs shall be double-weighted to prevent tipping or shall be staked or pinned in a positive manner.
9. Contractor shall remove all construction debris before placing backfill behind curbs and in parkways. The top four inches of backfill in parkways and medians shall be topsoil from the project site and capable of sustaining vegetation. Backfill and compaction shall be in accordance with the specifications and special provision.
10. Reinforcing steel and dowels shall be supported by approved highchairs or blocks sufficient to maintain their location during concrete placement. Required bar lap shall be 30 diameters minimum.
11. All trenches, ditches and excavations shall be backfilled and compacted as directed by owners.
12. Contractor shall provide two project signs to show pertinent information about the project. Signs shall be 4' x 8' plywood with blue lettering on white background. The Owner will provide an electronic file showing the Addison logo. Signs shall be mounted on skids for use in various locations. Provide sandbags to keep signs upright. The Contractor shall place and move signs as directed by Owner. Contractor shall submit shop drawings for project signs.
13. When working in Farmers Branch, contact the City of Farmers Branch Engineering Department for inspection of the work. Provide two working days advance notice. Phone 972-919-2588.
14. Install "Infil-pan" manhole inserts in sanitary manholes remaining in paved streets. Cost shall be subsidiary to adjusting manholes and valve boxes.
15. Items shown on the plans to be constructed without an associated pay item shall be considered incidental to the contract.
16. The contractor shall maintain all irrigation systems within the limits of the project during the duration of the contract. The contractor is responsible for the prompt repair or replacement of any damage to irrigation lines, valves, and controllers, sprinklers, wiring and appurtenances that are damaged during construction.

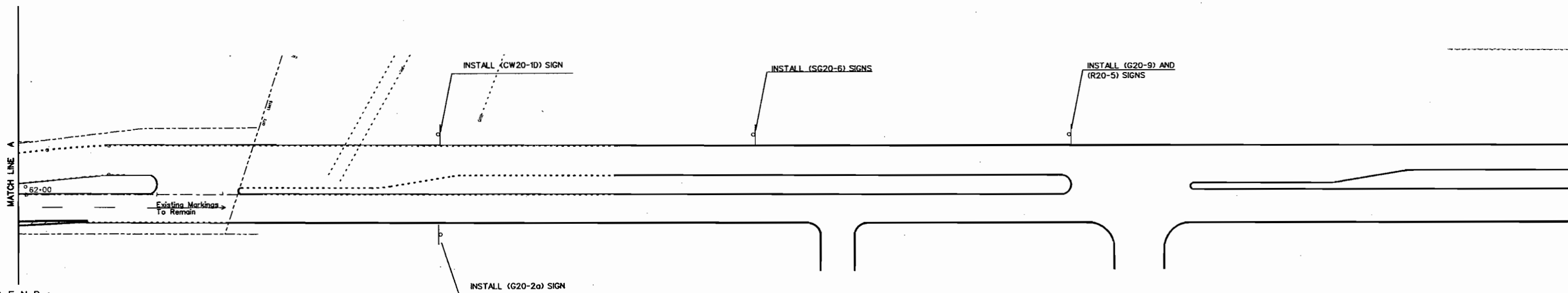
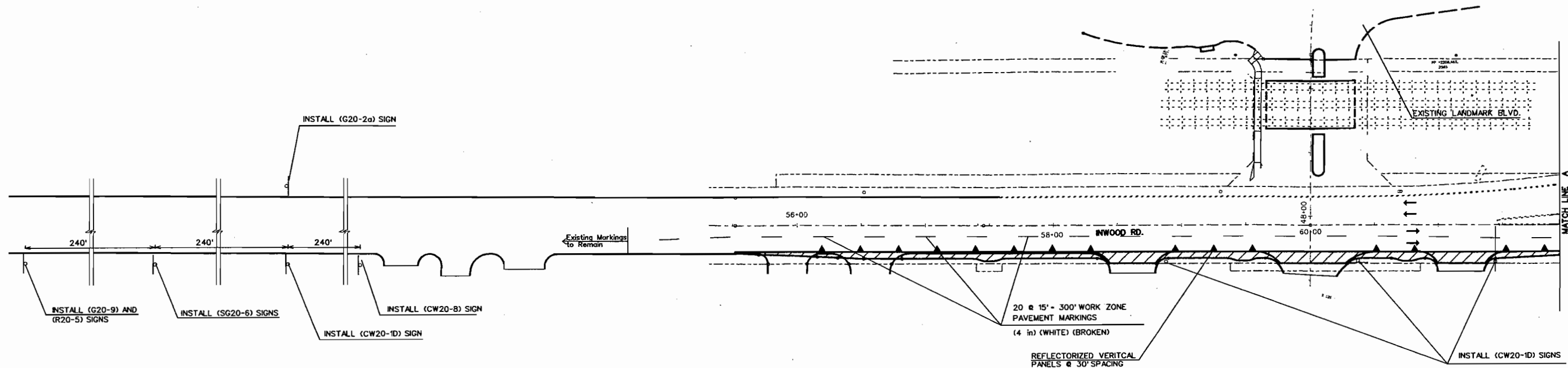
## SUMMARY OF QUANTITIES

Item	Description	Unit	Quantity
101	Barricades, Signing, and Traffic Control	MO	6
102	Prepare Right of Way	STA	8
103	Remove Exist Conc Pavement	SY	1289
104	Remove Exist Conc Curb	LF	639
105	Unclassified Street Excavation	CY	217
106	Roadway Embankment	CY	149
107	Hydromulch Bermuda Grass, Water and Fertilizer	SY	1338
108	8" Reinforced Concrete Pavement	SY	2293
109	8" Lime Stabilized Subgrade	SY	2414
110	Hydrated Lime (42 lbs per square yard)	TON	50.7
111	6" Integral Concrete Curb	LF	1307.89
112	4" Reinforced Concrete Walk	SF	133
113	Reinforced Concrete Sidewalk Ramps	EA	2
114	Reinforced Concrete Driveway	SY	106.3
115	Landscape Pavers	SF	472
116	4" Reflective Pavement Marker, Type II-CR	EA	34
117	4" Round Pavement Marker, Type P-7	EA	102
118	4" Reflective Pavement Marker, Type II-A-A	EA	42
119	4" Round Pavement Marker, Type P-7YR	EA	160
120	6" x 6" White Jiggle Bars (White) Type 6-1	EA	43
121	24" Wide White Thermoplastic Stop Bar	LF	134
122	12" Wide White Thermoplastic Crosswalk Line	LF	130
123	Thermoplastic Pavement Arrows	EA	8
124	4" Wide Temporary Lane Stripe	LF	3961
125	6" Dia PVC Irrigation Sleeve	LF	88
126	Project Signs	EA	2
201	18" Class III RCP	LF	710
202	24" Class III RCP	LF	500
203	Type M Manhole	EA	1
204	5' Recessed Inlet	EA	5
205	Adjust Utility Manhole, Valve Box, Etc.	EA	6
206	Trench Safety Design	LS	1
207	Furnish and Install Trench Safety	LF	1210
208	Inlet Protection	EA	5
209	Straw Bale Dike	LF	50
210	Silt Fence	LF	50
301	3" PVC Conduit (Sch 40)(Trenched)	LF	40
302	4" PVC Conduit (Sch 40)(Bored)	LF	250
303	4" RM Conduit (Bored)	LF	90
304	No. 6 AWG Bare Wire	LF	440
305	Ground Box (Type A) W/ Apron	EA	4
306	Traffic Sign (SR3-1)(Mast Arm Mount)(F.O. Blankout)	EA	2
307	Traffic Sign (SR3-4)(Mast Arm Mount)	EA	4
308	Traffic Sign (SR3-8)(Mast Arm Mount)	EA	2
309	Traffic Sign (R3-5)(Mast Arm Mount)	EA	1
310	Traffic Sign (R10-12S)(Mast Arm Mount)	EA	1
311	Signal Pole Concrete Foundation (Type 30-A)	EA	3
312	Signal Pole Concrete Foundation (Type 36-A)	EA	1
313	12" - 3 Section Signal Head (Type V3)	EA	10
314	12" - 4 Section Signal Head (Type V4LT)	EA	3
315	12" - 4 Section Signal Head (Type V4LT/RT (F))	EA	3
316	Vacuum Formed Backplate (3 Sec)(12 in)	EA	10
317	Vacuum Formed Backplate (4 Sec)(12 in)	EA	6
318	3 Section Astro Brac w/29" Bands	EA	10
319	4 Section Astro Brac w/29" Bands	EA	6
320	Pedestrian Signal Head with Mounting Hardware	EA	2
321	4 Conductor Opticom Cable	LF	800
322	5 Cndr Signal Cable (16 AWG)(IMSA 20-1)	LF	550
323	7 Cndr Signal Cable (16 AWG)(IMSA 20-1)	LF	265
324	16 Cndr Signal Cable (12 AWG)(IMSA 20-1)	LF	970
325	Pedestrian Push Button & R10-4b Sign Assembly	EA	2
326	Opticom Directional Sensors with Mounting Bracket	EA	3
327	Opticom Discriminator Module	EA	1
328	Belden 8281 Coaxial Cable	LF	1270
329	3 Cndr Signal Cable (14 AWG)(IMSA 20-1)	LF	1270
330	19' T-Base Pole w/30' Mast Arm	EA	1
331	19' T-Base Pole w/35' Mast Arm	EA	1
332	28' T-Base Pole w/35' Mast Arm	EA	1
333	28' T-Base Pole w/40' Mast Arm	EA	1
334	Video Camera & Mounting Hardware	EA	5

**95% REVIEW**

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<b>GENERAL NOTES AND QUANTITY SUMMARY</b>						
<b>INWOOD CONNECTION</b>						
<b>DEPARTMENT OF PUBLIC WORKS</b>						
<b>TOWN OF ADDISON, TEXAS</b>						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.L.K.	C.W.W. E.C.S.	10/00	N.T.S.			<b>4</b>



LEGEND :

—	PROPOSED ROADWAY EDGE	CW20-1D	ROAD WORK AHEAD
—	EXISTING ROADWAY EDGE	G20-2a	END ROAD WORK
▨	CONSTRUCTION WORK AREA	G20-9	WORK ZONE
⊙	REFLECTORIZED PLASTIC DRUM	R20-5	TRAFFIC FINES DOUBLE
▲	REFLECTORIZED VERTICAL PANEL	SG20-6	CONTRACTOR INFO
⊙	SIGN LOCATION	CW20-8	NARROW LANES AHEAD
→	TRAVEL LANE		

NOTE :

- CONSTRUCTION IS LIMITED TO THE SOUTHBOUND DIRECTION ONLY.
- CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED TO THEIR ORIGINAL CONDITION. *or better*
- ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH TYPE A WARNING LIGHTS.



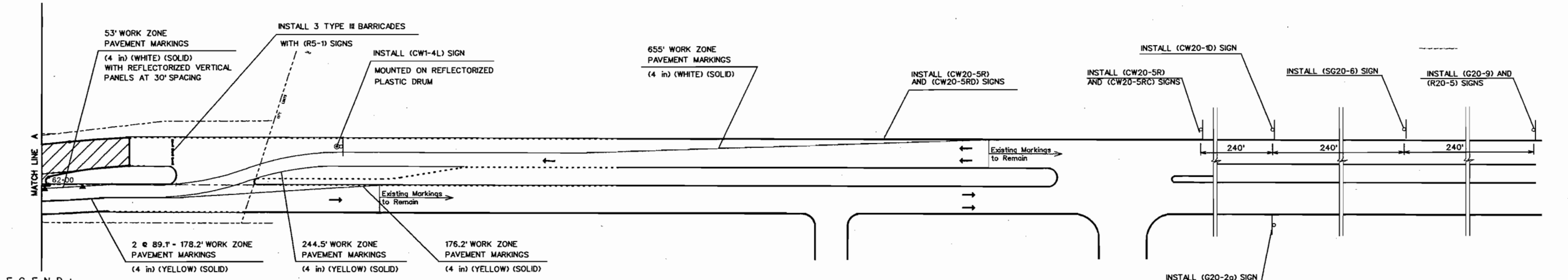
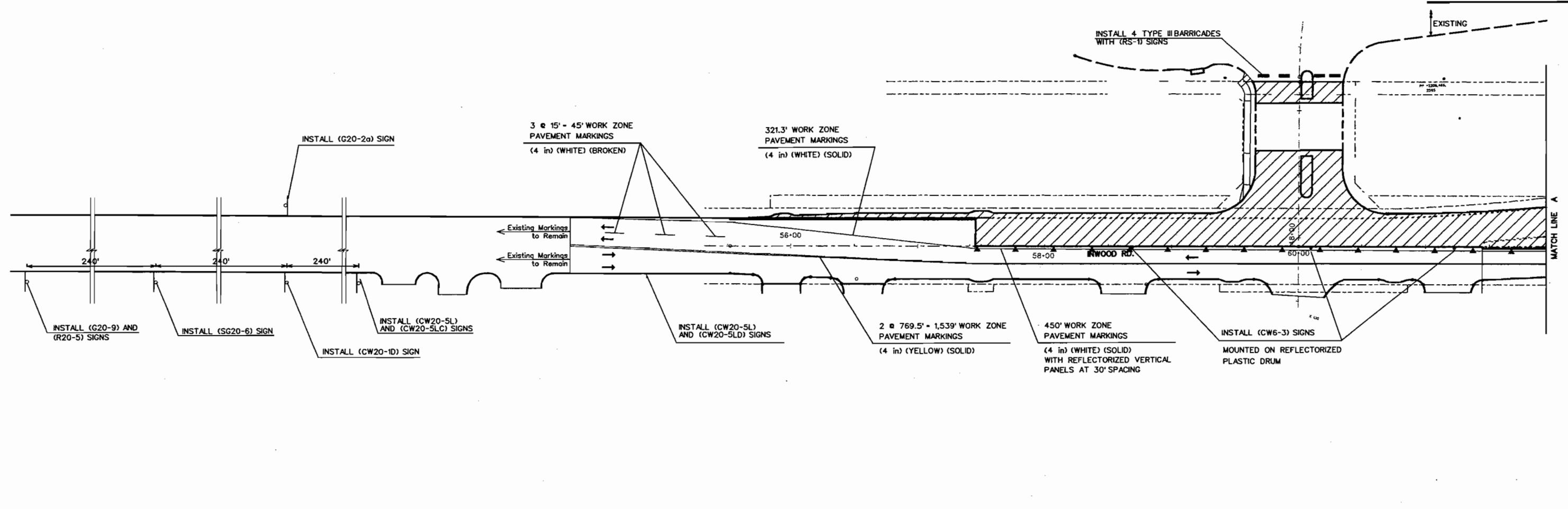
HORIZONTAL SCALE :



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TRAFFIC CONTROL PLAN						
INWOOD CONNECTION						
PHASE 1						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
D.J.S.	E.C.S.	10/00	1"=80'			5

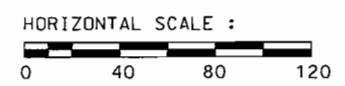


LEGEND :

—	PROPOSED ROADWAY EDGE	—	EXISTING ROADWAY EDGE	▨	CONSTRUCTION WORK AREA	⊙	REFLECTORIZED PLASTIC DRUM	▲	REFLECTORIZED VERTICAL PANEL	○	SIGN LOCATION	←	TRAVEL LANE
—	CW1-4R/L REVERSE TURN RIGHT OR LEFT	—	CW6-3 TWO-WAY TRAFFIC	—	CW20-1D ROAD WORK AHEAD	—	G20-2a END ROAD WORK	—	G20-9 WORK ZONE	—	R5-1 DO NOT ENTER	—	R20-5 TRAFFIC FINES DOUBLE
—	SG20-6 CONTRACTOR INFO	—	CW20-5R/L LANE CLOSED RIGHT OR LEFT	—	CW20-5R/LC 500 FT	—	CW20-5R/LD AHEAD						

NOTE :

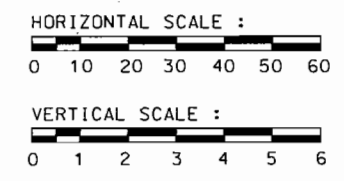
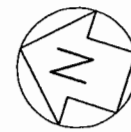
1. NORTHBOUND INWOOD IS BEING RECONSTRUCTED DURING THIS PHASE, RESULTING IN TWO-WAY TRAFFIC ON THE SOUTHBOUND TRAVEL LANES.
2. CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED TO THEIR ORIGINAL CONDITION. *or better*
3. ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH TYPE A WARNING LIGHTS.



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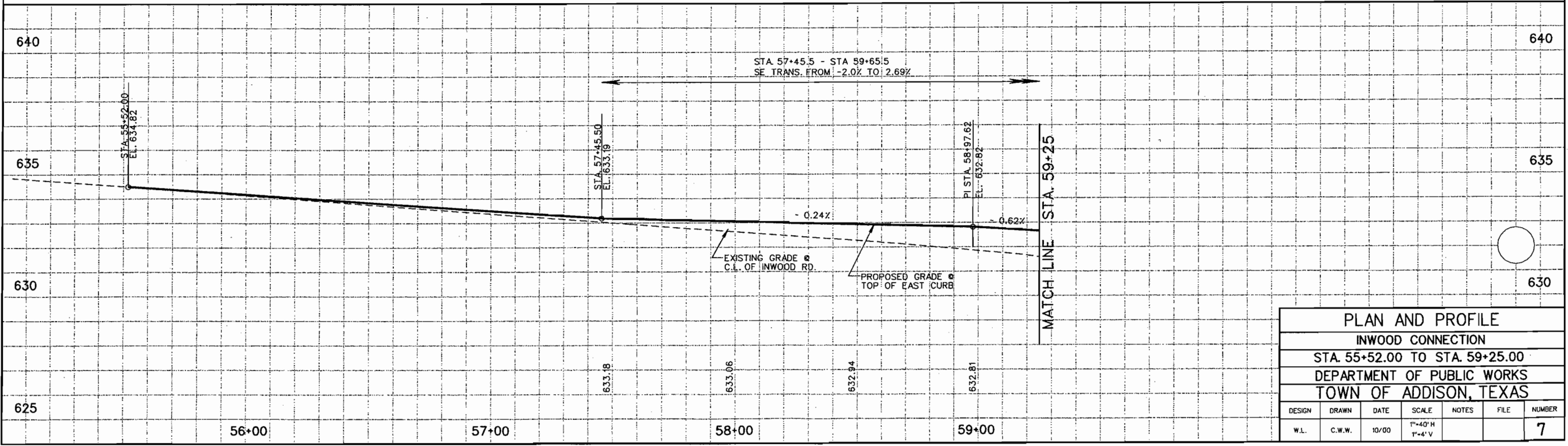
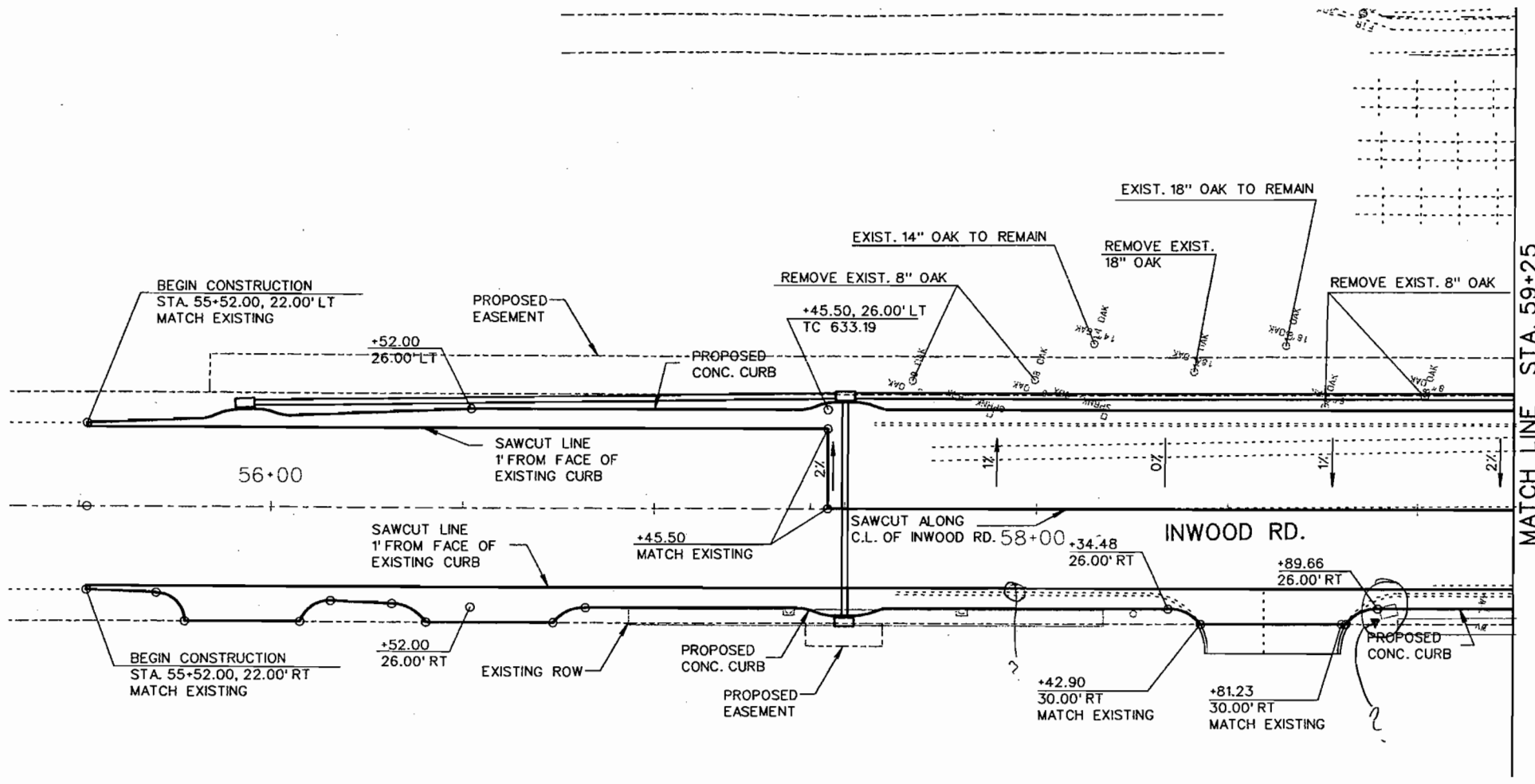
INWOOD CONNECTION						
PHASE 2						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
D.J.S.	E.C.S.	10/00	1"=80'			6



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. FOR WIDENING, CONTRACTOR IS TO SAWCUT EXISTING PAVEMENT 1' FROM FACE OF EXISTING CURB AND CONSTRUCT NEW PAVEMENT TO LIMITS AS SHOWN ON THE PLAN USING A CROSS SLOPE OF 2%.

**95% REVIEW**

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PLAN AND PROFILE						
INWOOD CONNECTION						
STA. 55+52.00 TO STA. 59+25.00						
DEPARTMENT OF PUBLIC WORKS						
TOWN OF ADDISON, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.W.	10/00	1"=40' H 1"=4' V			7



AN APPRAISAL REPORT OF

THE FRIDAY MORNING INC. PROPERTY  
A DRAINAGE EASEMENT ACQUISITION  
LOCATED AT  
14639 INWOOD ROAD  
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

PREPARED FOR

TOWN OF ADDISON  
C/O MR. MICHAEL MURPHY, P.E.  
DIRECTOR OF PUBLIC WORKS  
P.O. BOX 9010  
ADDISON, TEXAS 75001-9010

Do ~~THE~~ THESE APPRAISALS  
COVER ALL 3 LOCATIONS?  
OR TWO TRACTS?

DATE OF APPRAISAL

DECEMBER 19, 2002

YES, ALL 3 ARE  
COVERED

PREPARED BY

HIPES & ASSOCIATES  
7557 RAMBLER ROAD  
SUITE 260, LB 25  
DALLAS, TEXAS 75231

# HIPES & ASSOCIATES

REAL ESTATE  
APPRAISERS/CONSULTANTS

OFFICE ADDRESS:  
7557 RAMBLER RD #260  
LOCK BOX 25  
DALLAS, TEXAS 75231

MAILING ADDRESS:  
P.O. BOX 600142  
DALLAS, TEXAS 75360  
214-739-5941

December 19, 2002

Mr. Michael Murphy, P.E.  
Director of Public Works  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

**Re: The Friday Morning, Inc. Property  
14639 Inwood Road, Drainage Easement**

Dear Mr. Murphy:

I have inspected and made an appraisal of the above referenced property. Conditions pertinent to or indicative of the value of the property were researched and investigated.

This report sets forth my findings and conclusions and any material matters within the market place that may have an impact on the value of the subject, the proposed acquisition, and any remainders both before and after the proposed acquisition. Factual data pertaining to the subject is exhibited along with any market data felt significant in the analysis and opinion of value.

## Certificate of Appraiser

I hereby certify:

That it is my opinion the total compensation for the acquisition of the herein described property is \$4,536.00 as of December 19, 2002 based upon my independent appraisal and the exercise of my professional judgement;

That on December 19, 2002, and various other dates, I personally inspected in the field the property herein appraised; that I did not afford the property owner or his representative, the opportunity to accompany me at the time of inspection;

The comparable sales relied upon in making said appraisal were as represented by the photographs contained in the appraisal and were inspected on December 19, 2002, and various other dates;

That to the best of my knowledge and belief the statements contained in the appraisal hereinabove set forth are true, and the information upon which the opinions expressed therein are based is correct, subject to the limiting conditions therein set forth;


That I understand that such appraisal is to be used in connection with the acquisition of land area for a public project by the Town of Addison, Texas, and that such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal for such purposes, and that to the best of my knowledge no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State, and any decrease or increase in the fair market value of subject real property prior to the date of valuation caused by the public improvement for which such property is to be acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, has been disregarded in determining the compensation for the property;

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein;

That I have no direct or indirect present or contemplated future interest in such property or in any benefit from the acquisition of such property appraised; and that should I or any employee in my service acquire any interest in or to the property appraised prior to the acquisition of the parcel by the Town of Addison, I will immediately notify the Town of such interest or interests;

That I have not revealed and will not reveal the findings and results of such appraisal to anyone other than the proper officials of the Town, until authorized by Town officials to do so, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

Respectfully submitted,



Mark A. Hipes  
Texas Certification No. TX-1321416-G

20 DEC 2002  
Date

*Note: This is a Summary Appraisal Report which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. As such, it presents only summary discussions of the data, reasoning, and analysis that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning, and analysis is retained in the appraiser's file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use stated below. The appraiser is not responsible for unauthorized use of this report.*

SUMMARY OF SALIENT FACTS

**A Drainage Easement Acquisition at 14639 Inwood Road  
Friday Morning, Inc. - Owner  
Addison, Texas**

Date of the Appraisal:	December 19, 2002
Value Estimated:	Market Value - Just Compensation
Property Rights Appraised:	Fee Simple & Easement
Property Appraised:	A ±71,007 SF tract of land improved with a retail facility, located at 14639 Inwood Rd., Addison, Texas.
Property Zoned:	LR, retail
Highest & Best Use:	
"As vacant":	To be developed in conformity with adjacent land uses as demand warrants.
"As improved":	Retail Use
Estimates of Fee Simple Value:	
<u>Whole Property</u>	
Land Value (Sales Comparison):	\$852,084
Cost Approach:	\$ N/A - Land Only Consideration
Income Approach:	\$ N/A - Land Only Consideration
Sales Comparison Approach:	\$ N/A - Land Only Consideration
<u>Part Taken:</u>	
Drainage Easement	\$ 4,356
<u>Remainder Before the Take:</u>	\$847,728
<u>Remainder After the Take:</u>	\$852,084
<b>Final Value Estimate: JUST COMPENSATION</b>	<b>\$ 4,356</b>

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### **Purpose of the Appraisal**

The purpose of this appraisal is to estimate the market value of the proposed drainage easement of the real property rights to be acquired, encumbered by any easement not to be extinguished, less oil, gas and sulphur. If the acquisition is of less than the entire property, any special benefits and damages to the remainder property must be included in accordance with the laws of Texas. This appraisal is rendered in order to assist Addison in estimating the value of property to be acquired.

### **Definition of Market Value**

Market Value may be defined as follows: "Market Value is the price which the property would bring when it is offered for sale by one who desires, but is not obliged to sell, and is bought by one who is under no necessity of buying it, taking into consideration all of the uses to which it is reasonably adaptable and for which it either is or in all reasonable probability will become available within the reasonable future."

### **Definition of Easement**

An easement is a nonpossessing interest held by one person in the land of another person whereby the first person is accorded partial use of such land for a specific purpose. An easement restricts but does not abridge the rights of the fee owner to the use and enjoyment of the easement holder's rights.

### **Scope of the Appraisal**

The scope of this report includes the research, data acquisition and analysis as described in the appraisal process description of this report. In gathering comparable sales data our sources include direct interview with grantor and/or grantee, commercial sales reporting services, other appraisers and real estate practitioners, published data and information in our files. Comparable rent information is generally derived from direct interview with property managers and leasing agents. On comparable rent and sale information the source is generally indicated on the respective comparable's page. Information on property operating expenses can be derived from a number of sources including actual amounts provided to us for the subject property, file information, direct interview with property managers and owners and published industry averages. Replacement construction costs amounts are generally derived from the national cost reporting services prepared by Marshall and Swift and, where available, actual construction costs are utilized. On some comparable sales data an attempt is made to confirm third party information with either the grantor or grantee if there is concern about the data's reliability.

## **Property Rights Appraised**

The property rights appraised are those of the *Fee Simple and Easements* estate. Fee simple estate is defined as "Absolute ownership unencumbered by any interest or estate; subject only to the limitations of eminent domain, escheat, police power, and taxation"; and easement as "a nonpossessing interest held by one person in the land of another person for a specific purpose. (The Dictionary of Real Estate Appraisal, Second Edition, American Institute of Real Estate Appraisers, 1984, p. 123.)

## **Effective Date of Valuation**

The effective date of valuation is December 19, 2002. The inspection date of the subject was December 19, 2002, and various other dates. The date of this report is December 19, 2002.

## **Identification of the Subject Property**

The property being appraised is a  $\pm 71,007$  SF tract of land improved with a retail store facility. The subject property is situated along the west side of Inwood Road, between Beltline Road and Langland, in the Town of Addison, Dallas County, Texas. This strip of Inwood Road is bordered principally by a railroad line on its east side, and liquor stores on its west side. The local address is 14639 Inwood Road, Addison, Texas.

The drainage easement acquisition of the subject property is comprised of two small rectangular areas for drainage inlet covers adjacent to Inwood Road. These two non-contiguous acquisitions contain  $\pm 243$  SF and  $\pm 120$  SF. The drainage easement area is adjacent to the paving of Inwood Road. The survey provided to the appraiser representing the proposed acquisition is included in the Addendum to this report.

Briefly, the legal description for the subject property/part taken is described as; *being a part of the Josiah Pancoast Survey, Abstract No. 1146, and being a portion of Lot 3 of the Inwood Park North Addition, Town of Addison, Dallas County, Texas.*

A current metes and bounds legal description of the proposed drainage easement acquisition has been provided to the appraiser and is included in the addendum to this report.

## **History of the Subject Property**

No property ownership information was provided to the appraiser for this appraisal assignment. Dallas County Appraisal District records indicate that Friday Morning, Inc. is the owner of record, and that the property was purchased on October 31, 1991.

## **Ad Valorem Tax Information**

The DCAD Acct. # for the subject is 1000458000030000. The DCAD appraised value for the subject is \$2,219,740; land value @ \$568,060 and improvement value @ \$1,651,680 for the year

2002. Current ownership information was taken from the DCAD commercial property data records. DCAD data lists a site size of 71,007 SF.

Some of the property descriptive data utilized in this appraisal is derived through the DCAD files. Basic site data information is derived from a plat of the property in the appraiser's files.

### **Estimated Marketing/Exposure Time**

The USPAP requires that the appraiser address the estimated reasonable exposure time of the property at the value estimate. This is defined as the time prior to and ending with the effective date of the appraisal estimated to be required to market the property at the final value estimate. Based on marketing times quoted over the previous 5 years for properties of this type, a marketing time of less than 12 months is considered reasonable. While some properties required longer marketing times, they do not appear to be the norm.



## CITY DATA

The Town of Addison is located in the northern portion of Dallas County, approximately 12 miles north of the Dallas Central Business District. The City is bounded by Dallas on the north and east sides, Dallas and Farmers Branch to the south and the City of Carrollton on the west. The City is a suburb of Dallas and is a part of the Dallas Metropolitan area.

Addison has participated in the growth of the metropolitan area as shown by the following figures:

<u>Census Year</u>	<u>Population</u>	<u>Increase</u>
1970	593	N/A
1980	5,553	+835%
1990	8,783	+ 58%
1998 (est.)	11,722	+ 33%

The Town of Addison is primarily commercial in nature. Light industrial and flex warehouse space has developed in the areas east, north, and west of the Addison Airport. The Dallas North Tollroad corridor sparked heavy hotel and multi-story office building development during the 1980's. This extends from the west side of the freeway to the railroad tracks at Inwood road. The corridor along Midway Road from the Farmers Branch boundary continued the light industrial, office/flex development of the Midway Industrial Park that extends southward to LBJ Freeway. The corridor along Belt Line Road through the City has seen extensive development with restaurants, hotels, and retail facilities. As a result, residential housing is a minor factor in the property base of the Town of Addison. This has helped to keep taxes low, but has afforded the Town a very healthy tax income due to the high valuations of the commercial properties. This is displayed in the quality and quantity of public facilities and services provided.

Primary north/south access through Addison is via the Dallas North Tollway, Addison road and Midway Road. Belt Line Road and Trinity Mills Road are primary east/west thoroughfares. The major development within the city is the Addison Airport, a major corporate and private air facility, which occupies a large portion of the City's land area. due t Addison's accessibility and location in the path of the City of Dallas northern growth, substantial hotel, commercial, retail, office and light industrial development has occurred. This is generally all of good quality and relatively recent construction. The character of the City is primarily commercial with small concentrations of multi-family housing and upper-middle income single-family in its central and southwestern portions, and high-end single family housing found in the extreme eastern portion.

Addison has a Council/Manager type government. It provides police and fire protection to it's citizens. Utilities are provided by Lone Star Gas Company, TU Electric Company, and Southwestern Bell Telephone Company. It gets it's water from the City of Dallas and sewer services from the Trinity River Authority and the City of Dallas. Utilities appear to be adequate to service projected growth. Addison is in the Dallas and Carrollton/Farmers Branch Independent School districts. There are no school buildings located within Addison's city limits. There are a number of major shopping facilities in or near Addison, including the Galleria Mall and Northpark Mall. Additional large, modern retail areas are in close proximity. The renowned retailer, Nordstrom's has a store in the Galleria shopping center just south of Addison at LBJ and the Tollroad and a new major retail center has been constructed on a tract north of that. Other

significant large retail facilities are a free-standing Home Depot Expo Design Center and Mikasa Home Store.

Due to the number of office and light industrial buildings in the area, there is a large and diversified community of employers. Two of the largest are the Dallas Marriott Quorum and Intercontinental hotels. Addison is well known as an entertainment and restaurant area with over 100 restaurants operating in the Town.

The new "urban hub" consisting of a 70 acre development at Addison Circle, located north of Belt Line Road and bounded by Airport Parkway, Addison road, the Toll road and Arapaho Road is currently under development. The main thrust is the increase of residential housing, an arts center, and parks and public use areas. When completed, it is projected to increase the population by 50% - 60%. The City feels that this will prevent Addison from losing businesses to northern suburbs and insure long-term, quality growth. This should enhance overall values in the area in our opinion.

After a period of speculative real estate investment activity in the early and mid 1980's, Addison and adjoining areas were among those hardest hit by the real estate recession of the last half of that decade. That situation has now turned around dramatically. Due to its highly desirable location, a resumption of market strength is currently found. M/PF market research has consistently reported strong increases in office construction over the previous several years. In addition, Hines Interests plan 250,000 Sf of new office at the Galleria in the Dallas City limits, and Centre Development plans a 410,000 SF office structure at Dallas Parkway and Spring Valley in Farmers Branch just south of Addison. For multi-family construction, M/PF research also shows strong growth and absorption. The overall prospects for the City's future is considered to be good, in our opinion.

## NEIGHBORHOOD ANALYSIS AND TRENDS

The subject neighborhood is described as being that area generally bounded by Belt Line Road on the north, Midway Road on the west, Spring Valley Road to the south and the old St. Louis & Southwestern Railroad right-of-way to the east. This area is in the south-central portion of the Town of Addison which is a northern suburb of the City of Dallas situated approximately 12 miles north of that municipality's central business district.

The predominant feature and major land use within the subject neighborhood is the Addison Airport which is due north of the subject property. This is a major fixed-base corporate and private airport facility for northern Dallas County. To the south of Beltline Road, office, office/warehouse, and office/showroom uses are the principal developments. To the east of Addison Road/Inwood Road, multi-story developments are more prevalent, while to the west of Addison Road/Inwood Road, single story structures are the principal form of development. The higher density and retail uses tend to be located adjacent to the major connector streets in the area, while the interior street network reflects less dense office and commercial uses.

Addison Road/Inwood Road is a major north/south connector within this portion of Addison and North Dallas. In addition to commercial buildings found here, there was fairly extensive low and mid-rise garden office development during the construction boom of the early and mid 1980's. Commercial development along the North Dallas Tollway tends to mid-rise office and retail developments, while to the west of Quorum development tends to be more commercial in nature, exclusive of those retail oriented uses situated adjacent to the major connector streets. The most recent construction in this general neighborhood is noted north of Beltline Road and is an engineering building character more typical of office/warehouse, office/showroom, and office/distribution development.

The Town of Addison and adjacent areas north of Belt Line have enjoyed new development and generally increasing land prices since the mid-1990's. Of particular interest is the developing apartment, hotel, retail, and commercial activity surrounding the Addison Circle portion of the subject neighborhood. The attractiveness of relatively close in North Dallas locations should ensure strong demand for existing properties and vacant development land within the subject neighborhood as the real estate economy continues to improve. As these events occur, the subject neighborhood development prospers. Current market evidence suggests a healthy real estate market.

## SUBJECT PROPERTY

### Site Data

The subject tract is near rectangular in shape based on information provided in a strip-map. The subject property is considered to be an interior (non-corner) site. The site appears to have  $\pm 350'$  of frontage along the west side of Inwood Road, and a depth of  $\pm 225'$ . The subject has two drive entrances along Inwood Road. Total land area is  $\pm 71,007$  SF, according to DCAD records. Inwood Road is a four-lane undivided street. The subject appears to be at grade with Inwood Road.

### Physical Characteristics

The subject site is basically slopes to the west from Inwood Road, with no major drainage problems noted. Site grading appears to such to carry surface water from the site to the south and west and the drainage along Inwood Road the drainage/access/utility easement through this addition. This is generally effective except in very heavy rainfalls. Apparently off-site drainage capacity is sufficient. The subject property is not located in a HUD designated flood plain area according to Town of Addison, Texas Community Panel No. 481089 0005 A, effective July 16, 1980. Access in and out of the site is accomplished from existing frontage along Inwood Road adjacent to the east.

### Size/Shape

The subject property contains  $\pm 71,007$  SF in a near rectangular configuration. The site is of sufficient size and shape to support independent economic development, if it were vacant and available for development.

Zoning: The subject property is zoned "LR" (local retail) under the Town of Addison's ordinances. This classification covers a wide range of uses including restaurant, office and retail uses. This is a fairly broad classification providing for a wide variety of commercial usages. A special use permit is also generally required for the sale of alcoholic beverages.

### Utilities

Sanitary sewer and water connections are provided through the Town of Addison. It is presumed that the present utilities directly available to the site are of sufficient capacity to support commercial development. Telephone service, electricity and natural gas are available and in adequate supply by private companies serving the subject's general area. The current design of access is considered sufficient to support commercial development. Given the abundance of adjoining street right-of-way, direct access to the subject site is considered both reasonable and probable.

### Easements and Restrictions

As set forth in the Assumptions and Limiting Conditions of this report, there was not available to the appraiser in the preparation of this appraisal a current title policy. It is assumed from a review of plats and public information that there are no easements or encroachments, other than standard utility easements, affecting the subject property, and further, that there are no private deed restrictions that would hinder its current use or future development. It is suggested that these assumptions be verified by competent parties. Typical utility easements are presumed to service the site.

### Site Improvements

The subject property is improved with a masonry retail structure constructed in ±1979 which contains ±19,068 SF of improvement area. Additionally, there is concrete paved surface parking between the building improvements and Inwood Road, a landscape buffer between the paved parking and the street, and an identification sign located in the parking lot at Inwood Road.

The principal use of the improvements is for a liquor store. This is also the principal commercial use to the north and south of the subject.

The subject improvements appear to be in good condition and are functional for their current use.

*The improvements to the subject property will not be appraised in this report. The proposed acquisition is adjacent to Inwood Road and is wholly contained within the grass/landscaped area between the subject improvements and Inwood Road. As none of the improvements appear to be affected, only the estimated value of the subject site will be derived in this report. It is the client's wish to approach this assignment in as simple and straight-forward a manner as is practical. As the area to be acquired will not impact the current use or future marketability of the property, a "land only" appraisal is deemed sufficient for estimating the compensation due for the proposed acquisition.*

## HIGHEST AND BEST USE

The Highest and Best Use, as defined by Real Estate Appraisal Terminology, Ballinger Publishing Company, Cambridge, Massachusetts (author Byrl D. Boyce, Ph.D.), Page 107, is as follows:

"That reasonable and probable use that will support the highest present value, as defined, as of the effective date of the appraisal.

Alternatively, that use, from among reasonably probable and legal alternative uses, found to be physically possible, appropriately supported, financially feasible and which results in highest land value.

The definition immediately above applies specifically to the highest and best use of the land. It is recognized that in cases where a site has existing improvements on it, the highest and best use may very well be determined to be different from the existing use. The existing use will continue, however, unless and until the land value in its highest and best use exceeds the total value of the property in its existing use."

Also implied is that the determination of the Highest and Best Use results from the appraiser's judgment and analytical skill, i.e., that the use determined from analysis represents an opinion, not a fact to be found. (Appraisal Terminology and Handbook, AIREA AND SREA, 1975) Some of the more important factors of influence include the legal parameters associated with zoning ordinances, deed restrictions, building code requirements and area market supply/demand conditions. Further, the trends within the neighborhood must also be considered and are discussed in the "Neighborhood Description and Trends" section of this report.

In addition to the typical considerations involved in estimating the Highest and Best Use of the subject property, the City of Addison requires approval from the U.S. Department of Transportation, Federal Aviation Administration (FAA), for the construction or alteration of improvements located within many of its zoning classifications. Even though the subject property is located outside the currently existing "clear zone" of the Addison Municipal Airport, these additional requirements may apply.

Consideration was given to the development currently existing proximate to the north, south, east, and west of the subject in analyzing the potential uses for the subject site. While the FAA will not speculate on what types of improvements or alterations would be allowable, without proper application and supporting documentation, it is presumed by the appraiser that those uses existing proximate to the subject generally reflect the type of development that would be probable.

### Physically Possible Uses

As previously described, the subject tract is of such size and shape as to be suitable to support independent economic development. The site is physically suitable for a wide variety of potential future uses.

### Legally Permissible Uses

The main constraints are those affected by the subject tract's zoning ordinance. The zoning ordinance which regulates the subject allows for office, retail, service, restaurant, and other

commercial use. The character of the surrounding development and the subject's proximity to the Inwood Road/Beltline Road controlled intersection, it is estimated that retail, or other commercial development would be the most appropriate for the site. There is no current or contemplated change in the subject site's zoning, nor is there one which would provide development opportunities that would create a higher return to the land than it's current classification.

Financially Feasible

Even considering the building height restrictions imposed by clear zone considerations it is likely that a typical retail or service development would generate the necessary revenues to provide for an adequate return on the cost of the land and improvements at current market rent rates in this location.

Retail or service occupancy and rental rates suggest that the current local market is strong enough to support financial feasibility for development of the subject site as it is zoned.

Maximally Productive

Based on the subject's zoning, current operational results and market analysis, it is estimated that the maximally productive utilization of the site as a retail or restaurant site is substantiated.

**Highest and Best Use As Vacant Land**

The estimate of the Highest and Best Use of the subject Whole Property would be for retail, service, or other commercial development which would take advantage of the Beltline Road/Inwood Road facilities north of the subject property. The current zoning allows for a wide variety of potential uses which could take advantage of the subject's location.

**Highest and Best Use As Improved**

For continued retail use as currently improved.

## THE APPRAISAL PROCESS

Appraisal theory provides three basic methods of appraising properties. They are the Cost Approach to Value, the Income Approach to Value, and the Sales Comparison Approach to Value.

The Cost Approach to Value embraces the philosophy that the replacement costs applied under the Principle of Substitution may define the value for a property. In this approach to value, the appraiser estimates the market value of the site, the replacement cost of the improvements less any applicable accrued depreciation, and then combines these two items to arrive at a cost estimate of value.

The Income Approach to Value is based upon an analysis of the potential income stream of the property and comparison of that income stream with those of similar properties. This calculation and analysis results in a net income stream attributable to the real estate. That income is then capitalized at a rate which is commensurate with the rates expressed in the marketplace by investors for similar properties. The resulting figure is an income estimate of value.

The Sales Comparison Approach to Value is a basis for estimating value based upon units of comparison derived from sales of similar properties in the marketplace. Those units of comparison are then applied to the subject property to arrive at a range of values which should be indicative of a value estimate. This approach is used not only for improved properties but also in estimating the current value of the subject site. That portion of the report is necessary to complete the Cost Approach.

After applying the three traditional approaches to value, it is the appraiser's responsibility to weigh the strengths and weaknesses of the three different approaches to value and determine which of the three is most applicable in the valuation of the subject property. This section of the report is captioned as "Reconciliation".

*As the acquisition from subject property is comprised of unimproved land area, and as the acquisition will not impact the improvements on the site, either before or after the acquisition, this appraisal will consider only the value of the subject unimproved site. As a result, only the Sales Comparison Approach will be utilized. As such, this appraisal will address only the issue of land valuation. This appraisal is presented as a "land only" appraisal.*



## Land Value by the Sales Comparison Approach

In this section of the report, the appraiser will present data and analysis leading to an estimate of market value as of the effective date of the appraisal for the subject site. Basically, this value is estimated by the comparison of sales of similar land tracts that are current or of recent date to the subject tract. This comparison relates the differences, if any, in the legal, physical, locational, and economic characteristics of the comparable sales and the subject site, analyzing also any differences in real property rights transferred, dates of sale, motivations of buyers and sellers, and any unusual financing arrangements for the sales analyzed, any of which factors might account for price variations. The adjustments, if any, for property rights conveyed, financing terms, sale conditions and market conditions are made sequentially and individually. Adjustments for location and physical characteristics are accumulated and made at the end of any adjustments from the previously cited sources.

From the information available, the following comparable sales presented all transferred ownership in fee simple, and there were no known unusual financing terms. General adjustments for market conditions relate to passage of time, e.g., in a rising market an earlier comparable sale would be adjusted upward to reflect conditions as of the effective date of the appraisal. Over the time period reviewed for the comparable sales, trends in either direction which cannot presently be ascribed to other contributing factors within the marketplace, other than those discussed following the comparable sales presentation, will be adjusted based on historical market data.

At the end of the presentation of the comparable sales, those sales will be summarized and a grid presented which makes the remaining adjustments called for relative to locational and physical differences between the comparables and the subject tract. The comparable sale prices as adjusted to the subject site are then analyzed to produce an estimate of market value for the land.

There are other methods available for estimating land value including allocation, extraction, subdivision and the land residual technique. Generally, in all cases, the estimation of land value by comparable market sales is considered appropriate and most desirable where sufficient data is available. This is the case for the subject site and the Sales Comparison Approach will be utilized solely in estimating its current market value. Sufficient data is available within the recent past to make an accurate appraisal specifically for the subject.

Comparable #1



**Location:** East side of Addison Rd, ±301' south of Arapaho Rd., also fronts south side of Arapaho Rd., Addison, TX

**Legal Description:** Abstract No. 482, Addison, Dallas County, TX

**Grantor:** Daryl N. Snadon

**Grantee:** Rail Hotels Corporation

**Date of Sale:** February 5, 1999

**Recorded:** 99024/1020

**Consideration:** \$10.00/SF (\$688,760)

**Terms of Sale:** Executed \$2,100,000 note to Ado Bank of Commerce (includes construction financing)

**Cash Equivalency:** \$10.00/SF

**Size:** ±68,877 SF; 1.5812 Acres

**Zoning:** C-1, commercial

**Comments:** This site wraps around the southeast corner of Arapaho & Addison Roads. A hotel has been built on this site.

**Verified By:** Jim Durbin - Broker 972.661.1011

**Mapsco #:** D-14C

## Land Sale Comparable #2



**Location:** 14000 Block of Inwood Road, Farmers Branch, TX  
**Legal Description:** Part of Lot 1, Blk B, Beltway/Champion No. 1 Adn., Farmers Branch, TX

**Grantor:** Woolley Hotel Company, Inc.  
**Grantee:** National Operating, LP

**Date of Sale:** January 5, 2000  
**Recorded:** 200005/9743

**Consideration:** \$11.26/SF (\$205,000)  
**Terms of Sale:** All cash to seller  
**Cash Equivalency:** \$11.26/SF  
**Size:** ±18,208 SF  
**Zoning:** PD (commercial)  
**Comments:** This site is along the east side of Inwood Road, south of Spring Valley. Inwood Road is a 6-lane divided concrete thoroughfare in front of the property. This sale was to an adjacent property owner.

**Verified By:** Dan Allred - Broker  
**Mapsco #:** D-14M

### Land Sale Comparable #3



**Location:** Southwest corner of Quorum & Edwin Lewis, Addison, Texas.

**Legal Description:** Quorum Center Addition, Addison, TX

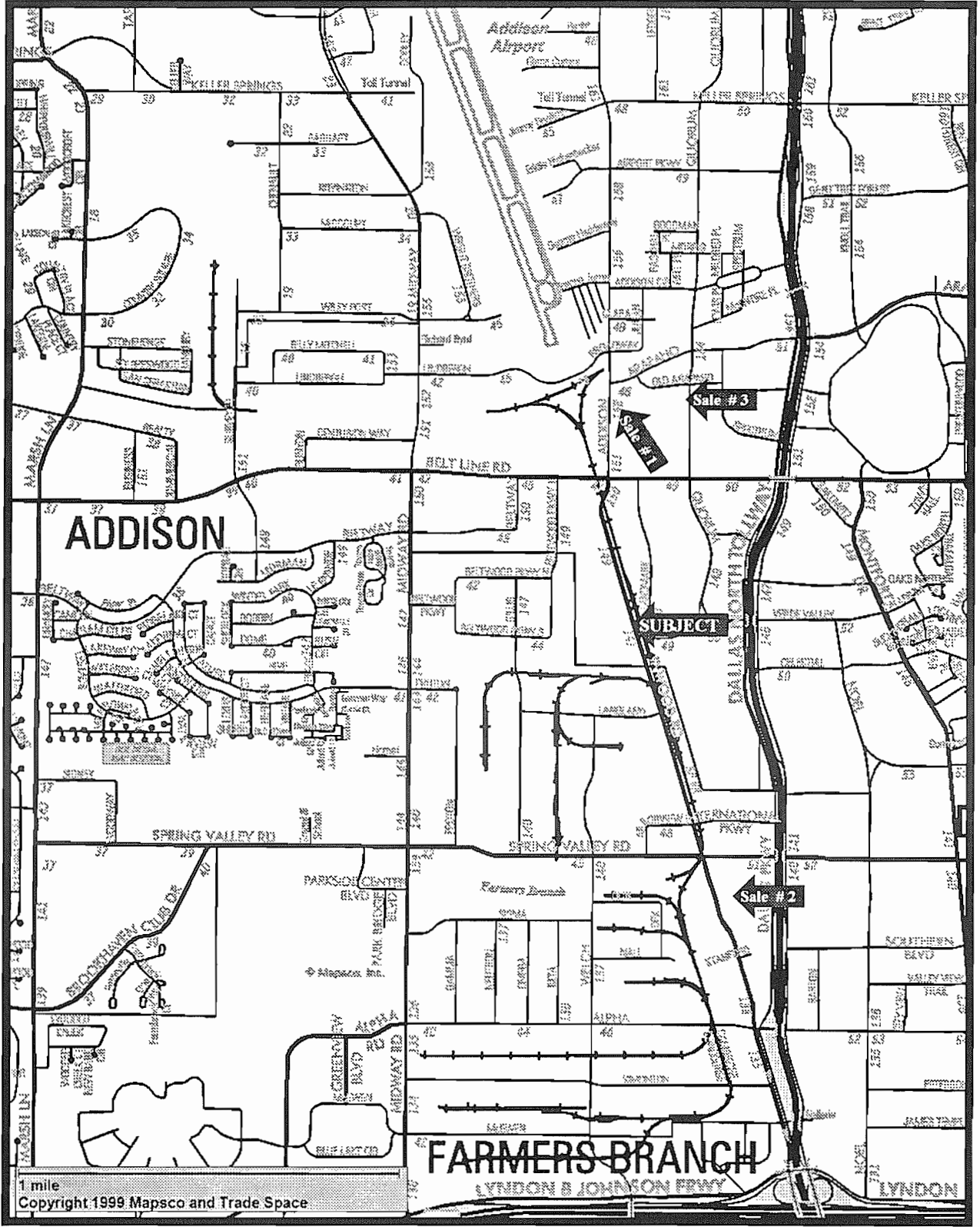
**Grantor:** Daryl Snadon  
**Grantee:** Springhill SMC Corporation

**Date of Sale:** January 5, 2001  
**Recorded:** 2001004/4624

**Consideration:** \$13.91/SF (\$2,750,000)  
**Terms of Sale:** All cash to seller  
**Cash Equivalency:** \$13.91/SF  
**Size:** ±197,762 SF; 4.54 Acres  
**Zoning:** PD, planned development - commercial  
**Comments:** This is a corner tract. A proposed hotel and restaurant will be built on this site.

**Verified By:** Jim Durbin - Broker 972.661.1011  
**Mapsco #:** D-14D

# COMPARABLE MAP



COMPARABLE LAND SALES SUMMARY				
Sale #	Date of Sale	Price/SF	Size (SF)	Zoning/Use
1	02/05/99	\$10.00	68,877	Commercial
2	01/05/00	\$11.26	18,208	Commercial
3	01/05/01	\$13.91	197,762	Commercial
Subject	12/02	N/A	±71,007	Retail

**Adjustments to Land Sale Comparables**

Standard appraisal practice calls for the analysis of the sales presented comparing each to the subject in regard to time passed from sale date to appraisal date (that is, changes in market conditions), locational differences, relative size, physical characteristics and utility. Adjustments were made from the known, i.e., the actual sale, to the unknown, i.e., the value of the subject. In a comparison heading where the subject is deemed to be superior to a particular sale, an appropriate upward adjustment is made to the comparable sale and vice versa. Your appraiser considered the application of paired sales analysis in adjusting the comparable sales to the subject. There was not sufficient comparability of the sales within those available for review that permitted a reasonable application of that type of analysis. The adjustments are based to a great degree on subjective analysis and market appraisal experience, but the adjustments rely on some easily recognizable and generally accepted maxims about the various aspects of comparison. They are briefly discussed in the following paragraphs which in short form discuss the items considered for each adjustment heading.

Property Rights Conveyed

This is a consideration of the real property interest conveyed. In the case of the comparable sales used in this analysis, all were transferred in fee simple, indicating no adjustment for this heading of comparison.

Financing Terms

This reflects that for similar properties, a higher price might be paid for one wherein very attractive financing terms are available to the purchaser. Any adjustments required under this consideration have been addressed within the discussion of each individual sale in converting reported transaction price to cash equivalency where conditions so indicate.

Conditions of Sale

This element of comparison is to reflect any unusual motivations of buyer and/or seller that would take the transaction out of the broad parameters of the definition of a sale for market value. Although paired sales were not available with which to compare it, it is the appraiser's opinion that

those conditions in all probability did not exist for any of the comparables selected for inclusion in this report.

#### Market Conditions

Any number of factors, including fluctuations in supply and demand, inflation, depression and the like may cause changes in market conditions which are reflected in the prices of real property. The subject neighborhood has undergone significant growth in the recent past, which in turn has led to escalating land prices. However, the events of September 11, 2001, and the more recent downturn in the technology sector has had an unsettling impact on real estate value throughout the metroplex area. The only noted significant activity within the general market area of the subject property has been in the industrial/commercial sector. Upward Time/Market Conditions adjustments will be applied to the selected comparable sales to reflect change prior to 09/11/01, while sales proximate to that time frame will not be adjusted. While "time" is an important consideration in selecting comparable sales, location and utility were considered of paramount importance in this analysis. Sale #1 and #2 were selected because both fronted Addison/Inwood Road. Sale #3 is located east of this corridor and is perceived to represent a property with more intense development activity. Sale #1 is judged to require a moderate upward adjustment for time; Sale #2 a minimal upward adjustment for time; and Sale #3 requires no time adjustment.

#### Location

In this portion of the adjustment process the appraiser considers locational aspects of the comparable sales as opposed to the subject. Such aspects as quality and quantity of surrounding development, adjacent land uses, and other perceived physical amenities are considered. Due to the lack of paired sales characteristics in the comparables, the adjustments are qualitative. Sale #1 wraps around the corner of Addison Road and improved Arapaho Road. The general location of this sale, geographically, is slightly inferior to that of the subject due to the general forms of development adjacent to this sale. Sale #2 is located along a comparable stretch of Inwood Road as compared to the subject and is not judged to require an adjustment for location. Sale #3 is a corner tract on Quorum Drive. Both its Quorum Drive location and its proximity to the Tollway are considered superior locational attributes as compared to the subject in the current market. Corner/Access influence is treated separately.

#### Zoning

The zoning of all of the sales are considered to be comparable to that of the subject property. No adjustments will be made in this category.

#### Utility

In this category a number of factors are considered in adjusting the comparable sales and offerings to the subject property. They include physical dimensions and shape of the site, topography of the site, availability of public and private utilities, and accessibility among others. Those physical dimensions which permit the most economic and efficient use of the land also command better prices. This fact perhaps is best stated in that not having this advantage is an offset to sites with poor frontage-to-depth ratios and the like. Each of the comparables and the subject are considered to have comparable utility for future development, apart from the adjustments made in other categories in this analysis.

Access, exposure, and frontage all impact how a property will be accepted by the market. Additionally, immediacy of access is a specific consideration for the subject property, as opposed

to general access and environs which are considered as a part of the "Location" category. The corner attributes of the subject site are discussed below under "Access/Frontage".

#### Sight/View

This factor considers (1) how the property is presented to the public and (2) what the impact of surrounding property characteristics affect subject property. Comparables #1 and #3 are within a typical commercial development area, which exhibits good orderly development and design. Sale #2 is adjacent to Addison Airport and has a view of the airport and the adjacent tech/commercial development mix. The subject is deemed to be comparable to each of the comparable sales.

#### Access/Frontage

Sale #1 and #2 are not considered to require any adjustment for access/frontage as compared to the subject property. Both of these sales are considered to represent interior tracts, as is the subject. Sale #3 is a true corner location and is considered to be superior in immediate access/frontage as compared to the subject, and is adjusted downward accordingly.

#### Size

The subject property is ±71,007 SF in size. Sale #1 is considered to be comparable in size to the subject, while Sale #2 is substantially smaller than the subject and Sale #3 is substantially larger than the subject. It is typically found that much larger tracts do tend to sell for a lesser "per unit" price than do smaller tracts that are generally available for similar, although smaller scale, developments. While there are no absolutes noted for size difference among the comparable sales selected for presentation herein, the general market reflected throughout the range of sales reviewed for this appraisal does indicate that the market is somewhat size sensitive. To a limited degree the market reflects a willingness to pay slightly more for smaller tracts, on a per square foot basis, than for large tracts. This would indicate a downward adjustment for size for the smaller tracts and an upward adjustment for the larger tracts.

There follows a grid which displays the adjustments to the comparable sales called for in the opinion of your appraiser.



LAND SALE ADJUSTMENT GRID			
	1	2	3
Cash Equivalent Price \$/SF	\$10.00	\$11.26	\$13.91
Property Rights Adjustment	-0-	-0-	-0-
Adjusted Price \$/SF	\$10.00	\$11.26	\$13.91
Conditions of Sale Adjustment	-0-	-0-	-0-
Adjusted Price \$/SF	\$10.00	\$11.26	\$13.91
Time/Market Conditions Adjustment	+10%	+ 5%	-0-
Adjusted Price \$/SF	\$11.00	\$11.82	\$13.91
Location Adjustment	+10%	-0-	-10%
Access/Frontage	-0-	-0-	-10%
Zoning	-0-	-0-	-0-
Size Adjustment	-0-	-10%	+10%
Sight/View	-0-	-0-	-0-
Adjustment Factor	+10%	-10%	-10%
Adjusted Price \$/SF	\$12.10	\$10.64	\$12.52

**Market Value Estimate - Subject Site**

After adjustments, the comparable sales range from \$10.64/SF to \$12.52/SF. The average of the adjusted sales price is calculated at \$11.75/SF.

It is the appraiser's opinion that each of the Comparable Sales, as adjusted, are representative of the probable market value of the subject property. Each comparable has its strengths and weaknesses as compared to the subject. While these comparables are not identical to the subject in terms of size, use, and exact location, these sales are believed to accurately reflect the most probable range of value for the subject, as well as approximating the ultimate use of the subject. The comparables selected ultimately required fewer adjustments than other comparables in the market would require.

When analyzed in light of the general surrounding development, it appears that there is a market and, hence, a range of value which is generally acceptable for various forms of development on properties of this class in this area.

The range of the value indications provided by the Comparable Sales is considered to be a good indication of probable market value for the subject property.

Based on the aforementioned data and analysis, the Market Value of the subject site is estimated to be \$12.00 per square foot of the land area. The subject is estimated to contain ±71,007 SF of land area according to the documents provided. Therefore:

<u>Site Area</u>	<u>Value Estimate</u>	<u>Total</u>
±71,007 SF	\$12.00/SF	\$852,084
<b>ESTIMATED MARKET VALUE - WHOLE PROPERTY "SITE", Say</b>		<b>\$852,084</b>

### COST APPROACH TO VALUE

As noted, the Cost Approach to Value estimates the replacement or reproduction costs of the improvements plus land value to arrive at an indication of worth for the property appraised. This theory of valuation is based on the Principle of Substitution which holds that a knowledgeable purchaser will not pay more for a property than that amount for which he can obtain a property of equal utility and desirability by acquiring a site and constructing a building thereon within a reasonable period of time. This approach entails the following:

1. Estimation of the current replacement or reproduction cost of the improvements.
2. Estimation of all accrued depreciation, if any, of the improvements, deducting such depreciation from the current cost estimate.
3. Adding the value of the land as estimated by the Sales Comparison Approach to the estimated depreciated cost of the improvements.

Reproduction cost is defined as the cost required to exactly duplicate the existing improvements as of the effective date of the appraisal. Replacement cost is that estimated required to construct at current prices the Subject improvements with equivalent utility to the existing structure using current standard design layout and modern materials.

As this appraisal assignment is treated as a "land only" acquisition issue, the cost approach to value will not be developed for the subject property. It is the appraiser's judgement that there is no probable impact on the subject property as a direct result of the proposed acquisition.

## INCOME APPROACH TO VALUE

As discussed previously in the Appraisal Process section, the Income Approach to Value is the result of the analysis of the projected gross income stream for the subject property less vacancy and expenses to determine what net operating income for it can reasonably be expected. The first step in the Income Approach is determining what income can be achieved by the property under prudent management. This section typically directs itself to deriving rent comparables from similar properties to determine the stabilized gross annual income potential for it. From that gross annual income, a vacancy and collection loss factor is deducted to arrive at an effective gross income. From the effective gross income, total estimated operating expenses for the project are deducted to arrive at a proforma net operating income. This figure is converted to a value indication through a process known as capitalization.

Again, as with the Cost Approach, this appraisal assignment is treated as a "land only" acquisition issue. The income approach to value will not be developed for the subject property. It is the appraiser's judgement that there is no probable impact on the subject site's ability to attract income as a direct result of the proposed acquisition.

## SALES COMPARISON APPROACH TO VALUE

(Improved)

An indication of value can be obtained by comparing the subject property with other restaurant properties which have sold in the marketplace. The reliability of this value indication will depend upon the similarities/dissimilarities between the subject and the properties which have sold. The basic units of comparison used by purchasers in the marketplace are the Price Per Unit and the Price per Square Foot of building area.

As with the Cost Approach and the Income Approach, the Sales Comparison Approach (Improved) will not be developed for the subject property. This appraisal assignment is treated as a "land only" acquisition issue. It is the appraiser's judgement that there is no probable impact on the subject property's marketability as a direct result of the proposed acquisition.

## RECONCILIATION

For reasons previously stated within this report, only the Sales Comparison Approach was utilized in estimating the Market Value of the subject site. The Sales Comparison Approach is generally recognized as providing the most reliable estimate of site value. The Sales Comparison Approach had adequate data available to support a reasonable value conclusion. A summary of the value estimates derived for the Whole Property are as follows;

<b>Sales Comparison Approach - Land:</b>	<b>\$852,084</b>
<b>Cost Approach:</b>	<b>\$ N/A</b>
<b>Income Approach:</b>	<b>\$ N/A</b>
<b>Sales Comparison Approach - Improved:</b>	<b>\$ N/A</b>

The Sales Comparison Approach to Value is selected as the most reliable indicator of probable market value for the subject site. Therefore;

<b>WHOLE PROPERTY, Site, say,</b>	<b>\$852,084</b>
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## PART TAKEN - VALUATION

This Taking is of two Drainage Easements and is considered as a Partial Property acquisition. The Part Taken is considered as severed land with no self-sustaining economic value. A plat of the subject showing the Part Taken is included in the Addendum of this report. This easement encompasses both the surface and subsurface use of the easement area. The use of this easement is for the installation of storm water inlet box covers for the drainage along Inwood Road.

The value inherent in this land area use approaches fee simple interest, due to the intended use of the easement area. The Town of Addison will be responsible for improving the surface of the easement area and responsible for it's on-going maintenance. The only items apparent in the easement area are limited to grass ground cover.

The area of the easement does not affect any current use or future development rights of the subject property. Set-back requirements will still extend from the subject property boundary, not the easement boundary. As there is no floor-area-ratio (F.A.R.) incorporated within the Town's zoning regulations, development density is not affected by the proposed easement.

The Drainage Easement "Part Taken" consists of two small rectangles, each approximately 6' in depth; DE-6 being  $\pm 40'$  in length and DE-7 being  $\pm 20'$  in length adjacent to Inwood Road. The land area within the proposed easement acquisition contains  $\pm 243$  SF for DE-6 and  $\pm 120$  SF for DE-7, for a total of  $\pm 363$  SF of site area. There is insufficient land area for independent use consideration, and there is not sufficient utility of shape to support an independent economic use of the area encompassed by the drainage easements.

From the Land Valuation section of this report, the estimated fee simple value of the subject site is \$12.00 per square foot of land area. The value of the property rights extinguished in the easement area are estimated to be 100% of the fee simple interest.

The Town of Addison will replace any landscape items taken in the acquisition.

Therefore, the estimated value of the drainage easement interest of the Part Taken is calculated as follows:

### Part Taken - Parkway Easement

Land Area:	DE-6 (243 SF X \$12.00/SF)	\$2,916
	DE-7 (120 SF X \$12.00/SF)	<u>\$1,440</u>
Total		\$4,356

## REMAINDER BEFORE THE TAKE - VALUATION

The value of the Remainder Before the Take is valued on the same basis as the Whole Property valuation, reflecting the loss of the land area and improvements in the easement area (Part Taken). In circumstances of partial property acquisitions, wherein the Part Taken is considered as severed land with no independent economic utility apart from the Whole Property, the sum of the values of the Part Taken and the Remainder Before the Take should equal the value of the Whole Property.

Technically, the value of the Remainder Before the Take should reflect the diminished property rights and the value of the improvements not replaced in the easement area.

As this is a land only consideration, only the difference in the value of the site will be affected.

<u>Remainder Components</u>	<u>Unit Value</u>	<u>Component</u>
Land Area		
±70,644 SF - fee	\$12.00/SF	\$847,728
±363 SF - easement	-0-	<u>-0-</u>
	Remaining Site	\$847,728

(Whole Site - \$852,084; less Easement - \$4,356 equals \$847,728)

## REMAINDER AFTER THE TAKE - VALUATION

The Remainder After the Take is valued "as if" all of the public improvements are completed and in place. The Remainder After the Take is valued under the same guide lines and definitions as the Whole Property.

The size and shape of the Remainder site is sufficient for independent economic development. This remainder tract is still  $\pm 71,007$  SF in size, the same as the Whole Property. From external appearances, the Remainder will be comparable to the Whole Property with the addition of drainage inlets at the curb of Inwood Road.

The land sales data utilized to estimate the value of the Whole Property site are judged to be the best data with which to value the Remainder After the Take. All analysis and conclusions remain the same as for the Whole Property evaluation.

Basically, the Remainder After the Take is the original Whole Property with two drainage inlets along Inwood Road. The underlying fee simple value of the property remains the same. As no future development rights, or current uses are limited by the drainage easements, the real estate market is not sensitive enough to detect any change in utility or value for the subject property. All of the major improvements are sufficiently removed from the acquisition area, so there is no impact on those improvements.

Therefore, the estimated market value of the subject remainder with the drainage easements improved and in place, is the same as for the Whole Property site - \$852,084.

## ESTIMATE OF JUST COMPENSATION

As the proposed acquisition represents a Partial Property acquisition, the estimate of Just Compensation is the sum of the estimates of 1) the value of the Part Taken and 2) any damages estimated between the value of the Remainder Before the Take and the value of the Remainder After the Take.

The values of the Remainder Before the Take and the Remainder After the Take indicate that enhancement occurs as a direct result of the drainage improvement of the South Quorum/Inwood Connection.

Remainder Before the Take	\$847,728
Remainder After the Take	<u>\$852,084</u>
Total	(\$ 4,356)

A negative value indicates that enhancement arises; i.e., the Remainder is more valuable with the easement in place, than the value of the lost property rights in the easement area. The market is just not sensitive enough to detect this level of difference in potential market value.

The previously derived estimate of value for the Part Taken also expresses the Estimate of Just Compensation. Therefore:

ESTIMATE OF JUST COMPENSATION	<b>\$4,356</b>
-------------------------------	----------------



## APPRAISER'S CERTIFICATE

The undersigned do hereby certify that, except as otherwise noted in the appraisal report:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Uniform Standards of Professional Appraisal Practice.
- Mark A. Hipes is currently certified under the Texas Appraiser Licensing and Certification board.
- I have made a personal inspection of the property that is the subject of this report.
- No one other than signors provided significant professional assistance in the preparation of this report.
- The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or approval of a loan.



Mark A. Hipes

Texas Certification No. TX-1321416-G

ADDENDUM

Assumptions & Limiting Conditions

Photographs of the Subject

Survey

Legal Description

Qualifications of Mark A. Hipes

## ASSUMPTIONS AND LIMITING CONDITIONS

(Read Carefully)

The following assumptions and limiting conditions are attached to and are made a part of this Appraisal (the "Appraisal") of the subject property (the "Property") described in this Appraisal ("Appraisal") made by Hipes & Associates (the "Appraiser") at the request of the person or entity (the Beneficiary") to whom and for whose exclusive use this Appraisal was prepared and delivered; and, this Appraisal is made by the Appraiser and accepted by the Beneficiary subject and strictly according to the within assumptions and limiting conditions:

1. That legal and equitable title to the Property is good and merchantable and that title is held by the owner ("Owner") of the Property in fee simple absolute forever, unless otherwise agreed by the Appraiser in writing. (No responsibility is assumed for matters legal or chance, nor is any opinion rendered as to the title to the Property. The possible existence of any disputes, suits, assessments, claims, liens or encumbrances has been disregarded, and the Property is appraised as though free and clear.)
2. That no survey of the Property has been made by the Appraiser and no responsibility is assumed in connection with any matters that may be disclosed by a current perfect survey of the Property. (Dimensions and areas of the Property and comparables were obtained by various means including estimate and are not represented or guaranteed to be exact.)
3. That allocations of value between land and improvements are applied only under the current program of occupancy and utilization, and are not made or intended to be used in conjunction with any other appraisal and, if so used, are invalid.
4. That all information contained in this Appraisal is private and confidential and is submitted strictly for the sole use of the Beneficiary; and, no other person or entity is entitled to read, use or rely upon the contents thereof. (Possession of the Appraisal or any copy thereof, does not carry with it the right of publication or use. The Appraiser will not be required to give any testimony or appear in any court or other proceeding by reason of making or delivering the Appraisal without the prior written approval of the Appraiser.)
5. That all information and comments pertaining to the Property and other properties is the personal opinion of the Appraiser formed after examination and study of the Property and its surroundings; and, although it is believed that the information, estimates and analyses contained herein are correct, the Appraiser does not warrant or guarantee them, and assumes no liability for errors in fact, analysis or judgement. (Any misinformation about the Property furnished to the Appraiser by the Beneficiary, at the option of the Appraiser, may release the Appraiser from any liability and invalidate the Appraisal.)
6. That all opinions of value contained in the Appraisal are merely estimates. (There is no warranty or guarantee, written or implied, made by the Appraiser that the Property is worth or will sell for the appraised value now or ever.)
7. That disclosure of the contents of this Appraisal is governed by the Uniform Standards of Professional Appraisal Practice, and that, in addition, neither all nor any part of the contents of this Appraisal (especially any conclusions of value, the identity of the Appraiser, shall be disseminated to the public through reports, proposals, brochures or any other means of

communication without the prior written consent and approval of the Appraiser. BENEFICIARY WILL NOT CAUSE, SUFFER OR PERMIT ANY PUBLIC DISSEMINATION OF THIS APPRAISAL TO OCCUR AND, BY ACCEPTING THIS APPRAISAL, BENEFICIARY INDEMNIFIES APPRAISER AGAINST ANY LOSS, COST, LIABILITY, DAMAGE OR CLAIM INCURRED WITHOUT REGARD TO FAULT BY APPRAISER ARISING IN CONNECTION WITH ANY SUCH UNAUTHORIZED DISCLOSURE BY BENEFICIARY.

8. That there are no latent defects or any hidden or any unapparent conditions of the Property, subsoil, or structures which would render the Property more or less valuable. (No responsibility is accepted or assumed by Appraiser for any such conditions or for analyses or engineering which may be required to discover them.)
9. That no environmental impact or environmental condition studies were either requested or made in conjunction with this Appraisal unless otherwise agreed by Appraiser in writing and shown in the Appraisal and the Appraiser hereby reserves the right to alter, amend, revise or rescind any of the value opinions included in this Appraisal based upon any subsequent environmental impact or environmental condition studies, research, revelation or investigation. (In particular, unless otherwise agreed by Appraiser in writing, and shown in this Appraisal, this Appraisal/Appraiser assumes that no violations of any environmental, or other, laws affecting the Property are pending or threatened against the Property and that no toxic waste, hazardous materials or dangerous substances have ever been stored, used, produced, maintained, dumped or located on or about the Property.)
10. That the value of the Property is estimated on the basis that there will be no international or domestic political, economic, or other adverse conditions or any military or other conflicts including strikes and civil disorders that will seriously affect overall real estate values.
11. That Beneficiary understands that the real estate values are influenced by a large number of external factors, that the data contained in the Appraisal is all of the data that Appraiser considered necessary to support the value estimate and that the Appraiser has not knowingly withheld any pertinent facts; and, Beneficiary has been advised and agrees that the Appraisal does not warrant, represent or guarantee that Appraiser has knowledge or appreciation of all factors which might influence the value of the Property.
12. That due to the rapid changes in external factors affecting the value of the Property, Appraiser's value conclusions are considered reliable only as of the date of the Appraisal.
13. That on all appraisals made subject to satisfactory construction, repairs, or alterations of improvements, the Appraisal and value conclusions are contingent upon completion of such work on the improvements in a good and workmanlike manner, without dispute, per plans, in code, as agreed and within a reasonable period of time.
14. That the value estimate of the Property assumes financially and otherwise responsible ownership and competent management of the Property.
15. That the Appraisal consists of trade secrets and commercial or financial information which is privileged and confidential and exempted from disclosure under 5 U.S.C. 533 (b) (4). (Please notify Hipes and Associates of any request for any reproductions of this Appraisal.)

16. That accurate estimates of costs to cure deferred maintenance are difficult to make or assess and that many different approaches or arrangements can be attempted or applied in various ways. (Any estimates provided within this Appraisal represent reasonably probable costs given current market conditions, available information and the Appraiser's expertise. Further deferred maintenance affecting the Property is considered to be limited to only those items, if any specified in detail, in the Property section of this Appraisal.)
17. That the existence of potentially hazardous materials used in the construction or maintenance of the Property such as urea-formaldehyde foam insulation, asbestos in any form, and/or other dangerous substances or materials on the Property, has not been considered, unless otherwise shown in the Appraisal. (The Appraiser is not qualified to detect such material or substances and it is the responsibility of the Beneficiary to retain an expert in this field, if desired.)
18. That the liability of the Appraiser and its officer, directors and employees, agents, attorneys and shareholders is limited to the fee collected for preparation of the Appraisal. (Appraiser has no accountability or liability to any third party, except as otherwise agreed in writing by Appraiser and such other party.)
19. That any projected potential gross income of the Property referred to in the Appraisal may be based on lease summaries provided by the Beneficiary, Owner or third parties and Appraiser has not reviewed lease documents and assumes no responsibility for the authenticity, accuracy or completeness of lease information provided by others. (Appraiser suggests that legal advice be obtained regarding the interpretation of the lease provisions and contractual rights of parties under Leases.)
20. That Beneficiary and any party entitled to read this report will consider the Appraisal as only one factor together with many others including its own independent investment considerations and underwriting criteria or other observations, concerns or parameters in formulating its overall investment or operating decision. In particular, Appraiser assumes that the Beneficiary has made/obtained, relied upon and approved the following, none of which was furnished by Appraiser unless otherwise agreed by Appraiser in writing, to wit:
  - a. current survey of the Property showing boundary, roads, flood plains, utilities, encroachments, easements, etc.;
  - b. current title report of the Property with legible copies of all exceptions to title;
  - c. any needed soil tests, engineer's reports and legal and other expert opinions;
  - d. abstract or other report of environmental conditions or hazards affecting the Property;
  - e. current visual inspection of the Property and adequate study of its use, occupancy, history, condition and fitness for the purpose of underlying Beneficiary's request for this Appraisal;
  - f. copies of current insurance policy, tax statements, contracts, leases and notices affecting the Property;
  - g. any needed estoppel certificates of tenants, mortgagee's or others claiming any interest in the Property;
  - h. reports/opinions of Beneficiary's staff, contacts, agents and associates; and
  - i. Owner's experience with the Property.
21. That Appraiser's projections of income and expenses are not predictions of the future; rather, they are the Appraiser's best estimates of current market thinking about future income and expenses. (The Appraiser makes no warranty or guaranty that Appraiser's projections will

succeed or materialize. The real estate market is constantly fluctuating and changing. It is not the Appraiser's task to predict or in any way forecast the conditions of a future real estate market; the Appraiser can only reflect, without warranty what the investment community, as of the date of the Appraisal, envisions for a particular time without assurances in terms of rental rates, expenses, capital, labor, supply, demand, ecology, etc.)

22. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. I (we) have not made a specific compliance survey and analysis of this Property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the Property, together with a detailed analysis of the requirements of the ADA, could reveal that the Property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since I (we) have no direct evidence relating to this issue, I (we) did not consider possible non-compliance with the requirements of ADA in estimating the value of the Property. Special Note: This may not be adequate if "readily achievable" barrier removal items are obvious and should have been identified.

## SUBJECT PHOTOGRAPHS



View of the subject from across Inwood Road, looking west.



View of proposed DE-6 area from Inwood Road.

## SUBJECT PHOTOGRAPHS



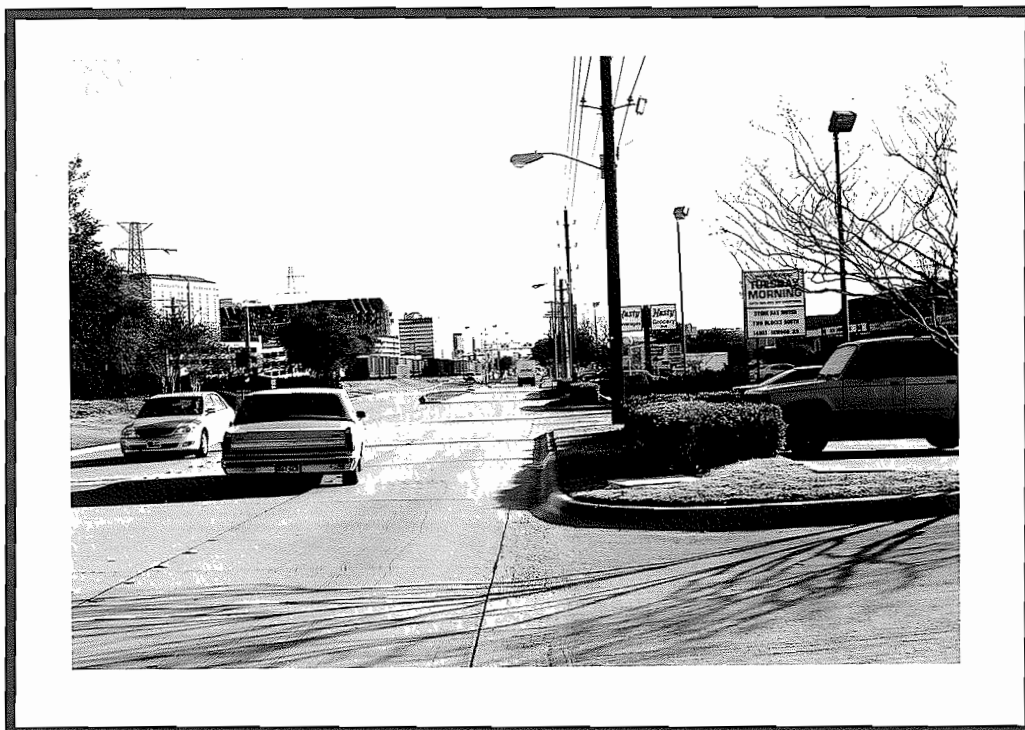
View of proposed DE-7 area from across Inwood Road.



Street scene, looking north along Inwood Road from in front of the subject.



# SUBJECT PHOTOGRAPHS



Street scene, looking south along Inwood Road from in front of the subject.

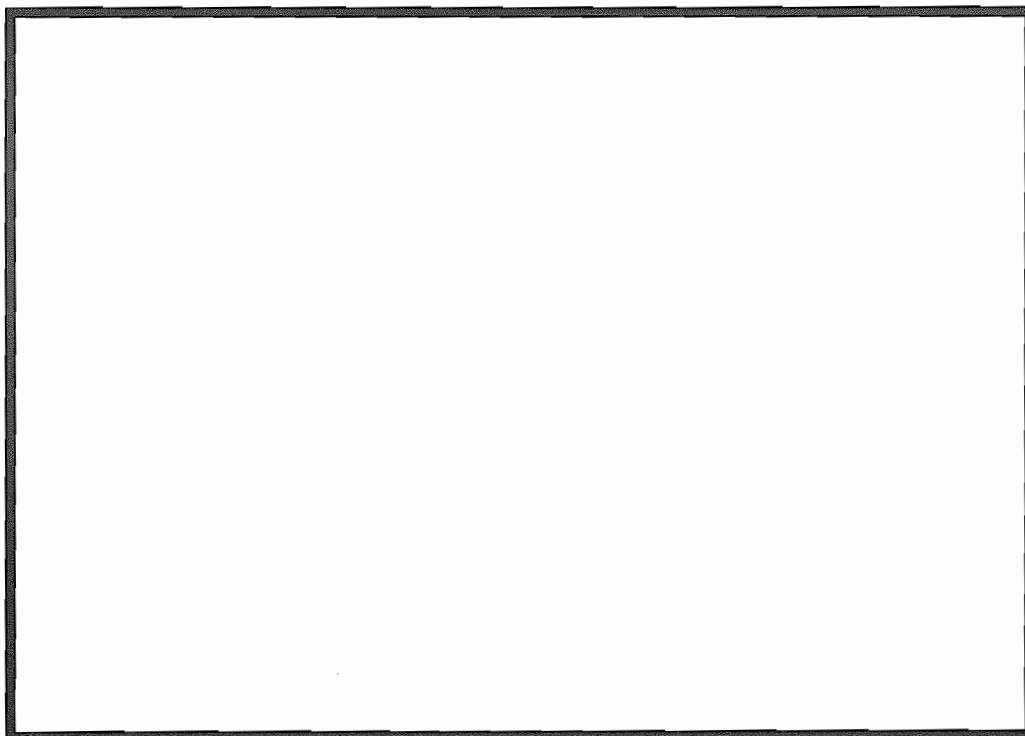


EXHIBIT "A"

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);

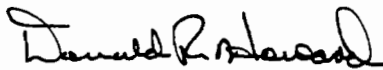
THENCE, South 17°01'00" East, along the West Right-of-Way of Inwood Road, a distance of 309.79 feet to the POINT OF BEGINNING;

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

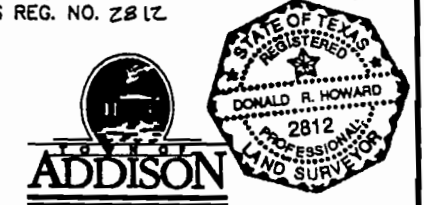


EXHIBIT "B"

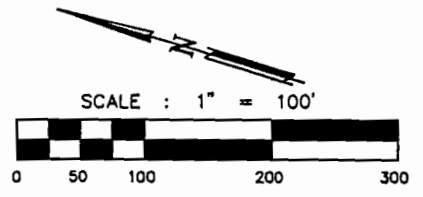
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-6)

*Donald R. Howard*

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



PAGE OF



LINE TABLE

Q.	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'

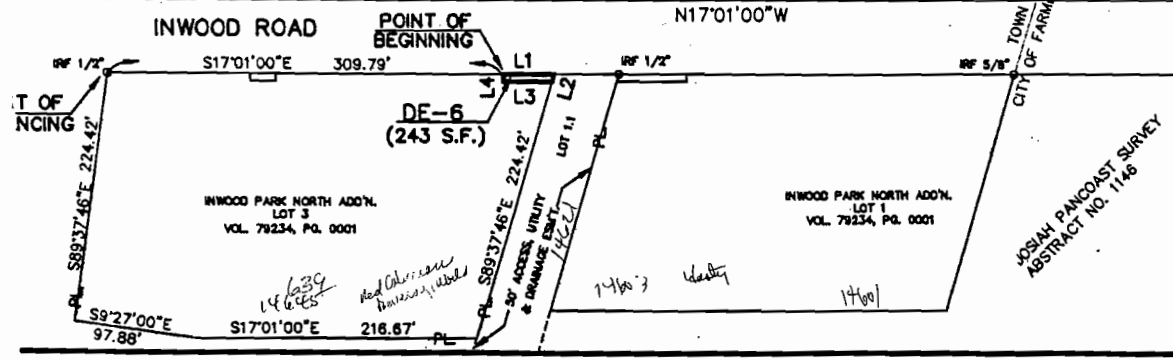
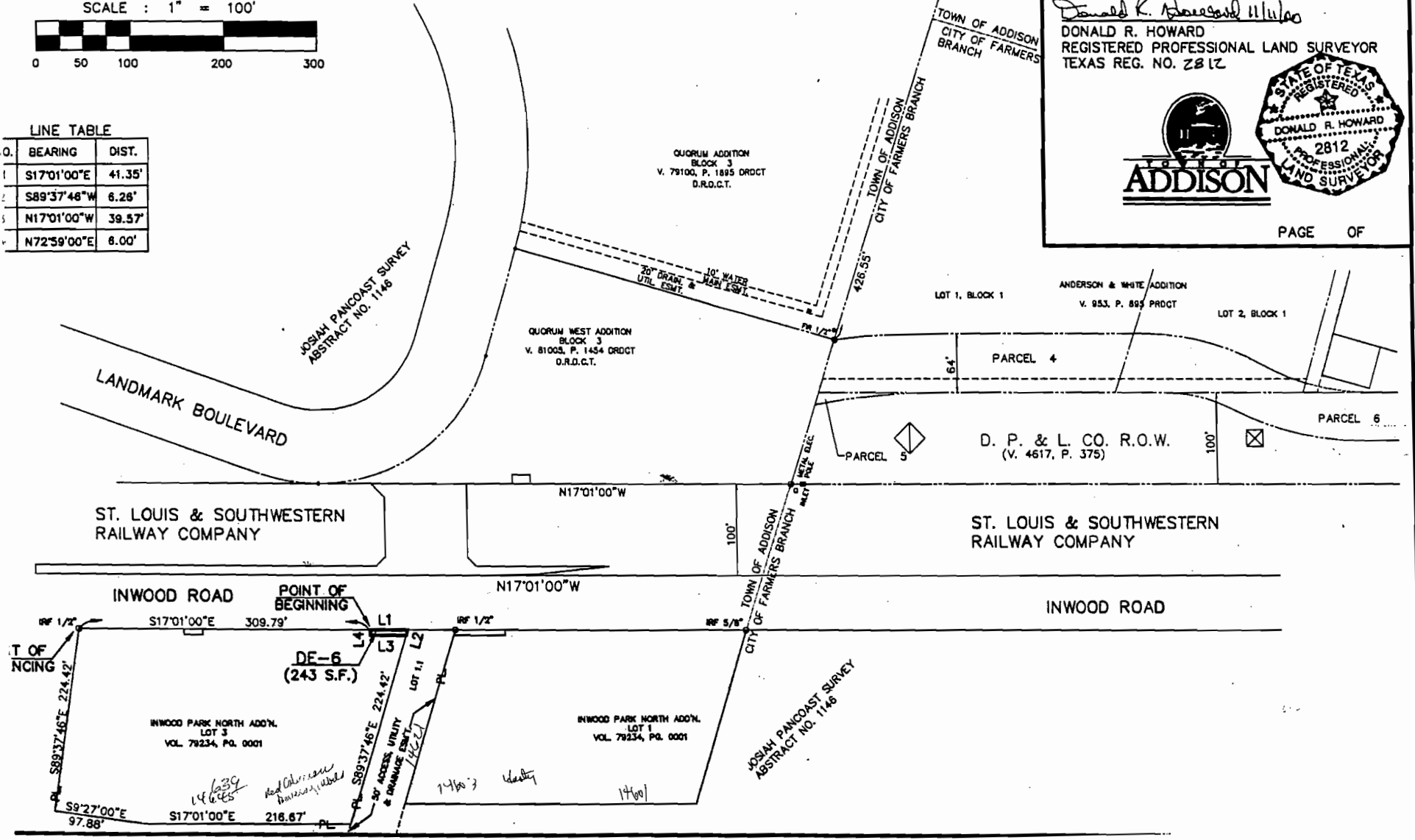


EXHIBIT "A"

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);

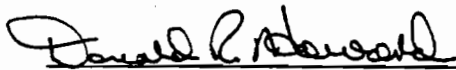
THENCE South 17°01'00" East along the said West Right-of-Way of Inwood Road, a distance of 111.82 feet to a point for the Northeast corner of subject drainage easement. Herein describe for the POINT OF BEGINNING;

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



**MARK A. HIPES**  
**Qualifications**

Location of Office

7557 Rambler Road, Suite 260, LB 25, Dallas, Texas 75231

Education

Southern Methodist University

\* Bachelor of Business Administration - Quantitative Analysis

\* Master of Business Administration - Finance

Texas Real Estate Broker License - License No. 388907-26

Texas State Certified General Real Estate Appraiser - License No. TX-1321416-G

Appraisal Courses, Seminars

American Institute of Real Estate Appraisers

\* Course IIa - Case Studies in Real Estate Valuation

\* Course IIb - Valuation Analysis & Report Writing

Society of Real Estate Appraisers

\* Course 101 - Principals of Real Estate Appraisal

\* Course 201 - Income Property Valuation

\* Course R2 - Report Writing

Standards of Professional Practice

Various Seminars on Valuation & Litigation

Experience

02/87 to Present

Hipes & Associates

Independent Real Estate Appraiser

03/79 to 02/87

Dallas County Department of Public Works

Eminent Domain Appraiser

09/71 to 03/79

Self Employed

Financial Analysis/Real Estate Analysis

Types of Properties Appraised

Regional Malls

Industrial/Manufacturing

Automobile Dealerships

Shopping Centers

Apartments

Hospitals

Office

Farms/Ranches

Railroads

Office/Warehouses

Proposed Developments

Churches

Service Stations

Educational Facilities

Airports

All types of commercial/industrial properties and a variety of special use properties.

Extensive work in Eminent Domain & other forms of litigation valuation

Qualified as an "Expert Witness" in County, District, & Federal Courts

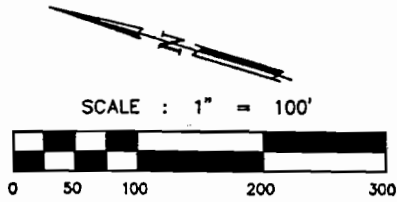
EXHIBIT "B"

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

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

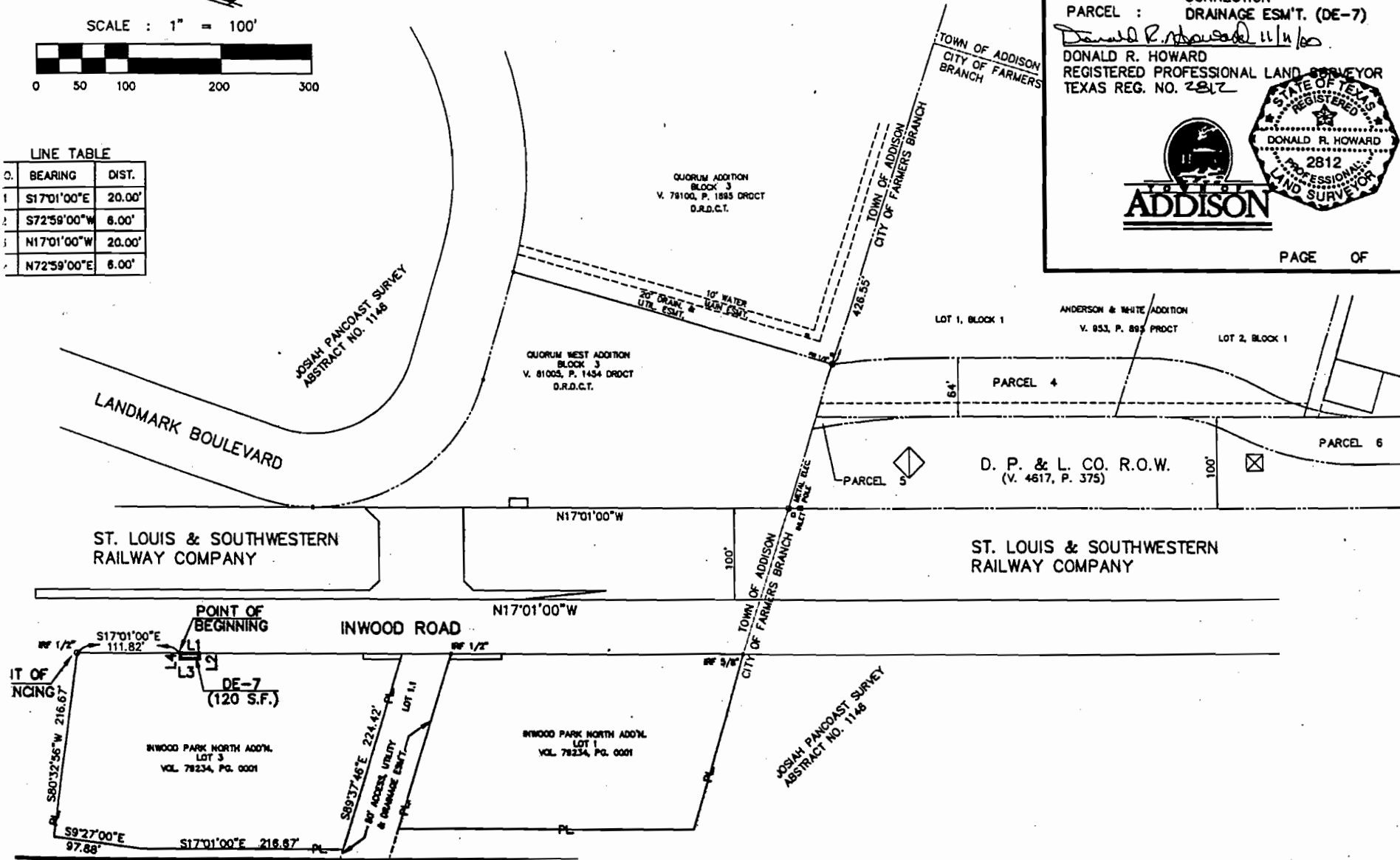


PAGE OF



LINE TABLE

C.	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'



Steve

## 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

Thanks  
Jim

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

s:\projects\city addison\643314\add12140.doc



Steve - This is

OK

We are still  
within our

Budget  
Jim



Town of Addison  
**Engineers Estimate of Probable Construction Cost**

	ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
<b>ROADWAY IMPROVEMENTS</b>	101	Barricades, Signing, and Traffic Control	MO	\$1,500.00	6	\$9,000.00
	102	Prepare Right of Way	STA	\$2,000.00	8	\$16,050.00
	103	Remove Exist Conc Pavement (Include Curb & Drive)	SY	\$14.00	1962.2	\$27,470.80
	104	Cement	TON	\$90.00	57.0	\$5,130.00
	105	Unclassified Street Excavation	CY	\$10.00	321	\$3,210.00
	106	Roadway Embankment	CY	\$8.50	227	\$1,929.50
	107	Hydromulch Bermuda Grass, Water and Fertilizer	SY	\$1.00	1338	\$1,338.00
	108	8" Reinforced Conc Pavement	SY	\$32.00	2690.6	\$86,099.20
	109	8" Cement Treated Base	SY	\$2.00	2874.0	\$5,748.00
	110	Mobilization	LS	\$30,000.00	1	\$30,000.00
	111	6" Conc Mono Curb	LF	\$2.00	1749.2	\$3,498.40
	112	4" Reinforced Conc Sidewalk	SY	\$35.00	25.6	\$896.00
	113	Reinforced Conc Wheelchair Ramps	EA	\$750.00	2	\$1,500.00
	114	6" Reinforced Conc Driveway	SY	\$45.00	106.3	\$4,783.50
	115	Landscape Pavers	SF	\$10.00	473.0	\$4,730.00
	116	4" Reflective Pavement Marker, Type II-CR	EA	\$6.60	34	\$224.40
	117	4" Round Pavement Marker, Type P-7	EA	\$3.50	102	\$357.00
	118	4" Reflective Pavement Marker, Type II-A-A	EA	\$6.60	42	\$277.20
	119	4" Round Pavement Marker, Type P-7-YR	EA	\$3.50	152	\$532.00
	120	6" x 6" White Jiggle Bars (White), Type 6-1	EA	\$11.00	43	\$473.00
	121	24" Wide White Thermoplastic Stop Bar	LF	\$11.00	166	\$1,826.00
	122	12" Wide White Thermoplastic Crosswalk Line	LF	\$6.60	167	\$1,102.20
	123	Thermoplastic Pavement Arrows	EA	\$165.00	10	\$1,650.00
	124	4" Wide Temporary Lane Stripe	LF	\$0.80	3961	\$3,168.80
	125	6" Dia PVC Irrigation Sleeve	LF	\$6.85	88	\$602.80
	126	Remove Existing Jiggle Bars	EA	\$1.00	71	\$71.00
	127	Concrete Header at Railroad Crossing	CY	\$300.00	7	\$2,100.00
	128	2" HMAC (Type D) (Surf)	TON	\$48.00	26.3	\$1,262.40
	129	Adjust Utility Manhole, Vave Box, Etc.	EA	\$550.00	6	\$3,300.00
<b>Subtotal:</b>						<b>\$218,330.20</b>
<b>STORM WATER IMPROVEMENTS</b>	201	18" Class III RCP	LF	\$55.00	707	\$38,885.00
	202	24" Class III RCP	LF	\$65.00	486	\$31,590.00
	203	Type M Manhole	EA	\$2,800.00	2	\$5,600.00
	204	5' Recessed Inlet	EA	\$2,000.00	2	\$4,000.00
	205	5' Type C Curb Inlet	EA	\$1,900.00	3	\$5,700.00
	206	Trench Safety Design	LS	\$650.00	1	\$650.00
	207	Furnish and Install Trench Safety	LF	\$0.60	1213	\$727.80
	208	Inlet Protection	EA	\$100.00	5	\$500.00
	209	Rock Filter Dams, Type 1	LF	\$38.00	50	\$1,900.00
	210	Silt Fence	LF	\$3.00	200	\$600.00
	211	18" Class IV RCP	LF	\$75.00	88	\$6,600.00
	212	Precast Safety End Treatment (Ty II) (2-12" RCP)	EA	\$800.00	2	\$1,600.00
	213	Connect 24" RCP to Existing Inlet	LS	\$600.00	1	\$600.00
	<b>Subtotal:</b>					
<b>SIGNALIZATION</b>	301	3" PVC Conduit (Sch 40)(Trenched)	LF	\$5.00	40	\$200.00
	302	4" PVC Conduit (Sch 40)(Bored)	LF	\$16.00	250	\$4,000.00
	303	4" RM Conduit (Bored)	LF	\$20.00	90	\$1,800.00
	304	No. 6 AWG Bare Wire	LF	\$0.60	440	\$264.00
	305	Ground Box (Type A) W/ Apron	EA	\$400.00	4	\$1,600.00
	306	Traffic Sign (SR3-1)(Mast Arm Mount)(LED Blankout)	EA	\$4,500.00	2	\$9,000.00
	307	Traffic Sign (SR3-4)(Mast Arm Mount)	EA	\$125.00	4	\$500.00
	308	Traffic Sign (SR3-8)(Mast Arm Mount)	EA	\$125.00	2	\$250.00
	309	Traffic Sign (SR3-5)(Mast Arm Mount)	EA	\$125.00	1	\$125.00
	310	Traffic Sign (R10-12S)(Mast Arm Mount)	EA	\$125.00	1	\$125.00
	311	Signal Pole Conc Foundation (Type 30-A)	EA	\$1,600.00	2	\$3,200.00
	312	Signal Pole Conc Foundation (Type 36-A)	EA	\$2,000.00	2	\$4,000.00
	313	12" - 3 Section LED Signal Head (Type V3)	EA	\$835.00	10	\$8,350.00
	314	12" - 4 Section LED Signal Head (Type V4LT)	EA	\$1,110.00	3	\$3,330.00
	315	12" - 4 Section LED Signal Head (Type V4LT-BM)	EA	\$1,160.00	3	\$3,480.00
	316	Vacuum Formed Backplate (3 Sec)(12 in)	EA	\$50.00	10	\$500.00
	317	Vacuum Formed Backplate (4 Sec)(12 in)	EA	\$55.00	6	\$330.00
	318	3 Section Astro Brac w/29" Bands	EA	\$90.00	10	\$900.00
	319	4 Section Astro Brac w/29" Bands	EA	\$95.00	6	\$570.00
	320	Pedestrian LED Signal Head with Count-Down Timer	EA	\$600.00	2	\$1,200.00
	321	4 Conductor Opticom Cable	LF	\$1.00	800	\$800.00
	322	5 Cndr Signal Cable (16 AWG)(IMSA 20-1)	LF	\$0.60	560	\$336.00
	323	7 Cndr Signal Cable (16 AWG)(IMSA 20-1)	LF	\$0.75	265	\$198.75
	324	16 Cndr Signal Cable (12 AWG)(IMSA 20-1)	LF	\$2.75	970	\$2,667.50
	325	Pedestrian Push Button & R10-4b Sign Assembly	EA	\$125.00	2	\$250.00
	326	Opticom Directional Sensors with Mounting Bracket	EA	\$750.00	3	\$2,250.00
	327	Opticom Discriminator Module	EA	\$2,000.00	1	\$2,000.00
	328	Belden 8281 Coaxial Cable	LF	\$0.50	1270	\$635.00
	329	3 Cndr Signal Cable (14 AWG)(IMSA 20-1)	LF	\$0.50	1270	\$635.00
	330	19' T-Base Pole w/30' Mast Arm	EA	\$3,400.00	1	\$3,400.00
	331	19' T-Base Pole w/35' Mast Arm	EA	\$3,700.00	1	\$3,700.00
	332	28' T-Base Pole w/40' Mast Arm	EA	\$4,300.00	2	\$8,600.00
	333	Video Camera & Mounting Hardware	EA	\$2,400.00	5	\$12,000.00
	334	Small Roadside Sign Assembly (Type A)	EA	\$325.00	11	\$3,575.00
	335	Relocate Small Roadside Sign Assembly	EA	\$235.00	3	\$705.00
<b>Subtotal:</b>						<b>\$85,476.25</b>
<b>Total Cost:</b>						<b>\$402,759.25</b>
<b>Contingency at 10%</b>						<b>\$40,275.93</b>
<b>Total Amount of Bids:</b>						<b>\$443,035.18</b>

**TRANSMITTAL OF ADDENDUM**

\*\*\*\*\*

**INSTRUCTIONS:**

Acknowledge receipt of Addenda with the form below, please FAX to (972) 450-7096 upon receipt.

\*\*\*\*\*

Addendum Acknowledgment Should be faxed to (972) 450-7096

I Acknowledge the receipt of Addendum No.: 1 Total # Pages: 35

Town of: ADDISON, TEXAS

Project Name: 03-20 Inwood-South Quorum Access Phase II:Inwood Connection

By Facsimile Transmission on this date: June 3, 2003

The undersigned bidder hereby certifies that Addendum No. 1 has been incorporated into the proposal and if accepted becomes part of the contract.

Company Name:

Signed By:

Signature:

Date:


**PLEASE SIGN & FAX THIS PAGE  
BACK TO TOWN OF ADDISON**

(As verification that you received this update)  
972-450-7096

**TOWN OF ADDISON**  
**ADDENDUM NO. 1**  
**TO THE CONTRACT DOCUMENTS FOR**  
**INWOOD/SOUTH QUORUM ACCESS**  
**PHASE II: INWOOD CONNECTION**

**Bid No. 03-20**

The Contract Documents for the subject project are hereby revised or amended as described below.

1. Delete SECTION IB INSTRUCTIONS TO BIDDERS PARAGRAPH O. AWARD in its entirety, and replace with the following:

O. AWARD: The Owner reserves the right to accept any or to reject any bids without compensation to bidders and to waive irregularities and informalities. For the purpose of award, each bid submitted shall consist of two parts whereby:

**Standard Bid (A)** = The correct summation of the products of the estimated quantities shown in the proposal, multiplied by their bid unit prices.

**Time Bid (B)** = (CD x Daily Value) = the product of the number of calendar days (CD) provided by the Contractor and the Daily Value established by the Town.

For purposes of this Contract, the Daily Value is \$1,000.00.

The lowest evaluated bid (Total Bid) will be determined by the Town as the lowest sum of Standard Bid (A) plus Time Bid (B) according to the following formula:

**Total Bid = Standard Bid (A) + Time Bid (B)**

Time Bid (B) from the preceding formula will not be used to determine final payment to the Contractor. All payments will be based on actual quantities and bid unit prices.

The Town desires to expedite construction on this contract to minimize the inconvenience to the traveling public and to reduce the time of construction. In order to achieve this, an incentive - disincentive provision is established for the contract. **The total incentive payment shall not exceed \$30,000.00. A bid with more than 180 days will be considered non-responsive and will be rejected.**

2. Delete the SECTION PF PROPOSAL FORM in its entirety, and replace with the attached pages 3-21 of this Addendum.
3. Delete the SECTION SP SPECIAL PROVISION PARAGRAPH 29 in its entirety.
4. Delete sheets 2 through 6, and 8 through 14 of the plans; replace with the attached sheets 2 through 6, and 8 through 14. Delete sheet 18.

Please acknowledge receipt of this Addendum by placing a signed copy into your proposal at the time of bidding and initialing the appropriate blank at the end of your proposal.

**Receipt Acknowledged:**

By: \_\_\_\_\_

Date: \_\_\_\_\_

**SECTION PF  
PROPOSAL FORM**

\_\_\_\_\_, 2003

TO: The Honorable Mayor and Town Council  
Town of Addison, Texas

Gentlemen:

The undersigned bidder, having examined the plans, specifications and contract documents, and the location of the proposed work, and being fully advised as to the extent and character of the work, proposes to furnish all equipment and to perform labor and work necessary for completion of the work described by and in accordance with the Plans, Specifications and Contract for the following prices, to wit:

Signed by: \_\_\_\_\_

**ACKNOWLEDGMENT OF ADDENDA:**

The Bidder acknowledges receipt of the following addenda:

Addendum No. 1 \_\_\_\_\_

Addendum No. 2 \_\_\_\_\_

Addendum No. 3 \_\_\_\_\_

\_\_\_\_\_  
Contractor

By: \_\_\_\_\_  
(please print name)

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Seal and Authorization  
(If a Corporation)

\_\_\_\_\_  
Address

\_\_\_\_\_  
City, County, State and Zip

\_\_\_\_\_  
Telephone Fax No.

E-Mail Address: \_\_\_\_\_

Addendum No. 1

If BIDDER is:

An Individual

By \_\_\_\_\_  
(Individual's Name)

(Seal)

doing business as \_\_\_\_\_

Business address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone No. \_\_\_\_\_

A Partnership

By \_\_\_\_\_  
(Firm Name)

(Seal)

\_\_\_\_\_  
(General Partner)

doing business as \_\_\_\_\_

Business address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone No. \_\_\_\_\_

A Corporation

By \_\_\_\_\_  
(Corporation Name)

\_\_\_\_\_  
(State of Incorporation)

By \_\_\_\_\_  
(Name of Person Authorized to Sign)

\_\_\_\_\_  
(Title)

(Corporate Seal)

Attest \_\_\_\_\_  
(Secretary)

Business address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone No. \_\_\_\_\_



A Joint Venture

By \_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Address)

By \_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Address)

(Each joint venture must sign. The manner of signing for each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above.)

**BID SCHEDULE A**  
**ROADWAY IMPROVEMENTS**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
101	6	Month	Furnish place and maintain barricades, signing and traffic control,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
102	8	STA	Preparing right-of-way,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
103	1954.6	S.Y.	Remove and dispose of existing concrete pavement (include curb and driveway),  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
104	1	LS	Railroad Flagman,  For the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
105	321	C.Y.	Unclassified street excavation,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
106	227	C.Y.	Roadway Embankment,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
107	1338	S.Y.	Furnish and place block sodding, water, and fertilizer,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE A**  
**ROADWAY IMPROVEMENTS**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
108	2644.0	S.Y.	Furnish and place 10" reinforced concrete pavement, 4000 psi @ 28 days,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
109	1	L.S.	Design and restore irrigation system,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
110	1	L.S.	Mobilization  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
111	1517.2	L.F.	Furnish and place 6" concrete mono curb, 4000 psi @ 28 days,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
112	25.6	S.Y.	Furnish and place 4" thick reinforced concrete sidewalk, 4000 psi @ 28 days,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
113	2	EA.	Furnish and place reinforced concrete wheelchair ramps,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
114	109.3	S.Y.	6" Reinforced Concrete Driveway, 4000 psi @ 28 days,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE A**  
**ROADWAY IMPROVEMENTS**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
115	473	S.F.	Landscape Pavers, including support slab and sand cushion,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
116	34	EA.	Furnish and place 4" square reflective pavement marker Type II-CR,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
117	102	EA.	Furnish and place 4" dia. Round pavement marker Type P-7,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
118	42	EA.	Furnish and place 4" square Reflective pavement marker Type II-A-A,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
119	152	EA.	Furnish and place 4" dia. Round pavement marker Type P-7-YR,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
120	43	EA.	Furnish and place 6" x 6" jiggle bars, white, reflectorized, Type 6-1,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE A**  
**ROADWAY IMPROVEMENTS**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
121	166	L.F.	Furnish and place 24" wide white thermoplastic stop bar,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
122	167	L.F.	Furnish and place 12" wide white thermoplastic crosswalk line,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
123	10	EA.	Furnish and place thermoplastic pavement arrows,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
124	6320	L.F.	Furnish and place 4" wide temporary lane stripe.  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
125	88	L.F.	Furnish and place 6" dia. PVC irrigation sleeve,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
126	71	EA.	Remove and dispose of existing jiggle bars,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE A**  
**ROADWAY IMPROVEMENTS**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
127	7.0	C.Y.	Furnish and place Concrete Header at Railroad Crossing,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
128	26.3	TON	Furnish and place 2" Hot Mix Asphalt Concrete Pavement (Type D) (Surface),  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
129	6	EA.	Adjust utility manhole, valve box, etc.,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**TOTAL AMOUNT OF BID FOR MATERIALS AND SERVICES, SCHEDULE A, ROADWAY IMPROVEMENTS, ITEMS 101 THROUGH 129, INCLUSIVE**      \$ \_\_\_\_\_

**BID SCHEDULE B**  
**STORM WATER IMPROVEMENTS**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
201	707	L.F.	Furnish and install 18" Class III reinforced concrete pipe (RCP), including embedment,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
202	486	L.F.	Furnish and install 24" Class III reinforced concrete pipe (RCP), including embedment,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
203	2	EA.	Furnish and place Type M manhole,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
204	24.9	S.Y.	Cut, remove and replace existing pavement,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
205	5	EA.	Furnish and construct 5' Type C curb inlet,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
206	1	L.S.	Trench safety design (all utilities),  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
207	1213	L.F.	Furnish and install trench safety,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE B**  
**STORM WATER IMPROVEMENTS**  
**INWOOD CONNECTION**

Item No.	Bid Quantity	Unit	Item Description and Unit Price in Words	Unit Price	Amount Bid
208	5	EA.	Furnish, install, maintain and remove inlet protection,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
209	50	L.F.	Furnish, install, maintain and remove rock filter dams, Type 1,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
210	200	L.F.	Furnish, install, maintain and remove silt fence,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
211	188	L.F.	Furnish and install 12" Class IV reinforced concrete pipe (RCP), including embedment,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
212	2	EA.	Furnish and install precast safety end treatment (Type II) (2-12" RCP), including embedment,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
213	1	LS	Connect 24" RCP into Existing Curb Inlet,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**TOTAL AMOUNT OF BID FOR MATERIALS AND SERVICES, SCHEDULE B, STORM SEWER IMPROVEMENTS, ITEMS 201 THROUGH 213, INCLUSIVE**      \$ \_\_\_\_\_



**BID SCHEDULE C**  
**SIGNALIZATION**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
301	40	L.F.	3" Sched. 40 PVC Electrical Conduit (Trenched)  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
302	250	L.F.	4" Sched. 40 PVC Electrical Conduit (Bored)  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
303	90	L.F.	4" Rigid Metal Electrical Conduit (Bored)  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
304	440	L.F.	#6 AWG Bare Electrical Wire,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
305	4	EA.	Type A Ground Box with Apron,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
306	2	EA.	Traffic Sign (SR3-1) Mast Arm Pole Mount, LED Blank-Out with mounting hardware,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE C**  
**SIGNALIZATION**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
307	4	EA.	Traffic Sign (SR3-4) Mast Arm Mount,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
308	2	EA.	Traffic Sign (SR3-8) Mast Arm Mount,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
309	1	EA.	Traffic Sign (R3-5) Mast Arm Mount,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
310	1	EA.	Traffic Sign (R10-12S) Mast Arm Mount,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
311	2	EA.	Signal Pole Conc. Fnd. (Type 30-A),  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
312	2	EA.	Signal Pole Conc. Fnd. (Type 36-A),  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE C**  
**SIGNALIZATION**  
**INWOOD CONNECTION**

Item No.	Bid Quantity	Unit	Item Description and Unit Price in Words	Unit Price	Amount Bid
313	10	EA.	12" -3 Section LED Signal Head (Type V3),  Complete in Place, for the Sum of _____ dollars _____ cents per unit  Polycarbonate LED traffic signal with tunnel visor, color black, lens configuration: red, yellow, green, (Manufacturer: Traffic Control Technology and Gelcore DR6 Series)	\$ _____	\$ _____
314	3	EA.	12" -4 Section LED Signal Head with green left turn arrow (Type V4LT),  Complete in Place, for the Sum of _____ dollars _____ cents per unit  Polycarbonate LED traffic signal with tunnel visor, color black, lens configuration: red, yellow, green, green left turn arrow (Manufacturer: Traffic Control Technology and Gelcore DR6 Series)	\$ _____	\$ _____
315	3	EA.	12" -4 Section LED Signal Head with green/yellow Bi-Modal turn arrow (Type V4LT-BM),  Complete in Place, for the Sum of _____ dollars _____ cents per unit  Polycarbonate LED traffic signal with tunnel visors, color black, with Bi-Modal left turn signal lens configuration: red, yellow, green, left turn yellow and green arrow (Manufacturer: Traffic Control Technology and Gelcore DR6 Series)	\$ _____	\$ _____
316	10	EA.	Vacuum Formed Backplate, 3 Section, (12") TCT: BK-1003-C, Manufacturer: Pelco,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE C**  
**SIGNALIZATION**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
317	6	EA.	Vacuum Formed Backplate, 4 Section, (12") TCT: BK-1004-C, Manufacturer: Pelco,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
318	10	EA.	3 Section Astro Brac w/ 29" Bands, AB-0116-3-29, Manufacturer: Pelco,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
319	6	EA.	4 Section Astro Brac w/ 29" Bands, AB-0116-4-29, Manufacturer: Pelco,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
320	2	EA.	Pedestrian LED Signal Head with Count-Down Timer and Mounting Hardware,  Complete in Place, for the Sum of _____ dollars _____ cents per unit  Cast Aluminum 1 section LED signal, color black, with a two color symbol message and count-down timer, a single piece cast aluminum swing down door frame, a blankout z-crate type sun visor, and clamshell type mounting. (Manufacturer: IDC and Gelcore PS7 Series)	\$ _____	\$ _____
321	800	L.F.	4 Cndr Opticom Cable, Model M138, Manufacturer: 3M,  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____
322	560	L.F.	5 Cndr Signal Cable (#16 AWG) (IMSA 20-1)  Complete in Place, for the Sum of _____ dollars _____ cents per unit	\$ _____	\$ _____

**BID SCHEDULE C**  
**SIGNALIZATION**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
323	265	L.F.	7 Cndr Signal Cable (#16 AWG) (IMSA 20-1)	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
324	970	L.F.	16 Cndr Signal Cable (#12 AWG) (IMSA 20-1)	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
325	2	EA.	Pedestrian Push Button & R10-4B Sign Assembly, Model SE-2013,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
			Push button station assembly without cable guide, freeze proof, 9" X 12", 2" push button, color: brushing brown, Manufacturer: Pelco.		
326	3	EA.	Opticom Directional Sensors with Mounting Bracket, Model M511 Opticom Optical Detector, Manufacturer: 3M,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
327	1	EA.	Opticom Discriminator Module, Two Channel, Model M752, Manufacturer: 3M,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
328	1270	L.F.	Coaxial Cable, Beldon #8281,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		

**BID SCHEDULE C**  
**SIGNALIZATION**  
**INWOOD CONNECTION**

<b>Item No.</b>	<b>Bid Quantity</b>	<b>Unit</b>	<b>Item Description and Unit Price in Words</b>	<b>Unit Price</b>	<b>Amount Bid</b>
329	1270	L.F.	3 Conductor Signal Cable (#14 AWG) (IMSA 20-1)	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
330	1	EA.	19' T-Base Pole w/30' Mast Arm,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
331	1	EA.	19' T-Base Pole w/35' Mast Arm,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
332	2	EA.	28' T-Base Pole w/40' Mast Arm,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
333	5	EA.	Video Camera w/Mounting Hardware	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
334	15	EA.	Small Roadside Sign Assembly, Type A,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		
335	3	EA.	Relocate Small Roadside Sign Assembly,	\$ _____	\$ _____
			Complete in Place, for the Sum of _____ dollars _____ cents per unit		

**TOTAL AMOUNT OF BID FOR MATERIALS AND SERVICES, SCHEDULE C, SIGNALIZATION, ITEMS 301 THROUGH 335, INCLUSIVE**      \$ \_\_\_\_\_

**BID SCHEDULE SUMMARY  
INWOOD/SOUTH QUORUM ACCESS  
PHASE II: INWOOD CONNECTION**

<u>Bid Schedule and Description</u>	<u>Total Amount Materials &amp; Services</u>
Schedule A Paving Improvements	\$ _____
Schedule B Storm Sewer Improvements	\$ _____
Schedule C Signalization	\$ _____

**TOTAL AMOUNT BID FOR SCHEDULES A - C**  
**=TOTAL OF STANDARD BID (A) \$ \_\_\_\_\_**

**WRITTEN IN WORDS: \_\_\_\_\_**

**TOTAL OF TIME BID: \_\_\_\_\_ (Calendar Days)**

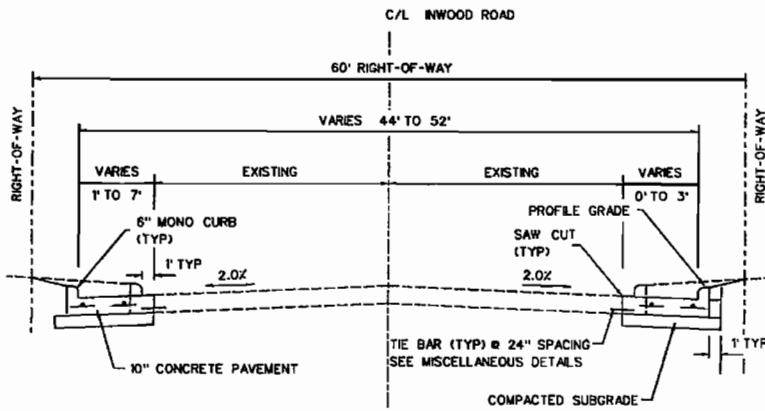
**TOTAL OF CALENDAR DAYS X \$1,000 (B): \$ \_\_\_\_\_**

**BASIS FOR COMPARISON OF BIDS:**

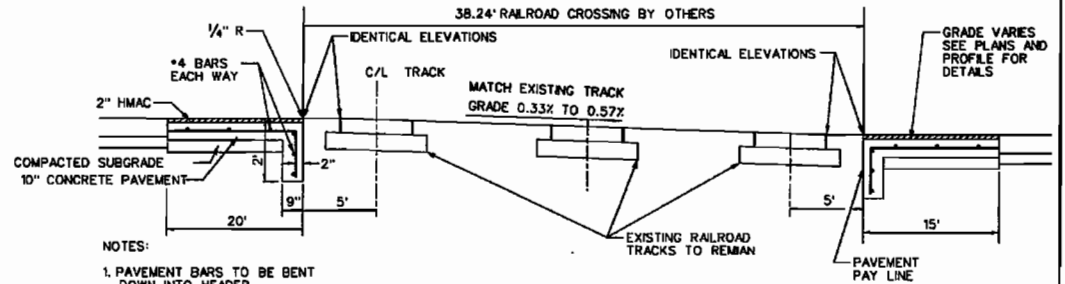
**(A) + (B) = TOTAL BIDS: \$ \_\_\_\_\_**

- NOTES:
1. All items, labor, materials, equipment, facilities, incidentals, and work required for construction of the project are to be provided and installed by the Contractor as part of the project and payment for the cost of such shall be included in the price bid for the construction of the project.
  2. Prices must be shown in words and figures for each item listed in this proposal. In the event of discrepancy, the words shall control.
  3. It is understood that the Bid Security shall be collected and retained by the Owner as liquidated damages in the event a contract is awarded by the Owner based on this proposal within ninety (90) calendar days after receiving bids and the undersigned fails to execute the contract and required bonds within seven (10) calendar days from the date the Contractor is notified and has received the conformed documents. After this period, if the contract has been executed and the required bonds have been submitted, the said Bid Surety shall be returned to the undersigned upon demand.
  4. One contract will be awarded based on the total values of items A through C, (A), plus (B).

Bidder's Tax I.D. No. or Employer No. \_\_\_\_\_

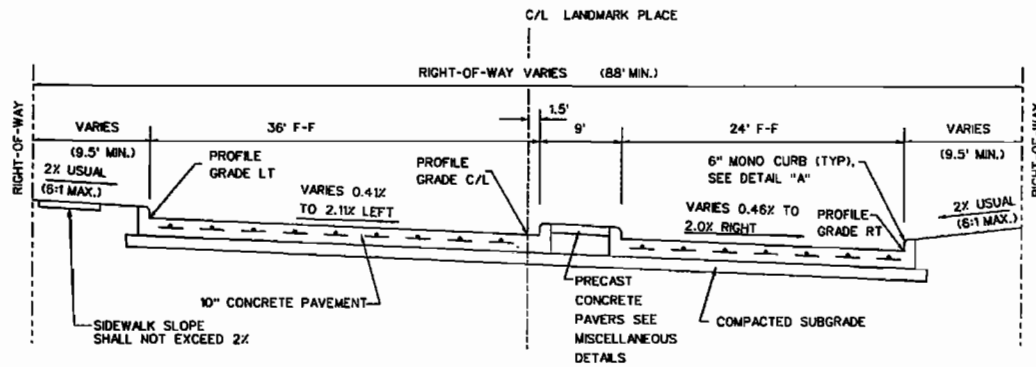


**INWOOD ROAD - STA. 55+52.00 TO STA. 57+08.31**  
NOT TO SCALE

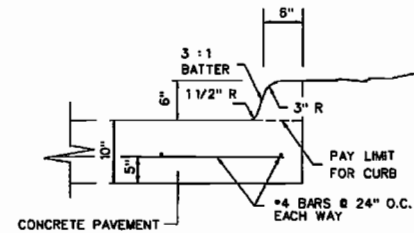


- NOTES:
1. PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
  2. HEADER AND PAVEMENT TO BE MONOLITHIC.

**TYPICAL SECTION AT RAILROAD CROSSING**  
NOT TO SCALE



**LANDMARK PLACE - STA. 48+19.15 TO STA. 48+68.65**  
**STA. 49+05.83 TO STA. 49+22.70**  
NOT TO SCALE

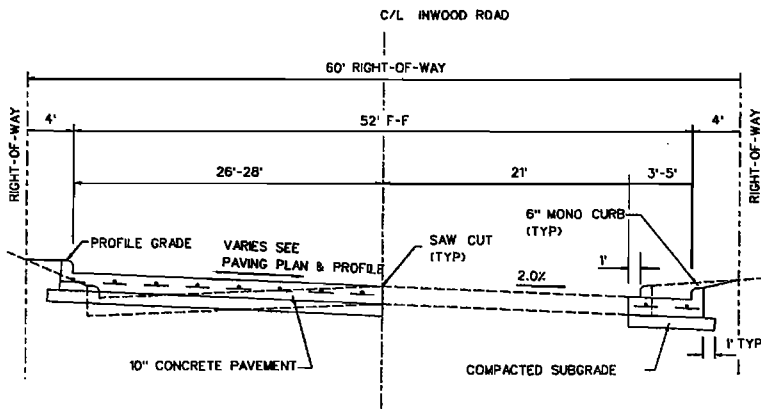


**DETAIL "A"**  
NOT TO SCALE

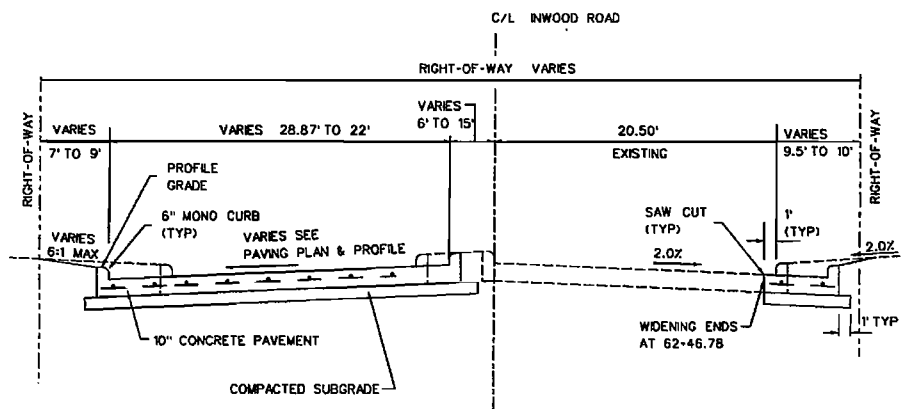


<b>PARSONS</b>	
1370 N. DALLAS STREET, SUITE 200, DALLAS, TEXAS 75201	
<b>TYPICAL SECTIONS</b>	
SHEET 1 OF 2	
INWOOD CONNECTION	
DEPARTMENT OF PUBLIC WORKS	
TOWN OF ADDISON, TEXAS	
DESIGN	DATE
DRAWN	SCALE
DATE	NOTES
FILE	NUMBER
P.C.N.	2

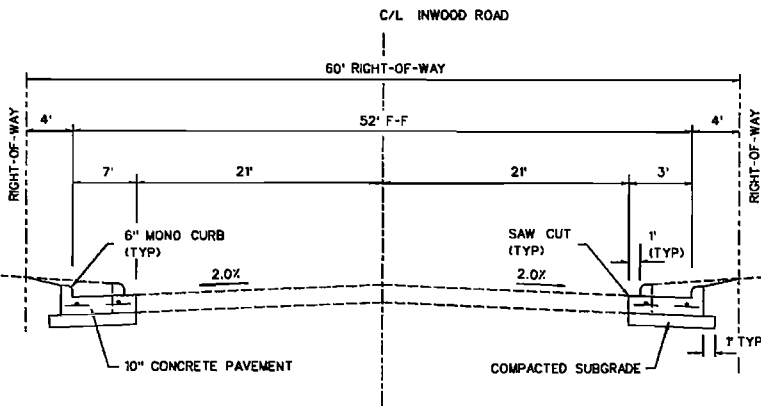




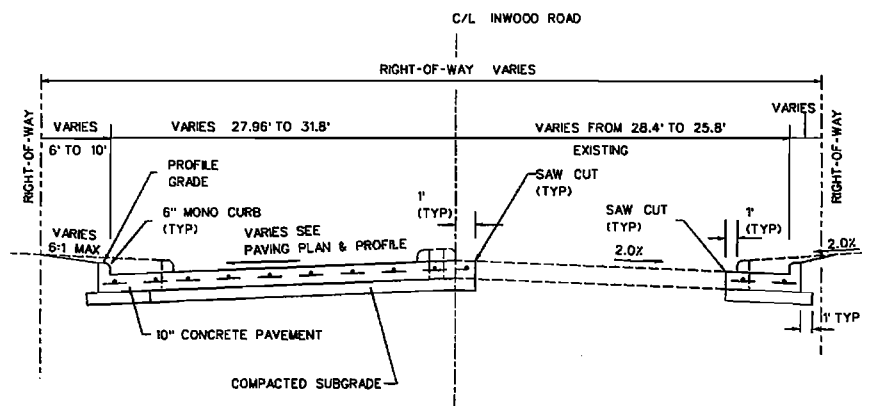
**INWOOD ROAD - STA. 57+45.50 TO STA. 56+45.56**  
NOT TO SCALE



**INWOOD ROAD - STA. 61+97.75 TO STA. 62+63.21**  
NOT TO SCALE



**INWOOD ROAD - STA. 57+08.31 TO STA. 57+45.50**  
NOT TO SCALE



**INWOOD ROAD - STA. 61+45.56 TO STA. 61+97.75**  
NOT TO SCALE



<b>PARSONS</b> <small>8750 N. DALLAS PARKWAY, SUITE 400, DALLAS, TEXAS 75240 972099-9800</small>						
<b>TYPICAL SECTIONS</b>						
<b>SHEET 2 OF 2</b>						
<b>INWOOD CONNECTION</b>						
<b>DEPARTMENT OF PUBLIC WORKS</b>						
<b>TOWN OF ADDISON, TEXAS</b>						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.C.M.	C.M.W.	05/12/13				3

**SUMMARY OF QUANTITIES**

Item	Description	Unit	Quantity
101	Barricades, Signs, and Traffic Control	MO	6
102	Prepare Right of Way	STA	8
103	Remove Exist Conc Pavement (Include Curb & Drive)	SY	1954.6
104	Railroad Flagman	LS	1
105	Unclassified Street Excavation	CY	321
106	Roadway Embankment	CY	227
107	Block Sodding, Water and Fertilizer	SY	1338
108	10" Reinforced Conc Pavement	SY	2644.0
109	Design and Restore Irrigation System	LS	1
110	Mobilization	LS	1
111	6" Conc Mono Curb	LF	1517.2
112	4" Reinforced Concrete Walk	SY	25.6
113	Reinforced Conc Wheelchair Ramps	EA	2
114	6" Reinforced Conc Driveway	SY	109.3
115	Landscape Pavers	SF	473
116	4" Reflective Pavement Marker, Type 8-CR	EA	34
117	4" Round Pavement Marker, Type P-7	EA	102
118	4" Reflective Pavement Marker, Type 8-A-A	EA	42
119	4" Round Pavement Marker, Type P-7-YR	EA	152
120	6" x 6" White Joggle Bars (White) Type 6-1	EA	43
121	24" wide White Thermoplastic Stop Bar	LF	168
122	12" Wide White Thermoplastic Crosswalk Line	LF	167
123	Thermoplastic Pavement Arrows	EA	10
124	4" Wide Temporary Lane Stripe	LF	8320
125	8" Dia PVC Irrigation Sneeze	LF	88
126	Remove Existing Joggle Bars	EA	71
127	Concrete Header at Railroad Crossing	CY	7.0
128	2" HMAc TYPE D (SURF)	TON	28.3
129	Adjust Utility Manhole, Valve Box, Etc.	EA	6
201	18" Class III RCP	LF	707
202	24" Class III RCP	LF	486
203	Type M Manhole	EA	2
204	Cut, Remove and Replace Existing Pavement	SY	24.9
205	3" Type C Curb Inlet	EA	5
206	Trench Safety Design	LS	1
207	Furnish and Install Trench Safety	LF	1213
208	Inlet Protection	EA	5
209	Rock Filter Dams, Type 1	LF	30
210	Soil Fence	LF	200
211	12" Class IV RCP	LF	88
212	Precast Safety End Treatment (TY II) (2-12" RCP)	EA	2
213	Connect 24" RCP to Existing Inlet	LS	1
301	3" PVC Conduit (Sch 40)(Tranched)	LF	40
302	4" PVC Conduit (Sch 40)(Bored)	LF	250
303	4" RM Conduit (Bored)	LF	90
304	No. 6 AWG Spw Wire	LF	440
305	Ground Box (Type A) w/ Apron	EA	2
306	Traffic Sign (SR3-1)(Most Arm Mount)(LED Blankout)	EA	2
307	Traffic Sign (SR3-4)(Most Arm Mount)	EA	4
308	Traffic Sign (SR3-3)(Most Arm Mount)	EA	2
309	Traffic Sign (R3-3)(Most Arm Mount)	EA	1
310	Traffic Sign (R10-12)(Most Arm Mount)	EA	1
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2
313	12" - 3 Section LED Signal Head (Type V3)	EA	10
314	12" - 4 Section LED Signal Head (Type V4LT)	EA	3
315	12" - 4 Section LED Signal Head (Type V4LT-8M)	EA	3
316	Vacuum Formed Backplate (3 Sec)(12 in)	EA	10
317	Vacuum Formed Backplate (4 Sec)(12 in)	EA	6
318	3 Section Astro Broc w/29" Bonds	EA	10
319	4 Section Astro Broc w/29" Bonds	EA	5
320	Pedestrian LED Signal Head with Count-Down Timer	EA	2
321	4 Conductor Opticom Cable	LF	800
322	3 Condr Signal Cable (16 AWG)(MSA 20-D)	LF	560
323	7 Condr Signal Cable (16 AWG)(MSA 20-D)	LF	263
324	16 Condr Signal Cable (12 AWG)(MSA 20-D)	LF	970
325	Pedestrian Push Button & R10-4b Sign Assembly	EA	2
326	Opticom Directional Sensors with Mounting Bracket	EA	3
327	Opticom Discriminator Module	EA	1
328	Belden B281 Coaxial Cable	LF	1270
329	3 Condr Signal Cable (14 AWG)(MSA 20-D)	LF	1270
330	19' T-Base Pole w/30' Most Arm	EA	1
331	19' T-Base Pole w/35' Most Arm	EA	1
332	28' T-Base Pole w/40' Most Arm	EA	2
333	Video Camera & Mounting Hardware	EA	5
334	Small Roadside Sign Assembly	EA	15
335	Relocate Small Roadside Sign Assembly	EA	3

**GENERAL NOTES**

- Contractor shall apply block sodding to the entire right of way and shall provide temporary watering until acceptance of the work.
- The contractor shall conduct his operations in such manner as not to interfere with, hinder or obstruct the Railroad Company in any manner whatsoever in the use or operation of its trains or other property. In the performance of said work no construction material or equipment shall be stored on the Railroad's right of way nearer than 26 feet from the centerline of any tracks.
- The Railroad Company will furnish and install concrete crossing panels and automatic warning devices for the railroad crossing. The contractor shall coordinate construction with the Railroad Company for installation.
- Contractor shall dispose of excess or unsuitable excavated material offsite.
- Contractor will clean existing and completed pavements by sweeping as a means of dust control. Sweeping equipment shall be capable of picking up debris and dirt from the pavement by vacuum.
- Until acceptance of the work, Contractor shall promptly repair all potholes or utility cuts in Inwood Road. No cold patches will be allowed for pavement repairs.
- A Traffic Control Plan has been prepared for this project. Any changes or revisions to the Traffic Control Plan must be approved in advance. Contractor must maintain at least two lanes of traffic at all times on existing Inwood Road.
- Contractor shall be responsible for furnishing, installing, moving, replacing, maintaining, and removing all barricades and warning devices used in traffic control. Barricades and warning signs shall be double-weighted to prevent tipping or shall be staked or pinned in a positive manner.
- Contractor shall remove all construction debris before placing backfill behind curbs and in parkways. The top four inches of backfill in parkways and medians shall be topsoil from the project site and capable of sustaining vegetation. Backfill and compaction shall be in accordance with the specifications and special provision.
- Reinforcing steel and dowels shall be supported by approved highchairs or blocks sufficient to maintain their location during concrete placement. Required bar lap shall be 30 diameters minimum.
- All trenches, ditches and excavations shall be backfilled and compacted as directed by owners.

12. Contractor shall provide two project signs to show pertinent information about the project. Signs shall be 4' x 8' plywood with blue lettering on white background. The Owner will provide an electronic file showing the Addison logo. Signs shall be placed prior to construction. Signs shall be mounted on skids for use in various locations. Provide sandbags to keep signs upright. The Contractor shall place and move signs as directed by Owner. Contractor shall submit shop drawings for project signs.

13. Town inspector to coordinate inspection with the City of Farmers Branch for work to be done in the City of Farmers Branch. Provide Town inspector two working days advance notice prior to working in the City of Farmers Branch.

14. Install "Inlet-pan" manhole inserts in sanitary manholes remaining in paved streets. Cost shall be subsidiary to adjusting manholes and valve boxes.

15. Items shown on the plans to be constructed without an associated pay item shall be considered incidental to the contract.

16. The contractor shall maintain all irrigation systems within the limits of the project during the duration of the contract. The replacement for irrigation system shall be designed by the contractor and approved by the Town Parks Department. Existing irrigation plans are available for review at the Town Service Center.

17. Contractor shall protect the existing pavement and repair it at his own expense should damage occurs.

18. Trees marked as to be removed shall be removed and hauled off by the contractor. The Town of Addison shall restore the parkway with new tree plantings and other landscaping items.

19. Construction work hours for this project shall be from 7:00 am to 7:00 pm.

20. The Town will pay for the railroad flagman up to \$20,000. The actual amount paid to the contractor will be the product of the actual cost per day established by the railroad times the actual number of days the contractor works within 25 feet of the centerline of any tracks.

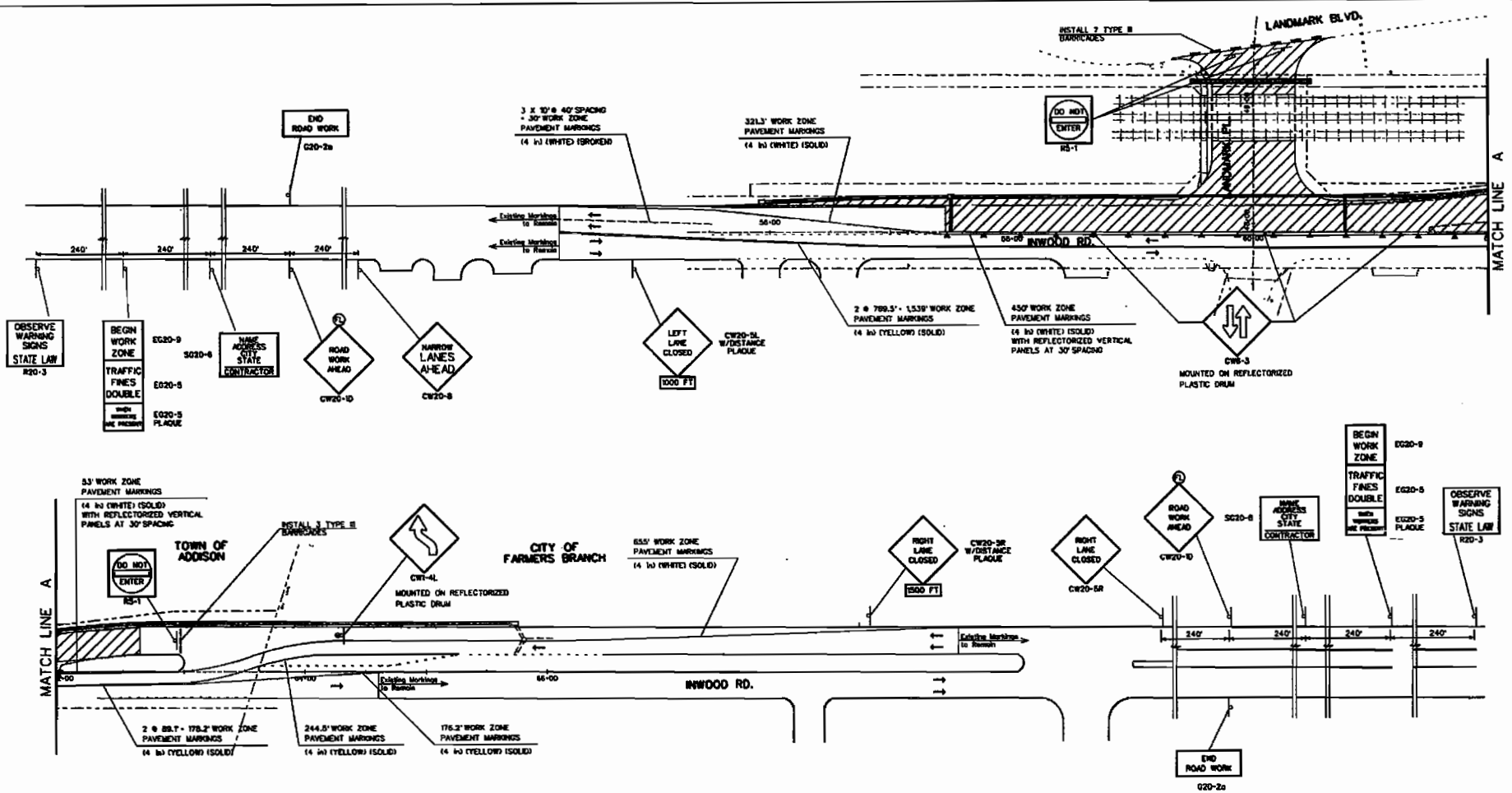
21. According to the railroad company DGN0, \_\_\_\_\_ cargo trains go through the proposed intersection daily. \_\_\_\_\_ % of the train carry flammable substances. Train operate at a maximum speed of \_\_\_\_\_ MPH. The railroad contact person is \_\_\_\_\_, who can be reached at \_\_\_\_\_.

**EROSION CONTROL NOTES**

- Contractor shall comply with the requirements and intent of the NPDES general permit for storm water discharges.
- Contractor will install erosion control measures prior to commencing any construction activity.
- Repairs or modifications to the measures will be made by the contractor if the measures prove ineffective or if additional control measures are necessary.
- Damages to adjacent property or to receiving waters caused by improperly installed or poorly managed erosion control measures are the responsibility of the contractor.
- The contractor shall be responsible for the removal and disposal of any siltation caused by his operations and/or failure of the erosion control measures.
- Inlet protection: The contractor shall provide adequate protection of storm drain inlets. The contractor shall prevent materials from entering the storm drain system.
- The contractor shall stabilize any area where construction activity is to be temporarily or permanently ceased for more than 14 days.
- All disturbed non-paved areas shall be seeded to prohibit erosion as soon as grading is complete and in a manner acceptable with the local governing agency and construction manager.
- Hay bales are not allowed to use on this project. Use rock filter dams instead.

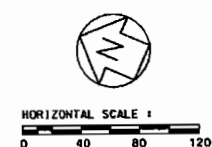


<b>PARSONS</b>	
8170 N. DALLAS FREEWAY, SUITE 1600, DALLAS, TEXAS 75241-1020	
<b>GENERAL NOTES AND QUANTITY SUMMARY</b>	
<b>INWOOD CONNECTION</b>	
<b>DEPARTMENT OF PUBLIC WORKS</b>	
<b>TOWN OF ADDISON, TEXAS</b>	
DESIGN	DATE
S.L.K.	06/12/03
SCALE	NOTES
FILE	NUMBER
	4



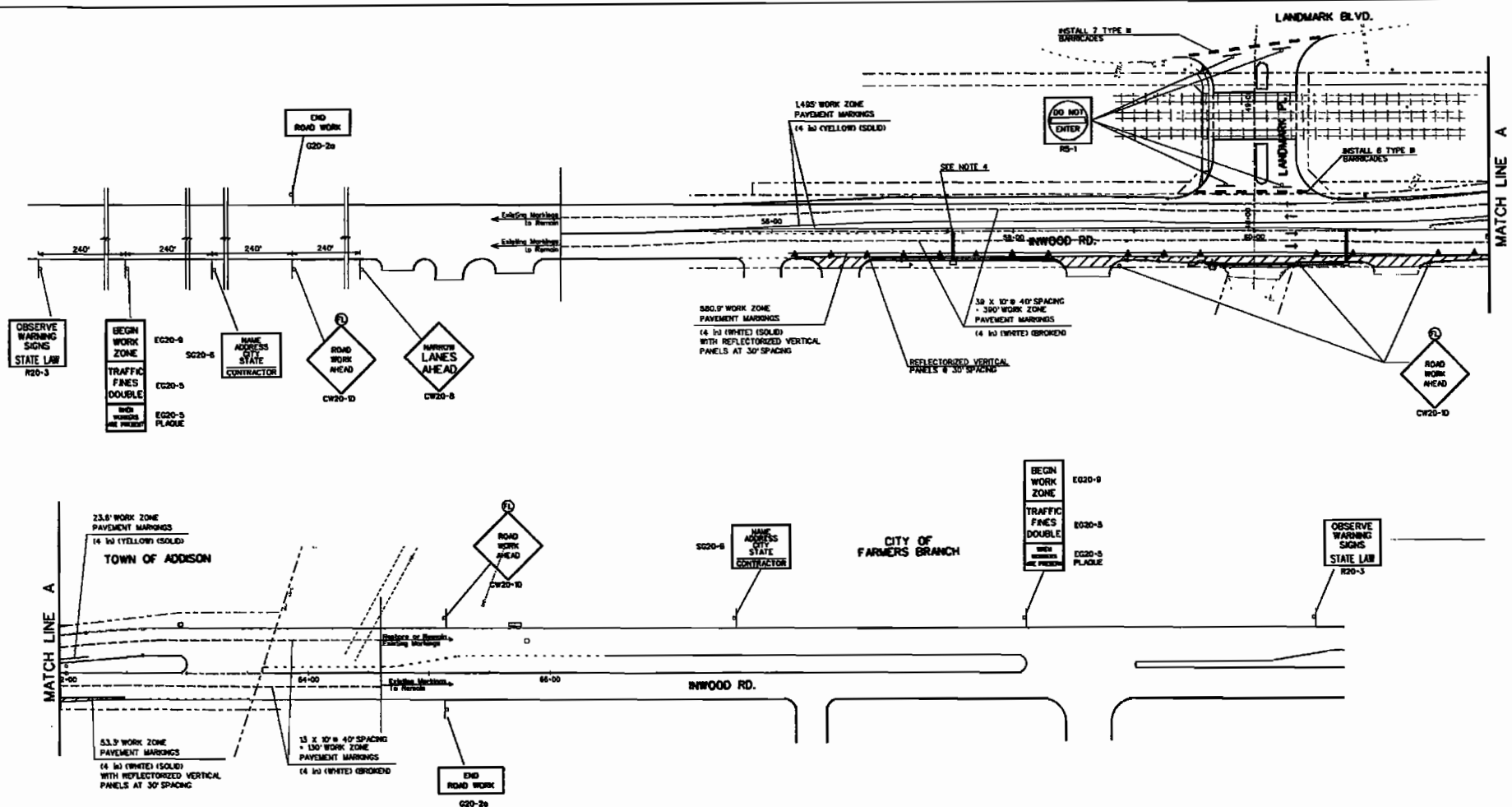
- LEGEND:**
- PROPOSED ROADWAY EDGE
  - EXISTING ROADWAY EDGE
  - ▨ CONSTRUCTION WORK AREA
  - ⊙ REFLECTORIZED PLASTIC DRUM
  - ▲ REFLECTORIZED VERTICAL PANEL
  - ↑ SIGN LOCATION
  - ↑ TRAVEL LANE
  - ⊕ FLASHING TYPE A-LOW INTENSITY WARNING LIGHT

- NOTES:**
1. NORTHBOUND INWOOD IS BEING RECONSTRUCTED DURING THIS PHASE, RESULTING IN TWO-WAY TRAFFIC ON THE SOUTHBOUND TRAVEL LANES.
  2. CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED TO THEIR ORIGINAL CONDITION OR BETTER.
  3. ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH TYPE A WARNING LIGHTS.
  4. STORM SEWERS AND INLETS SHOWN SHALL BE CONSTRUCTED DURING THIS PHASE.



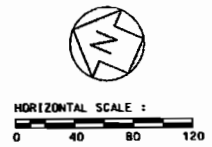
<b>PARSONS</b>	
5070 N. DALLAS PARKWAY, SUITE 500, DALLAS, TEXAS 75246 (972) 977-9900	
<b>TRAFFIC CONTROL PLAN</b>	
<b>PHASE I</b>	
<b>INWOOD CONNECTION</b>	
<b>DEPARTMENT OF PUBLIC WORKS</b>	
<b>TOWN OF ADDISON, TEXAS</b>	
DESIGN	DATE
D.J.S.	05/12/03
DRWN	SCALE
E.C.S.	NOTES
05/12/03	FILE
	NUMBER
	5

REV. 10/2002-12/03



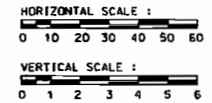
- LEGEND:**
- PROPOSED ROADWAY EDGE
  - EXISTING ROADWAY EDGE
  - ▨ CONSTRUCTION WORK AREA
  - ⊙ REFLECTORIZED PLASTIC DRUM
  - ▲ REFLECTORIZED VERTICAL PANEL
  - ↑ SIGN LOCATION
  - ↑ TRAVEL LANE

- NOTES:**
1. CONSTRUCTION IS LIMITED TO THE SOUTHBOUND DIRECTION ONLY.
  2. CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED TO THEIR ORIGINAL CONDITION OR BETTER.
  3. ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH TYPE A WARNING LIGHTS.
  4. STORM SEWERS AND INLETS SHOWN SHALL BE CONSTRUCTED DURING THIS PHASE. ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. PAVEMENT REPAIR SHALL BE DONE PER NCTCOG STANDARD DRAWING NO. 3070.



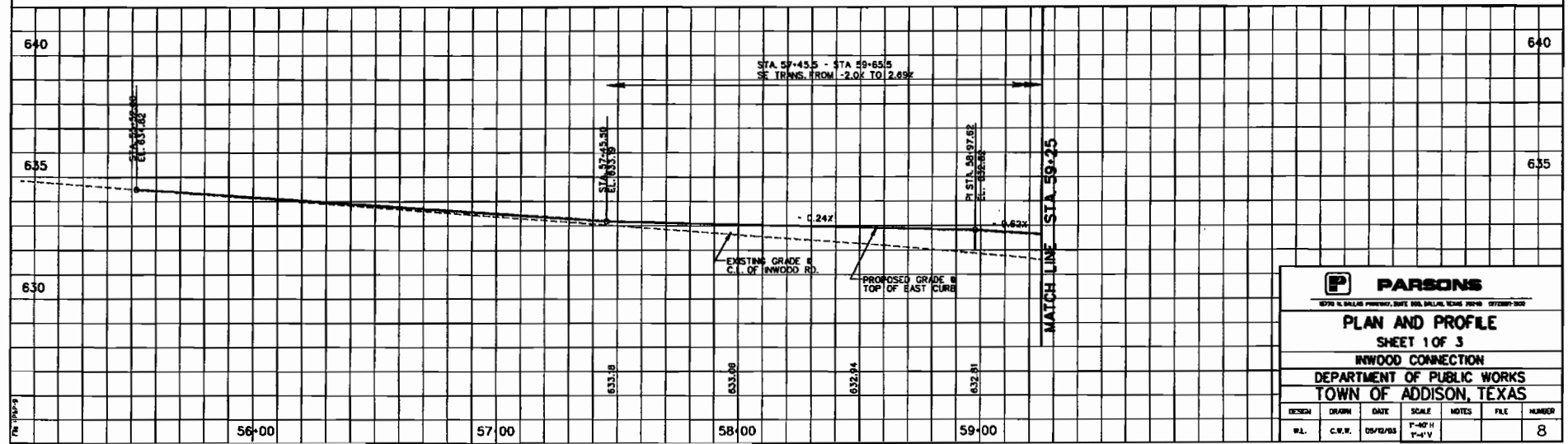
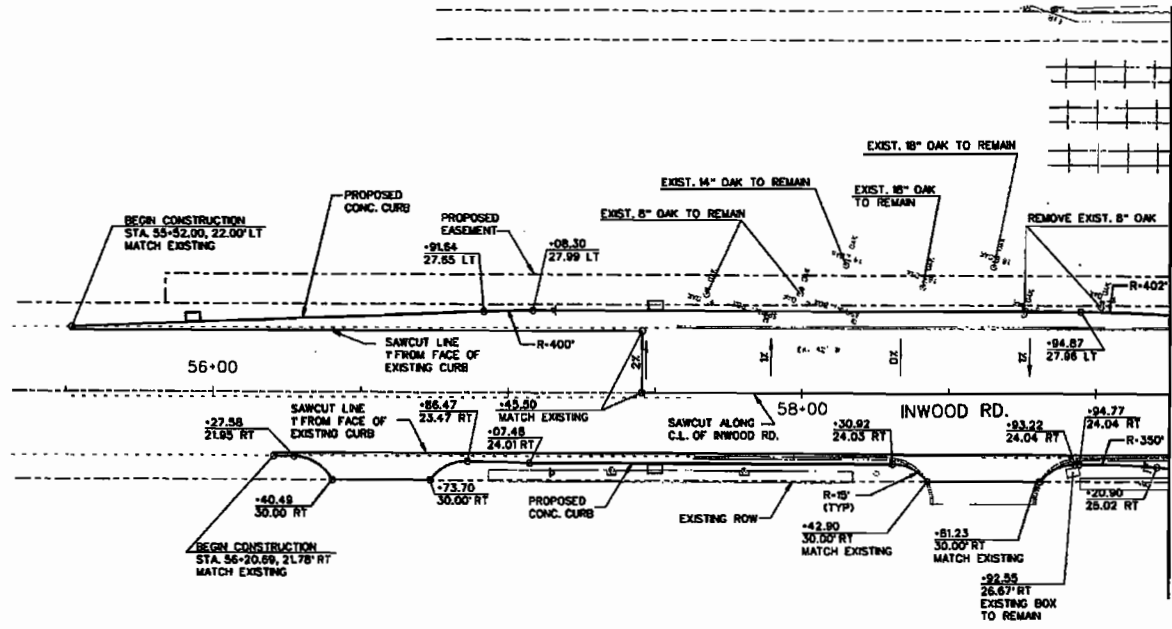
<b>PARSONS</b>					
<small>15700 S. HILLWAY, SUITE 500, DALLAS, TEXAS 75246 (972) 968-1000</small>					
<b>TRAFFIC CONTROL PLAN</b>					
<b>PHASE II</b>					
<b>INWOOD CONNECTION</b>					
<b>DEPARTMENT OF PUBLIC WORKS</b>					
<b>TOWN OF ADDISON, TEXAS</b>					
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE NUMBER
D.J.S.	E.C.S.	05/12/13			6

62 - INWOOD-12A

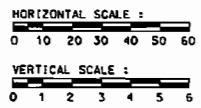
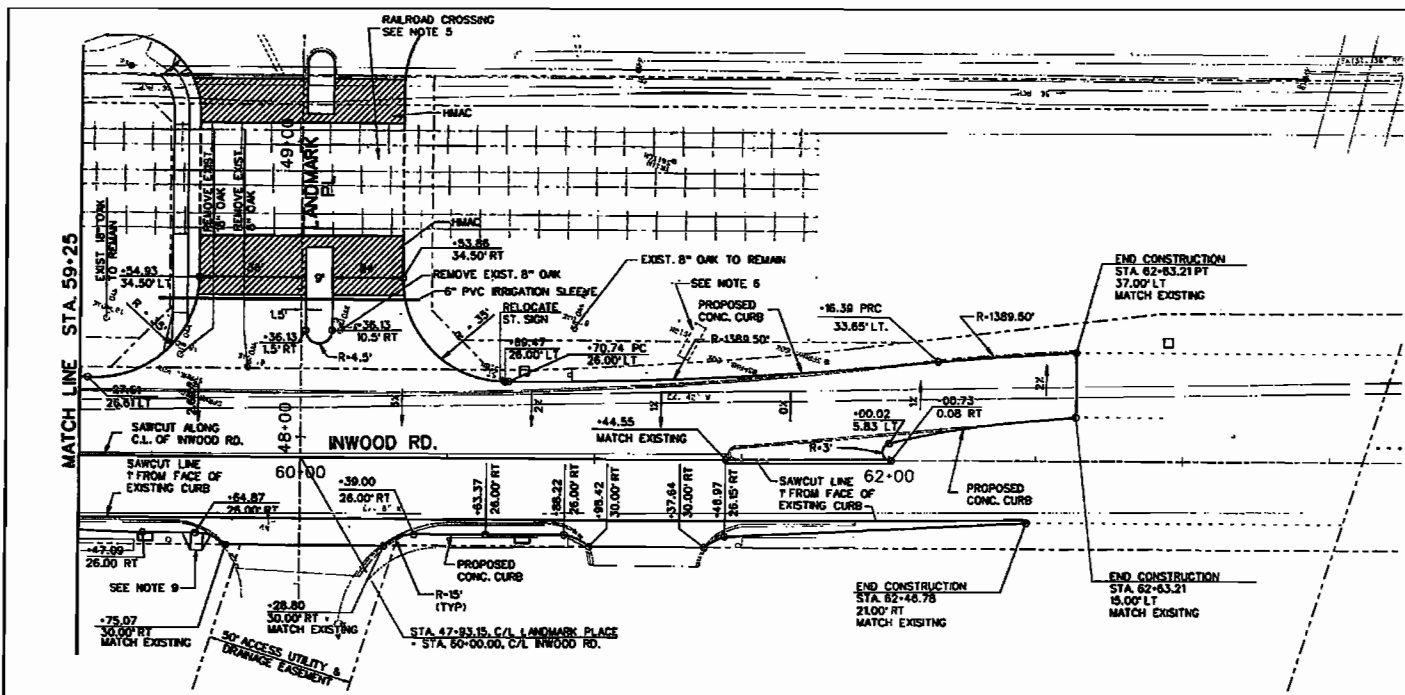


NOTES:

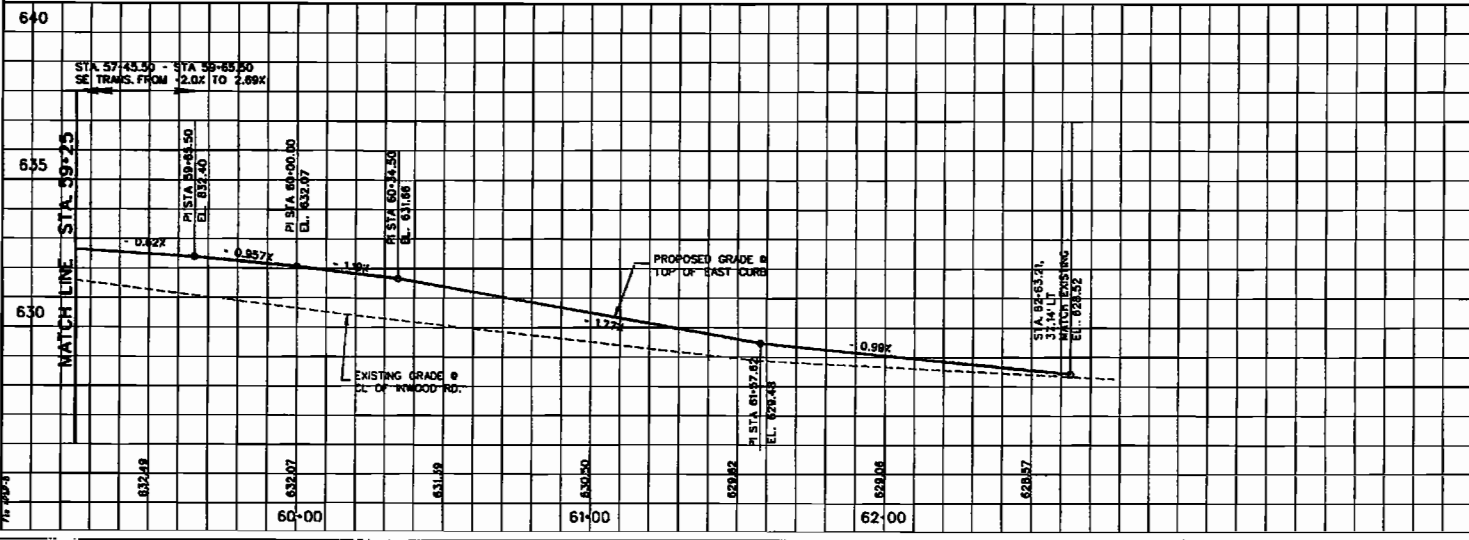
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
2. FOR WIDENING, CONTRACTOR IS TO SAWCUT EXISTING PAVEMENT FROM FACE OF EXISTING CURB AND CONSTRUCT NEW PAVEMENT TO LIMITS AS SHOWN ON THE PLAN USING A CROSS SLOPE OF 2%.
3. ALL EXISTING TREES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND HALLED OFF BY THE CONTRACTOR. THE TOWN OF ADDISON SHALL RESTORE THE PARKWAYS WITH NEW TREE PLANTINGS AND OTHER LANDSCAPING ITEMS.
4. REMOVE EXISTING CONCRETE PAVEMENT WITHIN LIMITS OF NEW CONSTRUCTION.
5. THE INFORMATION REGARDING THE SIZE AND LOCATION OF THE EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES IN THE FIELD. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE OCCURED TO EXISTING UTILITIES AND FACILITIES THROUGHOUT THE DURATION OF THIS PROJECT.



<b>PARSONS</b>						
<small>8000 N. DALLAS PARKWAY, SUITE 500, DALLAS, TEXAS 75248-0700</small>						
<b>PLAN AND PROFILE</b>						
<b>SHEET 1 OF 3</b>						
<b>INWOOD CONNECTION</b>						
<b>DEPARTMENT OF PUBLIC WORKS</b>						
<b>TOWN OF ADDISON, TEXAS</b>						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
P.L.	C.W.F.	05/02/03	1"=40'H 1"=4'V			8



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. FOR WIDENING CONTRACTOR IS TO SAWCUT EXISTING PAVEMENT 7' FROM FACE OF EXISTING CURB AND CONSTRUCT NEW PAVEMENT TO LIMITS AS SHOWN ON THE PLAN USING A CROSS SLOPE OF 2%.
  3. SEE PLAN AND PROFILE SHEET 3 FOR PAVING DETAILS ON LANDMARK PLACE RAIL ROAD CROSSING.
  4. SEE TYPICAL SECTIONS FOR CONSTRUCTION JOINT DETAIL ON LANDMARK PLACE.
  5. CONCRETE CROSSING ON RAILROAD TRACKS SHALL BE PROVIDED BY OTHERS.
  6. CONTRACTOR SHALL PROTECT EXISTING TOWN OF ADDISON SIGN AND FOUNDATION AND REPAIR IT AT HIS/HER OWN EXPENSE SHOULD ANY DAMAGE OCCUR.
  7. REMOVE EXISTING CONCRETE PAVEMENT WITHIN LIMITS OF NEW CONSTRUCTION.
  8. THE INFORMATION REGARDING THE SIZE AND LOCATION OF THE EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES IN THE FIELD. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE OCCURRED TO EXISTING UTILITIES AND FACILITIES THROUGHOUT THE DURATION OF THIS PROJECT.
  9. CONSTRUCT CURB TRANSITION PER CURB RAMPS STANDARD SHEET ADA RAMP TO BE CONSTRUCTED LATER THROUGH SEPARATE CONTRACT.



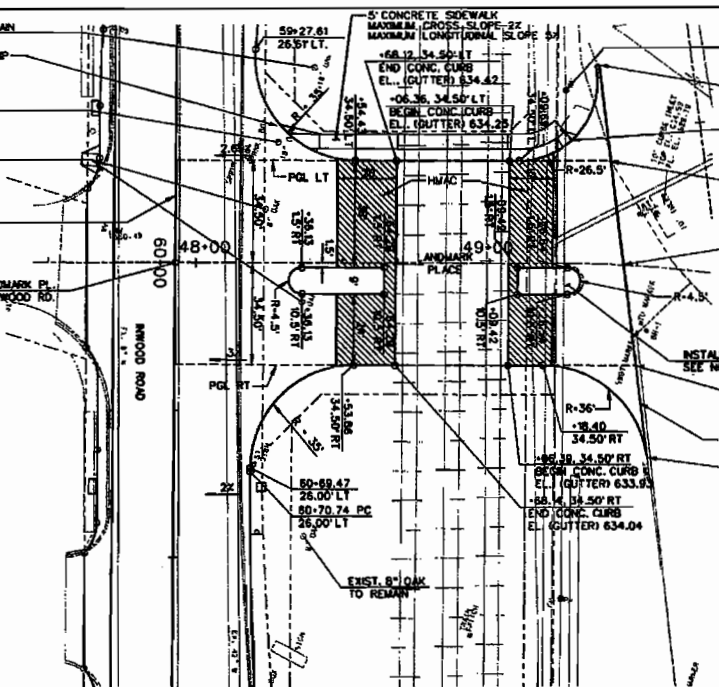
**PARSONS**  
 5075 H. HALLE FARMWAY, SUITE 500, DALLAS, TEXAS 75244 (972) 968-9000

**PLAN AND PROFILE**  
 SHEET 2 OF 3  
 INWOOD CONNECTION  
 DEPARTMENT OF PUBLIC WORKS  
 TOWN OF ADDISON, TEXAS

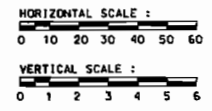
DESIGN	GRADER	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.R.R.	05/14/03	1"=40'H 1"=4'V			9

EXIST. 18" OAK TO REMAIN  
 INSTALL TY 7 ADA RAMP  
 REMOVE EXIST. 18" OAK  
 REMOVE EXIST. 8" OAK  
 SAWCUT ALONG  
 C/L OF INWOOD RD.

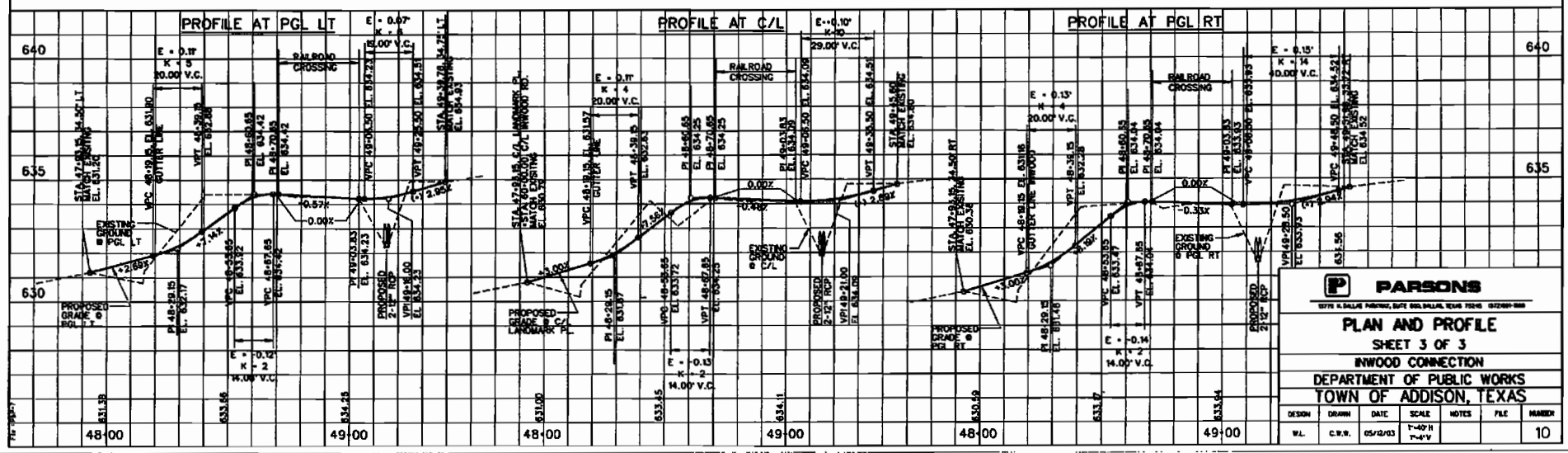
STA 47-95.15 C/L LANDMARK PL  
 STA 60-00.00 C/L INWOOD RD.  
 MATCH EXISTING  
 EL. 630.79



EXISTING POWER POLE  
 TO REMAIN  
 -35.25, 67.27' LT  
 MATCH EXIST. PVMT  
 EL. 634.93  
 INSTALL  
 TY 4 ADA RAMP  
 -39.76, 34.75' LT  
 MATCH EXIST. PVMT  
 EL. 634.93  
 -45.60  
 MATCH EXIST. PVMT  
 EL. 634.60  
 INSTALL LANDSCAPE PAVERS  
 SEE NOTE 4  
 -32.32, 33.70' LT  
 MATCH EXIST. PVMT  
 EL. 634.63  
 SAWCUT EXIST. PVMT  
 -59.64, 64.08' RT  
 MATCH EXIST. PVMT  
 EL. 634.40



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. SEE PLAN AND PROFILE SHEETS 1 & 2 FOR PAVING DETAILS ON INWOOD ROAD.
  3. SEE TYPICAL SECTIONS FOR CONSTRUCTION JOINT DETAIL ON LANDMARK PLACE.
  4. INSTALL LANDSCAPE PAVERS IN MEDIUM ON LANDMARK PLACE FROM STA 48-31.63 TO STA 48-64.29 AND STA 48-09.42 TO STA 48-31.63. SEE MISCELLANEOUS DETAILS.
  5. REMOVE EXISTING CONCRETE PAVEMENT WITHIN LIMITS OF NEW CONSTRUCTION.
  6. THE INFORMATION REGARDING THE SIZE AND LOCATION OF THE EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES IN THE FIELD. CONTRACT IS RESPONSIBLE FOR ANY DAMAGE OCCURED TO EXISTING UTILITIES AND FACILITIES THROUGHOUT THE DURATION OF THIS PROJECT.



**PARSONS**  
 10700 N. DALLAS PARKWAY, SUITE 600, DALLAS, TEXAS 75243-9600

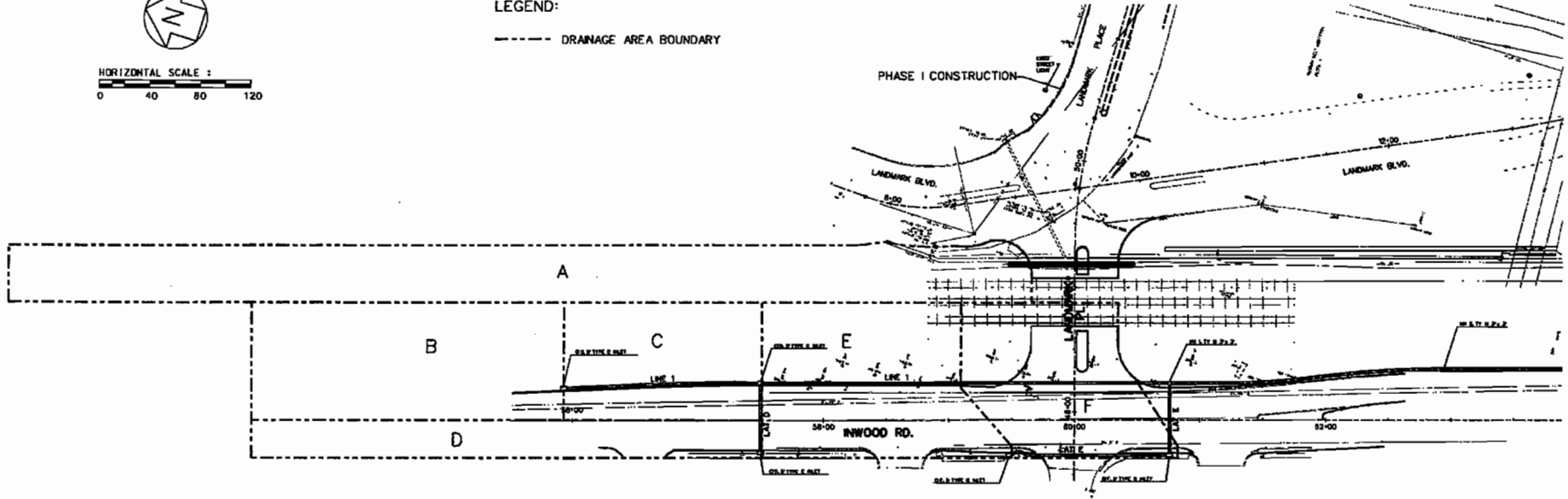
**PLAN AND PROFILE**  
 SHEET 3 OF 3  
 INWOOD CONNECTION  
 DEPARTMENT OF PUBLIC WORKS  
 TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.W.N.	05/12/03	1"=40' H 1"=4' V			10



HORIZONTAL SCALE :  
0 40 80 120

LEGEND:  
----- DRAINAGE AREA BOUNDARY



**RUNOFF COMPUTATIONS**

DA ID	TOTAL AREA AC	Total CA	WEIGHTED C	SUB-AREA			Tc Min.	I-25 IN/HR	O-25 CFS
				PAVING C-0.95 AC	COMMERCIAL C-0.95 AC	RAILROAD YARD C-0.40 AC			
A	0.847	0.339	0.40			0.847	15	7.77	2.63
B	0.536	0.284	0.53	0.126		0.410	15	7.77	2.21
C	0.341	0.194	0.37	0.103		0.235	15	7.77	1.51
D	0.280	0.266	0.95	0.219	0.060		15	7.77	2.06
E	0.481	0.314	0.65	0.206	0.015	0.260	15	7.77	2.44
F	0.378	0.314	0.83	0.289	0.007	0.081	15	7.77	2.44

**STORM SEWER COMPUTATIONS**

LINE	FROM	TO	DRAINAGE AREA NO	TOTAL D.A. (AC)	TOTAL C A	LQTH (FT)	TIME OF CONCENTRATION (MINUTES)		FREQ (YRS)	I-25 (IN/HR)	O-25 (CFS)	DESIGN					REMARKS	
							ALONG SEWER LINE	INLET USED TIME IN DES				DIA. (IN)	SLOPE PIPE	Z H.G.	CAP. (CFS)	VEL. (FPS)		
LINE 1	CIB	CIC	B	0.54	0.28	157.08			15.0	25	7.77	2.20	18	0.82	827.52	10.30	4.73	
				1.16	0.74	328.90			15.0	25	7.77	5.78	19	0.85	827.48	10.33	5.94	
				2.02	1.37	296.48			15.0	25	7.77	10.66	24	0.80	826.82	10.28	4.93	
LAT D	CID	CIC	D	0.28	0.27	59.33			15.0	25	7.77	2.06	18	0.84	827.51	10.43	4.63	
LAT E	CIE	CIF	E	0.48	0.31	128.09			15.0	25	7.77	2.44	18	0.46	826.82	7.72	3.83	
				0.86	0.63	59.33			15.0	25	7.77	4.88	18	0.73	826.76	9.72	5.52	



**INLET COMPUTATIONS**

INLET NO.	LOCATION	DA NO.	CA	RUNOFF COMPUTATIONS				CURB INLET DESIGN												REMARKS				
				TIME OF CONCENTRATION ACTUAL (MIN)	DESIGN (MIN)	DESIGN FREQ. (YRS)	I (IN/HR)	Q <sub>a</sub> (CFS)	CARRY OVER (CFS)	TOTAL Q <sub>a</sub> (CFS)	Z	Z/N	S (X)	Y (FT)	PONDED WIDTH Y-Z (FT)	A (FT)	D <sub>i</sub> (CFS)	L <sub>a</sub> -Q <sub>a</sub> /Q <sub>i</sub>	L (FT)		L/L <sub>a</sub>	A/Y	Q/Q <sub>a</sub>	D (CFS)
B	55-93.00, 25.55' LT	B	0.284	15.0	25	7.77	2.20	0.00	2.20	50	3846	0.80	0.19	9.4	0.42	0.65	3.4	5	1.47	2.25	1.00	2.20	0.00	
C	57-50.00, 28.00' LT	C	0.194	15.0	25	7.77	1.51	0.00	1.51	50	3846	0.80	0.16	8.1	0.42	0.62	2.4	5	2.06	2.58	1.00	1.51	0.00	
D	57-50.00, 28.00' RT	D	0.266	15.0	25	7.77	2.06	0.00	2.06	50	3846	0.80	0.18	8.1	0.42	0.64	3.2	5	1.58	2.30	1.00	2.06	0.00	
E	58-48.00, 28.00' RT	E	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.19	9.0	0.42	0.64	3.8	5	1.31	2.19	1.00	2.44	0.00	
F	60-76.00, 27.63' RT	F	0.314	15.0	25	7.77	2.44	0.00	2.44	50	3846	1.18	0.18	8.0	0.42	0.64	3.8	5	1.31	2.33	1.00	2.44	0.00	

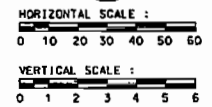


**DRAINAGE AREA MAP**

INWOOD CONNECTION  
DEPARTMENT OF PUBLIC WORKS  
TOWN OF ADDISON, TEXAS

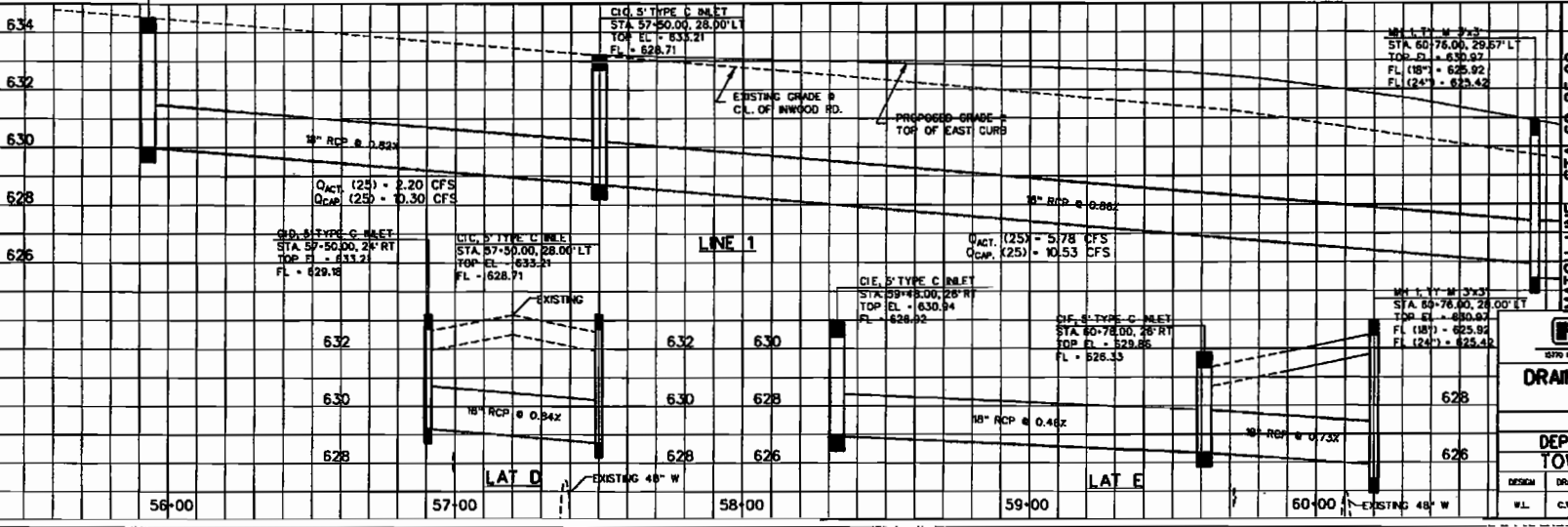
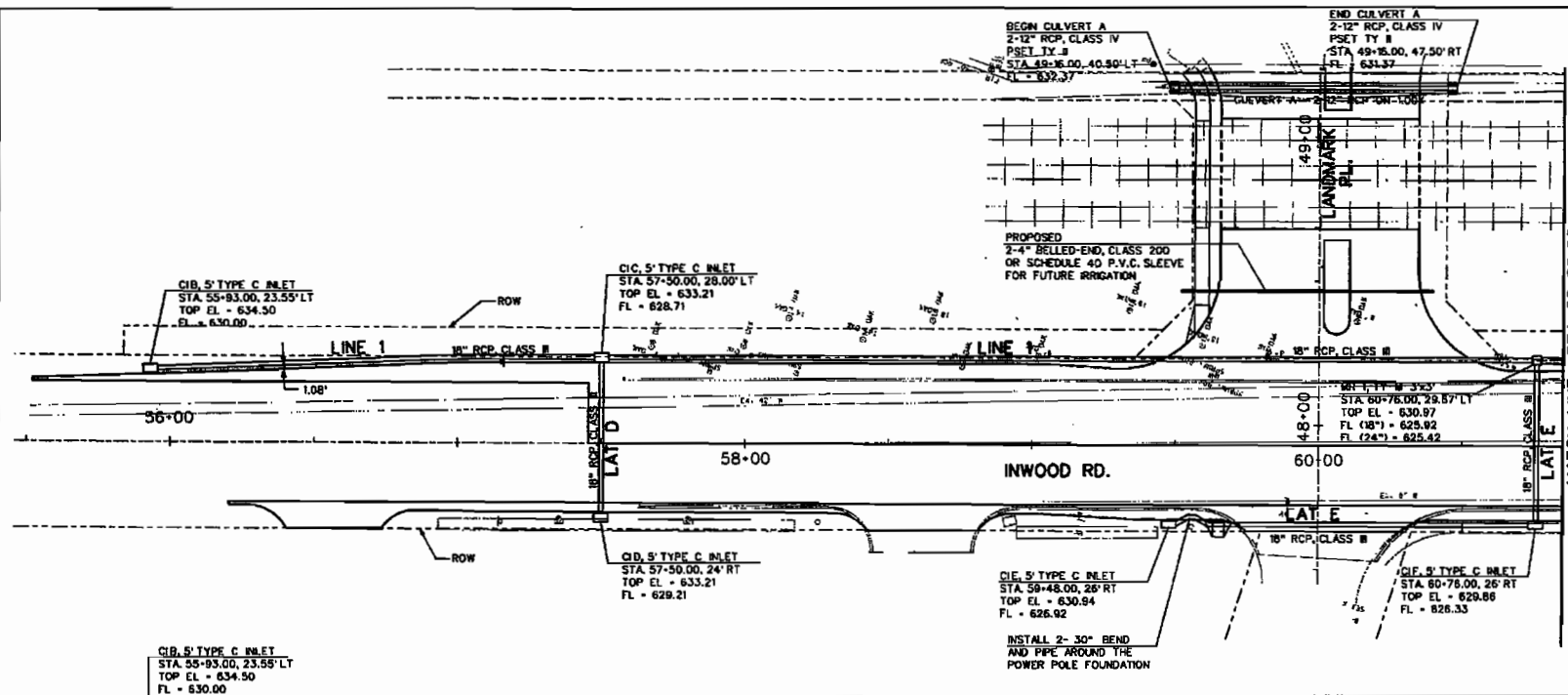
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.N.R.	05/12/03				11





NOTES:

1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO VERIFY LOCATION OF 48" WATER MAIN AT LATERAL D AND E CROSSINGS.
3. INDICATE TO CUT AND PLUG EXISTING IRRIGATION SYSTEM AT LANDMARK PLACE, AS DIRECTED BY OWNER.
4. THE INFORMATION REGARDING THE SIZE AND LOCATION OF THE EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES IN THE FIELD. CONTRACT IS RESPONSIBLE FOR ANY DAMAGE OCCURED TO EXISTING UTILITIES AND FACILITIES THROUGHOUT THE DURATION OF THIS PROJECT.



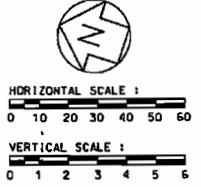
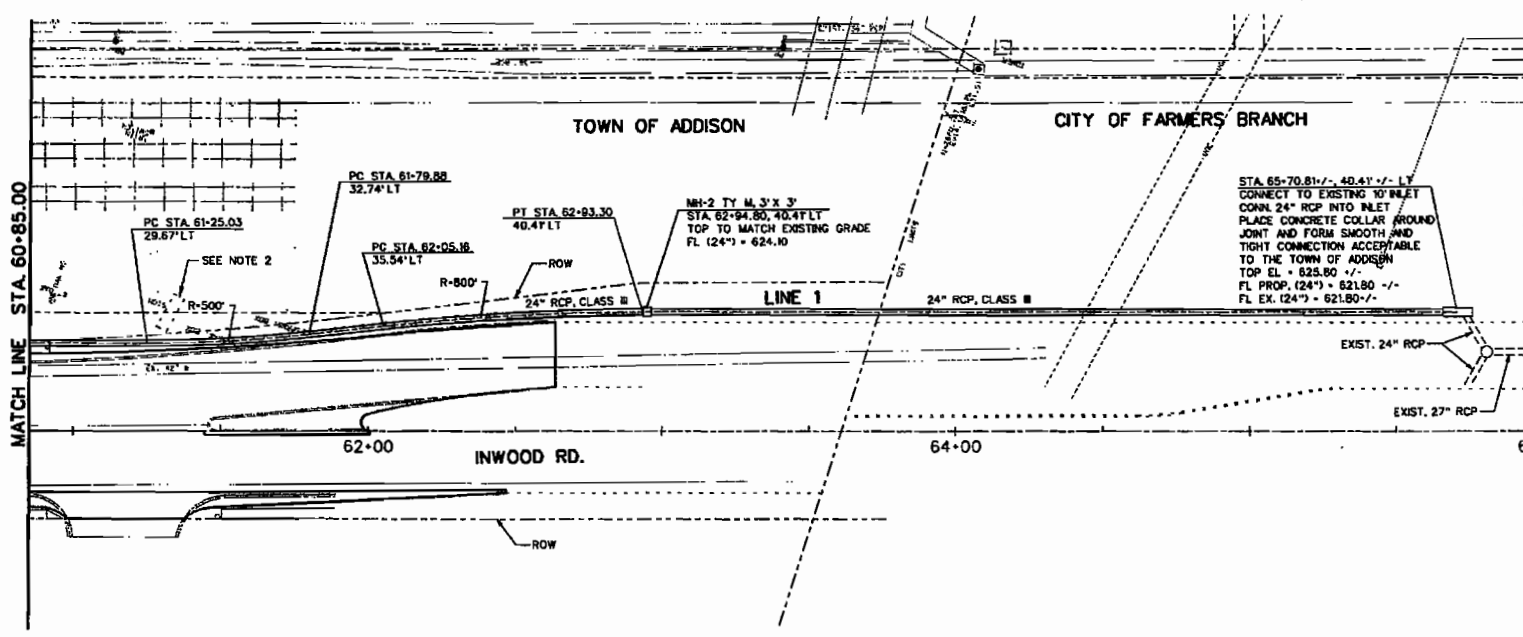
**PARSONS**  
5770 ALDINE PARKWAY, SUITE 200, DALLAS, TEXAS 75244 (972) 968-9000

**DRAINAGE PLAN AND PROFILE**  
 SHEET 1 OF 2

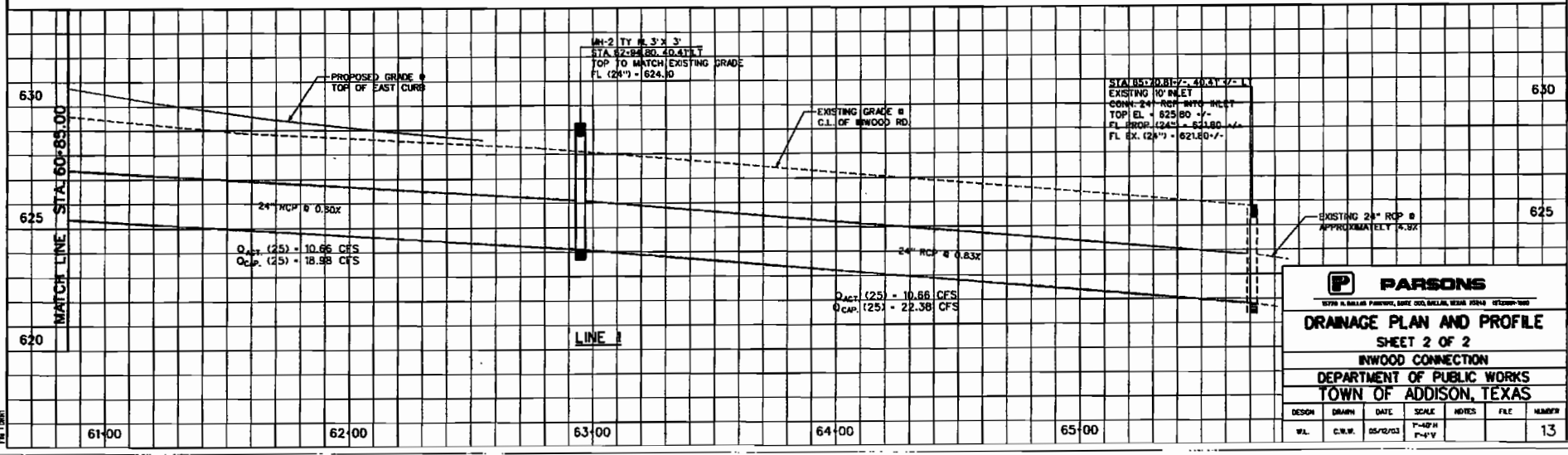
**INWOOD CONNECTION**  
 DEPARTMENT OF PUBLIC WORKS  
 TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
W.L.	C.N.R.	05/12/03	1"=40' H 1"=4' V			12

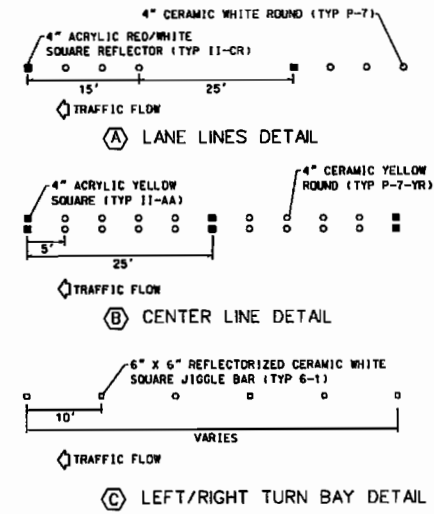
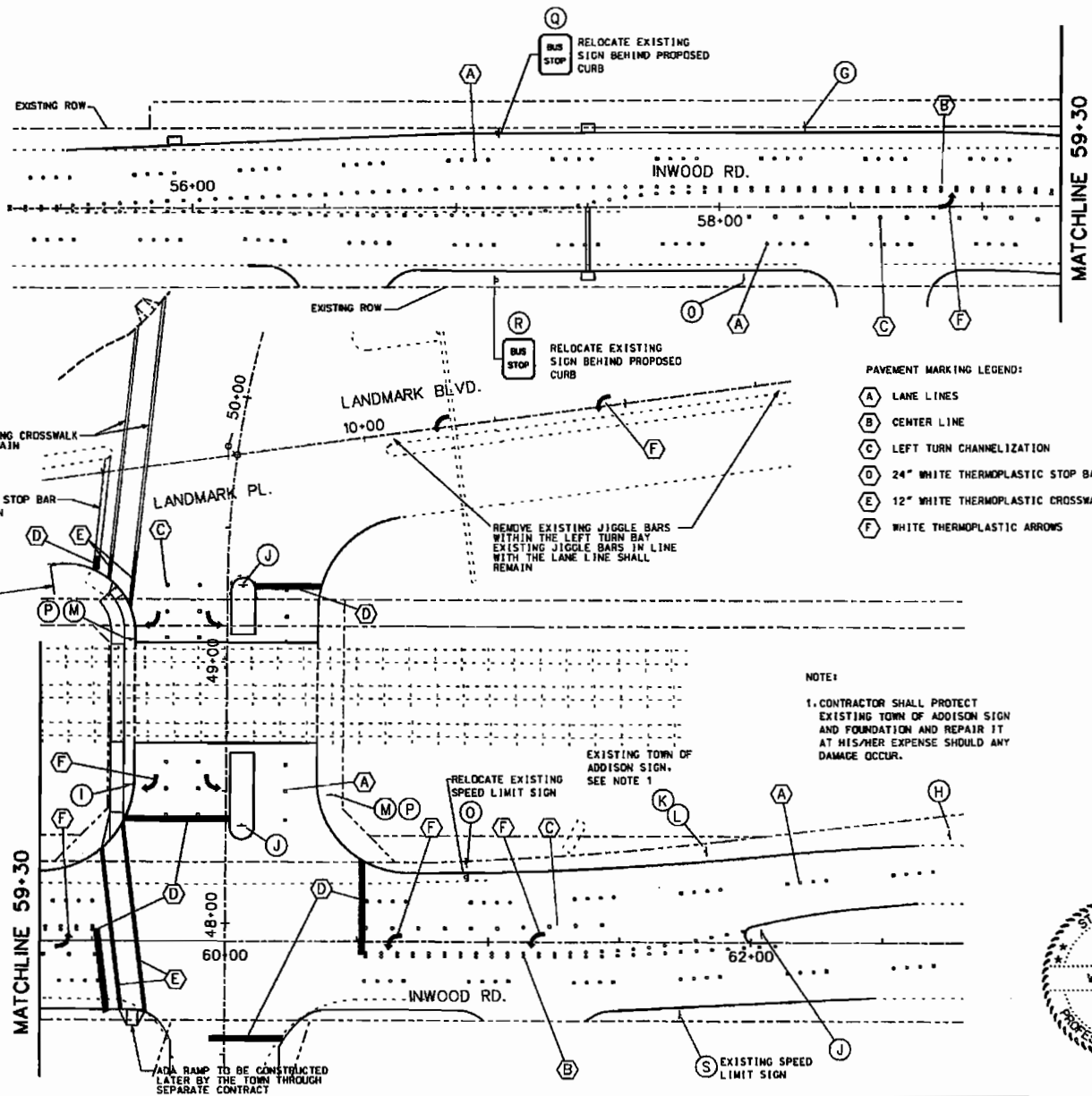
DATE PLOTTED



- NOTES:
1. ALL DIMENSIONS ARE FACE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
  2. CONTRACTOR SHALL PROTECT EXISTING "TOWN OF ADDISON" SIGN AND FOUNDATION AND REPAIR IT AT HIS/HER OWN EXPENSE SHOULD DAMAGE OCCUR.
  3. THE INFORMATION REGARDING THE SIZE AND LOCATION OF THE EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES IN THE FIELD. CONTRACT IS RESPONSIBLE FOR ANY DAMAGE OCCURED TO EXISTING UTILITIES AND FACILITIES THROUGHOUT THE DURATION OF THIS PROJECT.



<b>PARSONS</b>	
DRAINAGE PLAN AND PROFILE	
SHEET 2 OF 2	
INWOOD CONNECTION	
DEPARTMENT OF PUBLIC WORKS	
TOWN OF ADDISON, TEXAS	
DESIGN	NO. 13
DATE	05/12/13
SCALE	P-40' H P-1" V
FILE	
NUMBER	13

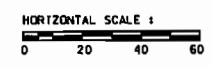


- PAVEMENT MARKING LEGEND:**
- (A) LANE LINES
  - (B) CENTER LINE
  - (C) LEFT TURN CHANNELIZATION
  - (D) 24" WHITE THERMOPLASTIC STOP BAR
  - (E) 12" WHITE THERMOPLASTIC CROSSWALK
  - (F) WHITE THERMOPLASTIC ARROWS

**SMALL ROADSIDE SIGN SUMMARY**

SIGNS	TYPE	DESCRIPTION	SIZE	QUAN
(Q)	R2-1	SPEED LIMIT (35)	24" x 30"	1
(R)	W10-2	HIGHWAY-RAIL CROSSING WARNING	30" x 30"	2
(I)	R3-7R	RIGHT LANE MUST TURN RIGHT	30" x 30"	1
(J)	R4-7	KEEP RIGHT	24" x 30"	3
(K)	W3-3	SIGNAL AHEAD	36" x 36"	1
(L)	W3-3P	SIGNAL AHEAD PLAQUE	24" x 18"	1
(M)	R5-2	NO TRUCKS SYMBOL	24" x 24"	2
(N)	R2-1	SPEED LIMIT (30)	24" x 30"	2
(O)	R2-1	SPEED LIMIT (15)	24" x 30"	2
(P)	(P)	BUS STOP	EXISTING	1
(R)	(R)	BUS STOP	EXISTING	1
(S)	R2-1	SPEED LIMIT (35)	EXISTING	1

**NOTE:**  
 1. CONTRACTOR SHALL PROTECT EXISTING TOWN OF ADDISON SIGN AND FOUNDATION AND REPAIR IT AT HIS/HER EXPENSE SHOULD ANY DAMAGE OCCUR.



**PARSONS**  
 8770 N. DALLAS FORTWORTH, TEXAS 76177-1000

**SIGNING AND PAVEMENT MARKING**

**INWOOD CONNECTION**  
 DEPARTMENT OF PUBLIC WORKS  
 TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NUMBER
S.A.K.	C.W.W.	05/12/03				14

Town of Addison  
Engineers Estimate of Probable Construction Cost

	ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
ROADWAY IMPROVEMENTS	101	Barriades, Signing, and Traffic Control	MO	\$1,500.00	6	\$9,000.00
	102	Prepare Right of Way	STA	\$2,000.00	8	\$16,000.00
	103	Remove Exst Conc Pavement (Include Curb & Drive)	SY	\$14.00	1954.8	\$27,364.40
	104	Railroad Flagman	LS	\$20,000.00	1.0	\$20,000.00
	105	Unclassified Street Excavation	CY	\$10.00	321	\$3,210.00
	106	Roadway Embankment	CY	\$8.60	227	\$1,926.60
	107	Block Sodding, Water and Fertilizer	SY	\$3.00	1338	\$4,014.00
	108	10" Reinforced Conc Pavement	SY	\$35.00	2644.0	\$92,540.00
	109	Design and Restore Irrigation System	LS	\$5,000.00	1.0	\$5,000.00
	110	Mobilization	LS	\$30,000.00	1	\$30,000.00
	111	6" Conc Mono Curb	LF	\$2.00	1517.2	\$3,034.40
	112	4" Reinforced Conc Sidewalk	SY	\$35.00	25.6	\$896.00
	113	Reinforced Conc Wheelchair Ramps	EA	\$750.00	2	\$1,500.00
	114	6" Reinforced Conc Driveway	SY	\$45.00	109.3	\$4,918.60
	115	Landscap Pavers	SF	\$10.00	473.0	\$4,730.00
	116	4" Reflective Pavement Marker, Type II-CR	EA	\$6.60	34	\$224.40
	117	4" Round Pavement Marker, Type P-7	EA	\$3.50	102	\$357.00
	118	4" Reflective Pavement Marker, Type II-A-A	EA	\$6.60	42	\$277.20
	119	4" Round Pavement Marker, Type P-7-YR	EA	\$3.50	152	\$532.00
	120	6" x 6" White Jiggle Bars (White), Type 6-1	EA	\$11.00	43	\$473.00
	121	24" Wide White Thermoplastic Stop Bar	LF	\$11.00	166	\$1,826.00
	122	12" Wide White Thermoplastic Crosswalk Line	LF	\$6.60	167	\$1,102.20
	123	Thermoplastic Pavement Arrows	EA	\$165.00	10	\$1,650.00
	124	4" Wide Temporary Lane Stripes	LF	\$0.80	6320	\$5,056.00
	125	6" Dia PVC Irrigation Sleeve	LF	\$6.85	88	\$602.80
	126	Remove Existing Jiggle Bars	EA	\$1.00	71	\$71.00
	127	Concrete Header at Railroad Crossing	CY	\$300.00	7	\$2,100.00
	128	2" HMAc (Type D) (Surf)	TON	\$88.00	26.3	\$2,314.40
	129	Adjust Utility Manhole, Vave Box, Etc.	EA	\$550.00	6	\$3,300.00
				Subtotal:		\$244,072.80
STORM WATER IMPROVEMENTS	201	18" Class III RCP	LF	\$45.00	707	\$31,815.00
	202	24" Class III RCP	LF	\$60.00	486	\$29,160.00
	203	Type M Manhole	EA	\$2,600.00	2	\$5,200.00
	204	Cut, Remove and Replace Existing Pavement	SY	\$90.00	24.9	\$2,241.00
	205	5' Type C Curb Inlet	EA	\$1,800.00	5	\$9,000.00
	206	Trench Safety Design	LS	\$650.00	1	\$650.00
	207	Furnish and Install Trench Safety	LF	\$0.60	1213	\$727.80
	208	Inlet Protection	EA	\$100.00	5	\$500.00
	209	Rock Filter Dams, Type 1	LF	\$38.00	50	\$1,900.00
	210	Silt Fence	LF	\$3.00	200	\$600.00
	211	12" Class IV RCP	LF	\$48.00	188	\$9,024.00
	212	Precast Safety End Treatment (Ty II) (2-12" RCP)	EA	\$500.00	2	\$1,000.00
	213	Connect 24" RCP to Existing Inlet	LS	\$600.00	1	\$600.00
				Subtotal:		\$89,057.80
SIGNALIZATION	301	3" PVC Conduit (Sch 40)(Trenched)	LF	\$5.00	40	\$200.00
	302	4" PVC Conduit (Sch 40)(Bored)	LF	\$16.00	250	\$4,000.00
	303	4" RM Conduit (Bored)	LF	\$20.00	90	\$1,800.00
	304	No. 6 AWG Bare Wire	LF	\$0.60	440	\$264.00
	305	Ground Box (Type A) W/ Apron	EA	\$400.00	4	\$1,600.00
	306	Traffic Sign (SR3-1)(Meat Arm Mount)(LED Blankout)	EA	\$4,500.00	2	\$9,000.00
	307	Traffic Sign (SR3-4)(Meat Arm Mount)	EA	\$125.00	4	\$500.00
	308	Traffic Sign (SR3-5)(Meat Arm Mount)	EA	\$125.00	2	\$250.00
	309	Traffic Sign (SR3-5)(Meat Arm Mount)	EA	\$125.00	1	\$125.00
	310	Traffic Sign (R10-12S)(Meat Arm Mount)	EA	\$125.00	1	\$125.00
	311	Signal Pole Conc Foundation (Type 30-A)	EA	\$1,600.00	2	\$3,200.00
	312	Signal Pole Conc Foundation (Type 36-A)	EA	\$2,000.00	2	\$4,000.00
	313	12" - 3 Section LED Signal Head (Type V3)	EA	\$835.00	10	\$8,350.00
	314	12" - 4 Section LED Signal Head (Type V4LT)	EA	\$1,110.00	3	\$3,330.00
	315	12" - 4 Section LED Signal Head (Type V4LT-BM)	EA	\$1,160.00	3	\$3,480.00
	316	Vacuum Formed Backplate (3 Sec)(12 in)	EA	\$50.00	10	\$500.00
	317	Vacuum Formed Backplate (4 Sec)(12 in)	EA	\$55.00	6	\$330.00
	318	3 Section Astro Brac w/29" Bands	EA	\$90.00	10	\$900.00
	319	4 Section Astro Brac w/29" Bands	EA	\$85.00	6	\$570.00
	320	Pedestrian LED Signal Head with Count-Down Timer	EA	\$600.00	2	\$1,200.00
	321	4 Conductor Opticom Cable	LF	\$1.00	800	\$800.00
	322	5 Cndr Signal Cable (18 AWG)(IMSA 20-1)	LF	\$0.60	590	\$330.00
	323	7 Cndr Signal Cable (18 AWG)(IMSA 20-1)	LF	\$0.75	265	\$198.75
	324	16 Cndr Signal Cable (12 AWG)(IMSA 20-1)	LF	\$2.75	970	\$2,667.50
	325	Pedestrian Push Button & R10-4b Sign Assembly	EA	\$125.00	2	\$250.00
	326	Opticom Directional Sensors with Mounting Bracket	EA	\$750.00	3	\$2,250.00
	327	Opticom Discriminator Module	EA	\$2,000.00	1	\$2,000.00
	328	Belden 8281 Coaxial Cable	LF	\$0.60	1270	\$835.00
	329	3 Cndr Signal Cable (14 AWG)(IMSA 20-1)	LF	\$0.50	1270	\$635.00
	330	19' T-Base Pole w/30' Mast Arm	EA	\$3,400.00	1	\$3,400.00
	331	19' T-Base Pole w/36' Mast Arm	EA	\$3,700.00	1	\$3,700.00
	332	26' T-Base Pole w/40' Mast Arm	EA	\$4,300.00	2	\$8,600.00
	333	Video Camera & Mounting Hardware	EA	\$2,400.00	5	\$12,000.00
	334	Small Roadside Sign Assembly (Type A)	EA	\$325.00	15	\$4,875.00
	335	Relocate Small Roadside Sign Assembly	EA	\$235.00	3	\$705.00
				Subtotal:		\$66,776.28
				Total Cost:		\$419,806.88
				Contingency at 10%		\$41,980.69
				Total Amount of Bids:		\$461,887.54

**AN APPRAISAL REPORT OF**

THE FRIDAY MORNING INC. PROPERTY  
*A DRAINAGE EASEMENT ACQUISITION*  
LOCATED AT  
14639 INWOOD ROAD  
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

**PREPARED FOR**

TOWN OF ADDISON  
C/O MR. MICHAEL MURPHY, P.E.  
DIRECTOR OF PUBLIC WORKS  
P.O. BOX 9010  
ADDISON, TEXAS 75001-9010

**DATE OF APPRAISAL**

DECEMBER 19,2002

**PREPARED BY**

HIPES & ASSOCIATES  
7557 RAMBLER ROAD  
SUITE 260, LB 25  
DALLAS, TEXAS 75231

# HIPES & ASSOCIATES

REAL ESTATE  
APPRAISERS/CONSULTANTS

OFFICE ADDRESS:  
7557 RAMBLER RD #260  
LOCK BOX 25  
DALLAS, TEXAS 75231

MAILING ADDRESS:  
P.O. BOX 600142  
DALLAS, TEXAS 75360  
214-739-5941

December 19, 2002

Mr. Michael Murphy, P.E.  
Director of Public Works  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

**Re: The Friday Morning, Inc. Property  
14639 Inwood Road, Drainage Easement**

Dear Mr. Murphy:

I have inspected and made an appraisal of the above referenced property. Conditions pertinent to or indicative of the value of the property were researched and investigated.

This report sets forth my findings and conclusions and any material matters within the market place that may have an impact on the value of the subject, the proposed acquisition, and any remainders both before and after the proposed acquisition. Factual data pertaining to the subject is exhibited along with any market data felt significant in the analysis and opinion of value.

## Certificate of Appraiser

I hereby certify:

That it is my opinion the total compensation for the acquisition of the herein described property is \$4,536.00 as of December 19, 2002 based upon my independent appraisal and the exercise of my professional judgement;

That on December 19, 2002, and various other dates, I personally inspected in the field the property herein appraised; that I did not afford the property owner or his representative, the opportunity to accompany me at the time of inspection;

The comparable sales relied upon in making said appraisal were as represented by the photographs contained in the appraisal and were inspected on December 19, 2002, and various other dates;

That to the best of my knowledge and belief the statements contained in the appraisal hereinabove set forth are true, and the information upon which the opinions expressed therein are based is correct, subject to the limiting conditions therein set forth;

That I understand that such appraisal is to be used in connection with the acquisition of land area for a public project by the Town of Addison, Texas, and that such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal for such purposes, and that to the best of my knowledge no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State, and any decrease or increase in the fair market value of subject real property prior to the date of valuation caused by the public improvement for which such property is to be acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, has been disregarded in determining the compensation for the property;

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein;

That I have no direct or indirect present or contemplated future interest in such property or in any benefit from the acquisition of such property appraised; and that should I or any employee in my service acquire any interest in or to the property appraised prior to the acquisition of the parcel by the Town of Addison, I will immediately notify the Town of such interest or interests;

That I have not revealed and will not reveal the findings and results of such appraisal to anyone other than the proper officials of the Town, until authorized by Town officials to do so, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

Respectfully submitted,

  
\_\_\_\_\_

Mark A. Hipes  
Texas Certification No. TX-1321416-G

20 Dec 2002  
\_\_\_\_\_

Date

*Note: This is a Summary Appraisal Report which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. As such, it presents only summary discussions of the data, reasoning, and analysis that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning, and analysis is retained in the appraiser's file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use stated below. The appraiser is not responsible for unauthorized use of this report.*

**SUMMARY OF SALIENT FACTS**

**A Drainage Easement Acquisition at 14639 Inwood Road  
Friday Morning, Inc. - Owner  
Addison, Texas**

Date of the Appraisal:	December 19, 2002
Value Estimated:	Market Value - Just Compensation
Property Rights Appraised:	Fee Simple & Easement
Property Appraised:	A ±71,007 SF tract of land improved with a retail facility, located at 14639 Inwood Rd., Addison, Texas.
Property Zoned:	LR, retail
Highest & Best Use:	
"As vacant":	To be developed in conformity with adjacent land uses as demand warrants.
"As improved":	Retail Use
Estimates of Fee Simple Value:	
<u>Whole Property</u>	
Land Value (Sales Comparison):	\$852,084
Cost Approach:	\$ N/A - Land Only Consideration
Income Approach:	\$ N/A - Land Only Consideration
Sales Comparison Approach:	\$ N/A - Land Only Consideration
<u>Part Taken:</u>	
Drainage Easement	\$ 4,356
<u>Remainder Before the Take:</u>	\$847,728
<u>Remainder After the Take:</u>	\$852,084

**Final Value Estimate: JUST COMPENSATION   \$ 4,356**



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**ADDENDUM**

- Assumptions & Limiting Conditions
- Photographs of the Subject
- Plat of the Subject
- Legal Description
- Qualifications of Appraiser

## **Purpose of the Appraisal**

The purpose of this appraisal is to estimate the market value of the proposed drainage easement of the real property rights to be acquired, encumbered by any easement not to be extinguished, less oil, gas and sulphur. If the acquisition is of less than the entire property, any special benefits and damages to the remainder property must be included in accordance with the laws of Texas. This appraisal is rendered in order to assist Addison in estimating the value of property to be acquired.

## **Definition of Market Value**

Market Value may be defined as follows: "Market Value is the price which the property would bring when it is offered for sale by one who desires, but is not obliged to sell, and is bought by one who is under no necessity of buying it, taking into consideration all of the uses to which it is reasonably adaptable and for which it either is or in all reasonable probability will become available within the reasonable future."

## **Definition of Easement**

An easement is a nonpossessing interest held by one person in the land of another person whereby the first person is accorded partial use of such land for a specific purpose. An easement restricts but does not abridge the rights of the fee owner to the use and enjoyment of the easement holder's rights.

## **Scope of the Appraisal**

The scope of this report includes the research, data acquisition and analysis as described in the appraisal process description of this report. In gathering comparable sales data our sources include direct interview with grantor and/or grantee, commercial sales reporting services, other appraisers and real estate practitioners, published data and information in our files. Comparable rent information is generally derived from direct interview with property managers and leasing agents. On comparable rent and sale information the source is generally indicated on the respective comparable's page. Information on property operating expenses can be derived from a number of sources including actual amounts provided to us for the subject property, file information, direct interview with property managers and owners and published industry averages. Replacement construction costs amounts are generally derived from the national cost reporting services prepared by Marshall and Swift and, where available, actual construction costs are utilized. On some comparable sales data an attempt is made to confirm third party information with either the grantor or grantee if there is concern about the data's reliability.

## **Property Rights Appraised**

The property rights appraised are those of the *Fee Simple and Easements* estate. Fee simple estate is defined as "Absolute ownership unencumbered by any interest or estate; subject only to the limitations of eminent domain, escheat, police power, and taxation"; and easement as "a nonpossessing interest held by one person in the land of another person for a specific purpose. (The Dictionary of Real Estate Appraisal, Second Edition, American Institute of Real Estate Appraisers, 1984, p. 123.)

## **Effective Date of Valuation**

The effective date of valuation is December 19, 2002. The inspection date of the subject was December 19, 2002, and various other dates. The date of this report is December 19, 2002.

## **Identification of the Subject Property**

The property being appraised is a  $\pm 71,007$  SF tract of land improved with a retail store facility. The subject property is situated along the west side of Inwood Road, between Beltline Road and Langland, in the Town of Addison, Dallas County, Texas. This strip of Inwood Road is bordered principally by a railroad line on its east side, and liquor stores on its west side. The local address is 14639 Inwood Road, Addison, Texas.

The drainage easement acquisition of the subject property is comprised of two small rectangular areas for drainage inlet covers adjacent to Inwood Road. These two non-contiguous acquisitions contain  $\pm 243$  SF and  $\pm 120$  SF. The drainage easement area is adjacent to the paving of Inwood Road. The survey provided to the appraiser representing the proposed acquisition is included in the Addendum to this report.

Briefly, the legal description for the subject property/part taken is described as; *being a part of the Josiah Pancoast Survey, Abstract No. 1146, and being a portion of Lot 3 of the Inwood Park North Addition, Town of Addison, Dallas County, Texas.*

A current metes and bounds legal description of the proposed drainage easement acquisition has been provided to the appraiser and is included in the addendum to this report.

## **History of the Subject Property**

No property ownership information was provided to the appraiser for this appraisal assignment. Dallas County Appraisal District records indicate that Friday Morning, Inc. is the owner of record, and that the property was purchased on October 31, 1991.

## **Ad Valorem Tax Information**

The DCAD Acct. # for the subject is 10004580000030000. The DCAD appraised value for the subject is \$2,219,740; land value @ \$568,060 and improvement value @ \$1,651,680 for the year

2002. Current ownership information was taken from the DCAD commercial property data records. DCAD data lists a site size of 71,007 SF.

Some of the property descriptive data utilized in this appraisal is derived through the DCAD files. Basic site data information is derived from a plat of the property in the appraiser's files.

#### **Estimated Marketing/Exposure Time**

The USPAP requires that the appraiser address the estimated reasonable exposure time of the property at the value estimate. This is defined as the time prior to and ending with the effective date of the appraisal estimated to be required to market the property at the final value estimate. Based on marketing times quoted over the previous 5 years for properties of this type, a marketing time of less than 12 months is considered reasonable. While some properties required longer marketing times, they do not appear to be the norm.

## CITY DATA

The Town of Addison is located in the northern portion of Dallas County, approximately 12 miles north of the Dallas Central Business District. The City is bounded by Dallas on the north and east sides, Dallas and Farmers Branch to the south and the City of Carrollton on the west. The City is a suburb of Dallas and is a part of the Dallas Metropolitan area.

Addison has participated in the growth of the metropolitan area as shown by the following figures:

<u>Census Year</u>	<u>Population</u>	<u>Increase</u>
1970	593	N/A
1980	5,553	+835%
1990	8,783	+ 58%
1998 (est.)	11,722	+ 33%

The Town of Addison is primarily commercial in nature. Light industrial and flex warehouse space has developed in the areas east, north, and west of the Addison Airport. The Dallas North Tollroad corridor sparked heavy hotel and multi-story office building development during the 1980's. This extends from the west side of the freeway to the railroad tracks at Inwood road. The corridor along Midway Road from the Farmers Branch boundary continued the light industrial, office/flex development of the Midway Industrial Park that extends southward to LBJ Freeway. The corridor along Belt Line Road through the City has seen extensive development with restaurants, hotels, and retail facilities. As a result, residential housing is a minor factor in the property base of the Town of Addison. This has helped to keep taxes low, but has afforded the Town a very healthy tax income due to the high valuations of the commercial properties. This is displayed in the quality and quantity of public facilities and services provided.

Primary north/south access through Addison is via the Dallas North Tollway, Addison road and Midway Road. Belt Line Road and Trinity Mills Road are primary east/west thoroughfares. The major development within the city is the Addison Airport, a major corporate and private air facility, which occupies a large portion of the City's land area. due t Addison's accessibility and location in the path of the City of Dallas northern growth, substantial hotel, commercial, retail, office and light industrial development has occurred. This is generally all of good quality and relatively recent construction. The character of the City is primarily commercial with small concentrations of multi-family housing and upper-middle income single-family in its central and southwestern portions, and high-end single family housing found in the extreme eastern portion.

Addison has a Council/Manager type government. It provides police and fire protection to it's citizens. Utilities are provided by Lone Star Gas Company, TU Electric Company, and Southwestern Bell Telephone Company. It gets it's water from the City of Dallas and sewer services from the Trinity River Authority and the City of Dallas. Utilities appear to be adequate to service projected growth. Addison is in the Dallas and Carrollton/Farmers Branch Independent School districts. There are no school buildings located within Addison's city limits. There are a number of major shopping facilities in or near Addison, including the Galleria Mall and Northpark Mall. Additional large, modern retail areas are in close proximity. The renowned retailer, Nordstrom's has a store in the Galleria shopping center just south of Addison at LBJ and the Tollroad and a new major retail center has been constructed on a tract north of that. Other

significant large retail facilities are a free-standing Home Depot Expo Design Center and Mikasa Home Store.

Due to the number of office and light industrial buildings in the area, there is a large and diversified community of employers. Two of the largest are the Dallas Marriott Quorum and Intercontinental hotels. Addison is well known as an entertainment and restaurant area with over 100 restaurants operating the in Town.

The new "urban hub" consisting of a 70 acre development at Addison Circle, located north of Belt Line Road and bounded by Airport Parkway, Addison road, the Toll road and Arapaho Road is currently under development. The main thrust is the increase of residential housing, an arts center, and parks and public use areas. When completed, it is projected to increase the population by 50% - 60%. The City feels that this will prevent Addison from losing businesses to northern suburbs and insure long-term, quality growth. This should enhance overall values in the area in our opinion.

After a period of speculative real estate investment activity in the early and mid 1980's, Addison and adjoining areas were among those hardest hit by the real estate recession of the last half of that decade. That situation has now turned around dramatically. Due to its highly desirable location, a resumption of market strength is currently found. M/PF market research has consistently reported strong increases in office construction over the previous several years. In addition, Hines Interests plan 250,000 Sf of new office at the Galleria in the Dallas City limits, and Centre Development plans a 410,000 SF office structure at Dallas Parkway and Spring Valley in Farmers Branch just south of Addison. For multi-family construction, M/PF research also shows strong growth and absorption. The overall prospects for the City's future is considered to be good, in our opinion.

## NEIGHBORHOOD ANALYSIS AND TRENDS

The subject neighborhood is described as being that area generally bounded by Belt Line Road on the north, Midway Road on the west, Spring Valley Road to the south and the old St. Louis & Southwestern Railroad right-of-way to the east. This area is in the south-central portion of the Town of Addison which is a northern suburb of the City of Dallas situated approximately 12 miles north of that municipality's central business district.

The predominant feature and major land use within the subject neighborhood is the Addison Airport which is due north of the subject property. This is a major fixed-base corporate and private airport facility for northern Dallas County. To the south of Beltline Road, office, office/warehouse, and office/showroom uses are the principal developments. To the east of Addison Road/Inwood Road, multi-story developments are more prevalent, while to the west of Addison Road/Inwood Road, single story structures are the principal form of development. The higher density and retail uses tend to be located adjacent to the major connector streets in the area, while the interior street network reflects less dense office and commercial uses.

Addison Road/Inwood Road is a major north/south connector within this portion of Addison and North Dallas. In addition to commercial buildings found here, there was fairly extensive low and mid-rise garden office development during the construction boom of the early and mid 1980's. Commercial development along the North Dallas Tollway tends to mid-rise office and retail developments, while to the west of Quorum development tends to be more commercial in nature, exclusive of those retail oriented uses situated adjacent to the major connector streets. The most recent construction in this general neighborhood is noted north of Beltline Road and is an engineering building character more typical of office/warehouse, office/showroom, and office/distribution development.

The Town of Addison and adjacent areas north of Belt Line have enjoyed new development and generally increasing land prices since the mid-1990's. Of particular interest is the developing apartment, hotel, retail, and commercial activity surrounding the Addison Circle portion of the subject neighborhood. The attractiveness of relatively close in North Dallas locations should ensure strong demand for existing properties and vacant development land within the subject neighborhood as the real estate economy continues to improve. As these events occur, the subject neighborhood development prospers. Current market evidence suggests a healthy real estate market.

## SUBJECT PROPERTY

### Site Data

The subject tract is near rectangular in shape based on information provided in a strip-map. The subject property is considered to be an interior (non-corner) site. The site appears to have  $\pm 350'$  of frontage along the west side of Inwood Road, and a depth of  $\pm 225'$ . The subject has two drive entrances along Inwood Road. Total land area is  $\pm 71,007$  SF, according to DCAD records. Inwood Road is a four-lane undivided street. The subject appears to be at grade with Inwood Road.

### Physical Characteristics

The subject site is basically slopes to the west from Inwood Road, with no major drainage problems noted. Site grading appears to such to carry surface water from the site to the south and west and the drainage along Inwood Road the drainage/access/utility easement through this addition. This is generally effective except in very heavy rainfalls. Apparently off-site drainage capacity is sufficient. The subject property is not located in a HUD designated flood plain area according to Town of Addison, Texas Community Panel No. 481089 0005 A, effective July 16, 1980. Access in and out of the site is accomplished from existing frontage along Inwood Road adjacent to the east.

### Size/Shape

The subject property contains  $\pm 71,007$  SF in a near rectangular configuration. The site is of sufficient size and shape to support independent economic development, if it were vacant and available for development.

**Zoning:** The subject property is zoned "LR" (local retail) under the Town of Addison's ordinances. This classification covers a wide range of uses including restaurant, office and retail uses. This is a fairly broad classification providing for a wide variety of commercial usages. A special use permit is also generally required for the sale of alcoholic beverages.

### Utilities

Sanitary sewer and water connections are provided through the Town of Addison. It is presumed that the present utilities directly available to the site are of sufficient capacity to support commercial development. Telephone service, electricity and natural gas are available and in adequate supply by private companies serving the subject's general area. The current design of access is considered sufficient to support commercial development. Given the abundance of adjoining street right-of-way, direct access to the subject site is considered both reasonable and probable.

### Easements and Restrictions

As set forth in the Assumptions and Limiting Conditions of this report, there was not available to the appraiser in the preparation of this appraisal a current title policy. It is assumed from a review of plats and public information that there are no easements or encroachments, other than standard utility easements, affecting the subject property, and further, that there are no private deed restrictions that would hinder its current use or future development. It is suggested that these assumptions be verified by competent parties. Typical utility easements are presumed to service the site.



### Site Improvements

The subject property is improved with a masonry retail structure constructed in ±1979 which contains ±19,068 SF of improvement area. Additionally, there is concrete paved surface parking between the building improvements and Inwood Road, a landscape buffer between the paved parking and the street, and an identification sign located in the parking lot at Inwood Road.

The principal use of the improvements is for a liquor store. This is also the principal commercial use to the north and south of the subject.

The subject improvements appear to be in good condition and are functional for their current use.

*The improvements to the subject property will not be appraised in this report. The proposed acquisition is adjacent to Inwood Road and is wholly contained within the grass/landscaped area between the subject improvements and Inwood Road. As none of the improvements appear to be affected, only the estimated value of the subject site will be derived in this report. It is the client's wish to approach this assignment in as simple and straight-forward a manner as is practical. As the area to be acquired will not impact the current use or future marketability of the property, a "land only" appraisal is deemed sufficient for estimating the compensation due for the proposed acquisition.*

## HIGHEST AND BEST USE

The Highest and Best Use, as defined by Real Estate Appraisal Terminology, Ballinger Publishing Company, Cambridge, Massachusetts (author Byrl D. Boyce, Ph.D.), Page 107, is as follows:

"That reasonable and probable use that will support the highest present value, as defined, as of the effective date of the appraisal.

Alternatively, that use, from among reasonably probable and legal alternative uses, found to be physically possible, appropriately supported, financially feasible and which results in highest land value.

The definition immediately above applies specifically to the highest and best use of the land. It is recognized that in cases where a site has existing improvements on it, the highest and best use may very well be determined to be different from the existing use. The existing use will continue, however, unless and until the land value in its highest and best use exceeds the total value of the property in its existing use."

Also implied is that the determination of the Highest and Best Use results from the appraiser's judgment and analytical skill, i.e., that the use determined from analysis represents an opinion, not a fact to be found. (Appraisal Terminology and Handbook, AIREA AND SREA, 1975) Some of the more important factors of influence include the legal parameters associated with zoning ordinances, deed restrictions, building code requirements and area market supply/demand conditions. Further, the trends within the neighborhood must also be considered and are discussed in the "Neighborhood Description and Trends" section of this report.

In addition to the typical considerations involved in estimating the Highest and Best Use of the subject property, the City of Addison requires approval from the U.S. Department of Transportation, Federal Aviation Administration (FAA), for the construction or alteration of improvements located within many of its zoning classifications. Even though the subject property is located outside the currently existing "clear zone" of the Addison Municipal Airport, these additional requirements may apply.

Consideration was given to the development currently existing proximate to the north, south, east, and west of the subject in analyzing the potential uses for the subject site. While the FAA will not speculate on what types of improvements or alterations would be allowable, without proper application and supporting documentation, it is presumed by the appraiser that those uses existing proximate to the subject generally reflect the type of development that would be probable.

### Physically Possible Uses

As previously described, the subject tract is of such size and shape as to be suitable to support independent economic development. The site is physically suitable for a wide variety of potential future uses.

### Legally Permissible Uses

The main constraints are those affected by the subject tract's zoning ordinance. The zoning ordinance which regulates the subject allows for office, retail, service, restaurant, and other

commercial use. The character of the surrounding development and the subject's proximity to the Inwood Road/Beltline Road controlled intersection, it is estimated that retail, or other commercial development would be the most appropriate for the site. There is no current or contemplated change in the subject site's zoning, nor is there one which would provide development opportunities that would create a higher return to the land than its current classification.

**Financially Feasible**

Even considering the building height restrictions imposed by clear zone considerations it is likely that a typical retail or service development would generate the necessary revenues to provide for an adequate return on the cost of the land and improvements at current market rent rates in this location.

Retail or service occupancy and rental rates suggest that the current local market is strong enough to support financial feasibility for development of the subject site as it is zoned.

**Maximally Productive**

Based on the subject's zoning, current operational results and market analysis, it is estimated that the maximally productive utilization of the site as a retail or restaurant site is substantiated.

**Highest and Best Use As Vacant Land**

The estimate of the Highest and Best Use of the subject Whole Property would be for retail, service, or other commercial development which would take advantage of the Beltline Road/Inwood Road facilities north of the subject property. The current zoning allows for a wide variety of potential uses which could take advantage of the subject's location.

**Highest and Best Use As Improved**

For continued retail use as currently improved.

## THE APPRAISAL PROCESS

Appraisal theory provides three basic methods of appraising properties. They are the Cost Approach to Value, the Income Approach to Value, and the Sales Comparison Approach to Value.

The Cost Approach to Value embraces the philosophy that the replacement costs applied under the Principle of Substitution may define the value for a property. In this approach to value, the appraiser estimates the market value of the site, the replacement cost of the improvements less any applicable accrued depreciation, and then combines these two items to arrive at a cost estimate of value.

The Income Approach to Value is based upon an analysis of the potential income stream of the property and comparison of that income stream with those of similar properties. This calculation and analysis results in a net income stream attributable to the real estate. That income is then capitalized at a rate which is commensurate with the rates expressed in the marketplace by investors for similar properties. The resulting figure is an income estimate of value.

The Sales Comparison Approach to Value is a basis for estimating value based upon units of comparison derived from sales of similar properties in the marketplace. Those units of comparison are then applied to the subject property to arrive at a range of values which should be indicative of a value estimate. This approach is used not only for improved properties but also in estimating the current value of the subject site. That portion of the report is necessary to complete the Cost Approach.

After applying the three traditional approaches to value, it is the appraiser's responsibility to weigh the strengths and weaknesses of the three different approaches to value and determine which of the three is most applicable in the valuation of the subject property. This section of the report is captioned as "Reconciliation".

*As the acquisition from subject property is comprised of unimproved land area, and as the acquisition will not impact the improvements on the site, either before or after the acquisition, this appraisal will consider only the value of the subject unimproved site. As a result, only the Sales Comparison Approach will be utilized. As such, this appraisal will address only the issue of land valuation. This appraisal is presented as a "land only" appraisal.*

## **Land Value by the Sales Comparison Approach**

In this section of the report, the appraiser will present data and analysis leading to an estimate of market value as of the effective date of the appraisal for the subject site. Basically, this value is estimated by the comparison of sales of similar land tracts that are current or of recent date to the subject tract. This comparison relates the differences, if any, in the legal, physical, locational, and economic characteristics of the comparable sales and the subject site, analyzing also any differences in real property rights transferred, dates of sale, motivations of buyers and sellers, and any unusual financing arrangements for the sales analyzed, any of which factors might account for price variations. The adjustments, if any, for property rights conveyed, financing terms, sale conditions and market conditions are made sequentially and individually. Adjustments for location and physical characteristics are accumulated and made at the end of any adjustments from the previously cited sources.

From the information available, the following comparable sales presented all transferred ownership in fee simple, and there were no known unusual financing terms. General adjustments for market conditions relate to passage of time, e.g., in a rising market an earlier comparable sale would be adjusted upward to reflect conditions as of the effective date of the appraisal. Over the time period reviewed for the comparable sales, trends in either direction which cannot presently be ascribed to other contributing factors within the marketplace, other than those discussed following the comparable sales presentation, will be adjusted based on historical market data.

At the end of the presentation of the comparable sales, those sales will be summarized and a grid presented which makes the remaining adjustments called for relative to locational and physical differences between the comparables and the subject tract. The comparable sale prices as adjusted to the subject site are then analyzed to produce an estimate of market value for the land.

There are other methods available for estimating land value including allocation, extraction, subdivision and the land residual technique. Generally, in all cases, the estimation of land value by comparable market sales is considered appropriate and most desirable where sufficient data is available. This is the case for the subject site and the Sales Comparison Approach will be utilized solely in estimating its current market value. Sufficient data is available within the recent past to make an accurate appraisal specifically for the subject.

Comparable #1



**Location:** East side of Addison Rd, ±301' south of Arapaho Rd., also fronts south side of Arapaho Rd., Addison, TX

**Legal Description:** Abstract No. 482, Addison, Dallas County, TX

**Grantor:** Daryl N. Snadon

**Grantee:** Rail Hotels Corporation

**Date of Sale:** February 5, 1999

**Recorded:** 99024/1020

**Consideration:** \$10.00/SF (\$688,760)

**Terms of Sale:** Executed \$2,100,000 note to Ado Bank of Commerce (includes construction financing)

**Cash Equivalency:** \$10.00/SF

**Size:** ±68,877 SF; 1.5812 Acres

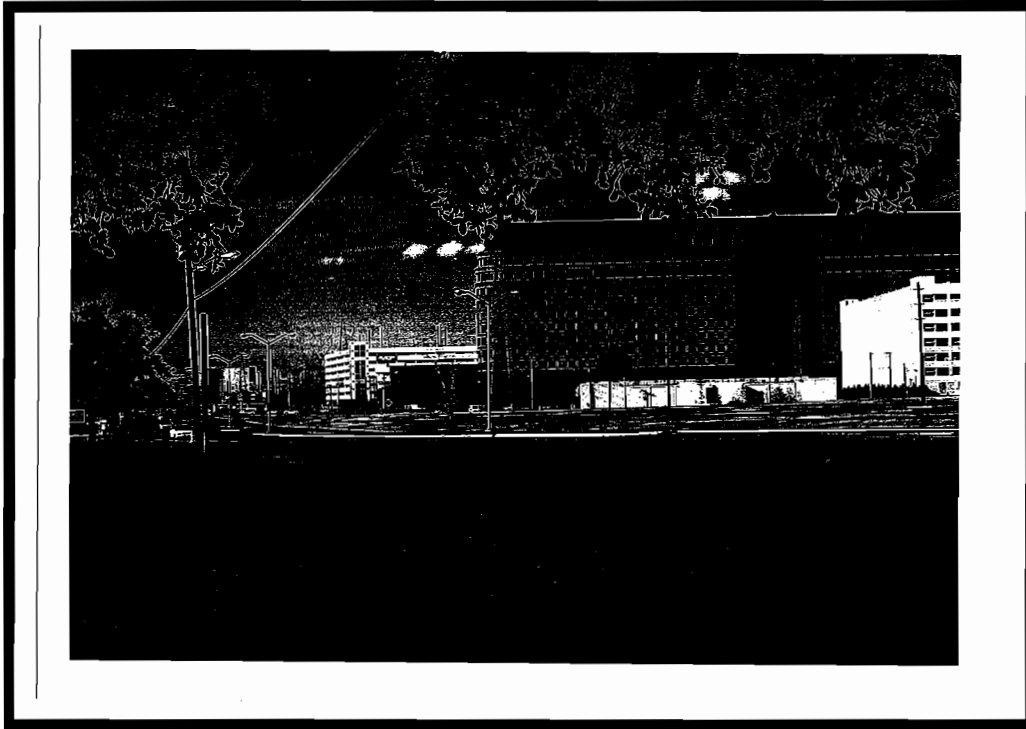
**Zoning:** C-1, commercial

**Comments:** This site wraps around the southeast corner of Arapaho & Addison Roads. A hotel has been built on this site.

**Verified By:** Jim Durbin - Broker 972.661.1011

**Mapsco #:** D-14C

**Land Sale Comparable #2**



**Location:** 14000 Block of Inwood Road, Farmers Branch, TX  
**Legal Description:** Part of Lot 1, Blk B, Beltway/Champion No. 1 Addn., Farmers Branch, TX

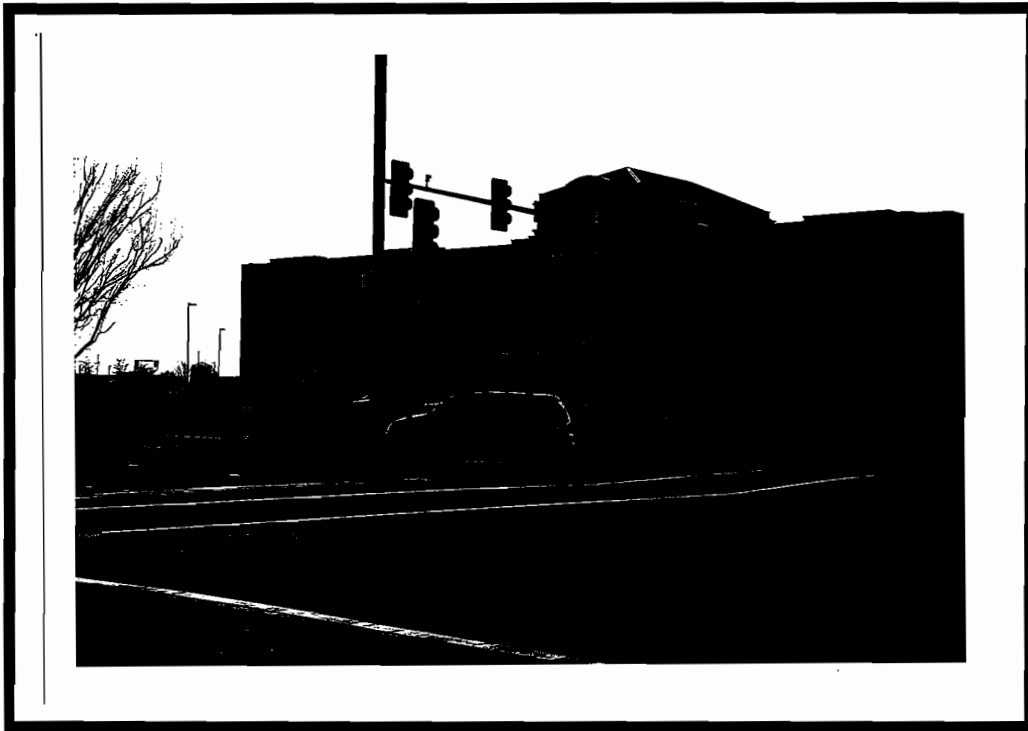
**Grantor:** Woolley Hotel Company, Inc.  
**Grantee:** National Operating, LP

**Date of Sale:** January 5, 2000  
**Recorded:** 200005/9743

**Consideration:** \$11.26/SF (\$205,000)  
**Terms of Sale:** All cash to seller  
**Cash Equivalency:** \$11.26/SF  
**Size:** ±18,208 SF  
**Zoning:** PD (commercial)  
**Comments:** This site is along the east side of Inwood Road, south of Spring Valley. Inwood Road is a 6-lane divided concrete thoroughfare in front of the property. This sale was to an adjacent property owner.

**Verified By:** Dan Allred - Broker  
**Mapsco #:** D-14M

Land Sale Comparable #3



**Location:** Southwest corner of Quorum & Edwin Lewis, Addison, Texas.

**Legal Description:** Quorum Center Addition, Addison, TX

**Grantor:** Daryl Snadon  
**Grantee:** Springhill SMC Corporation

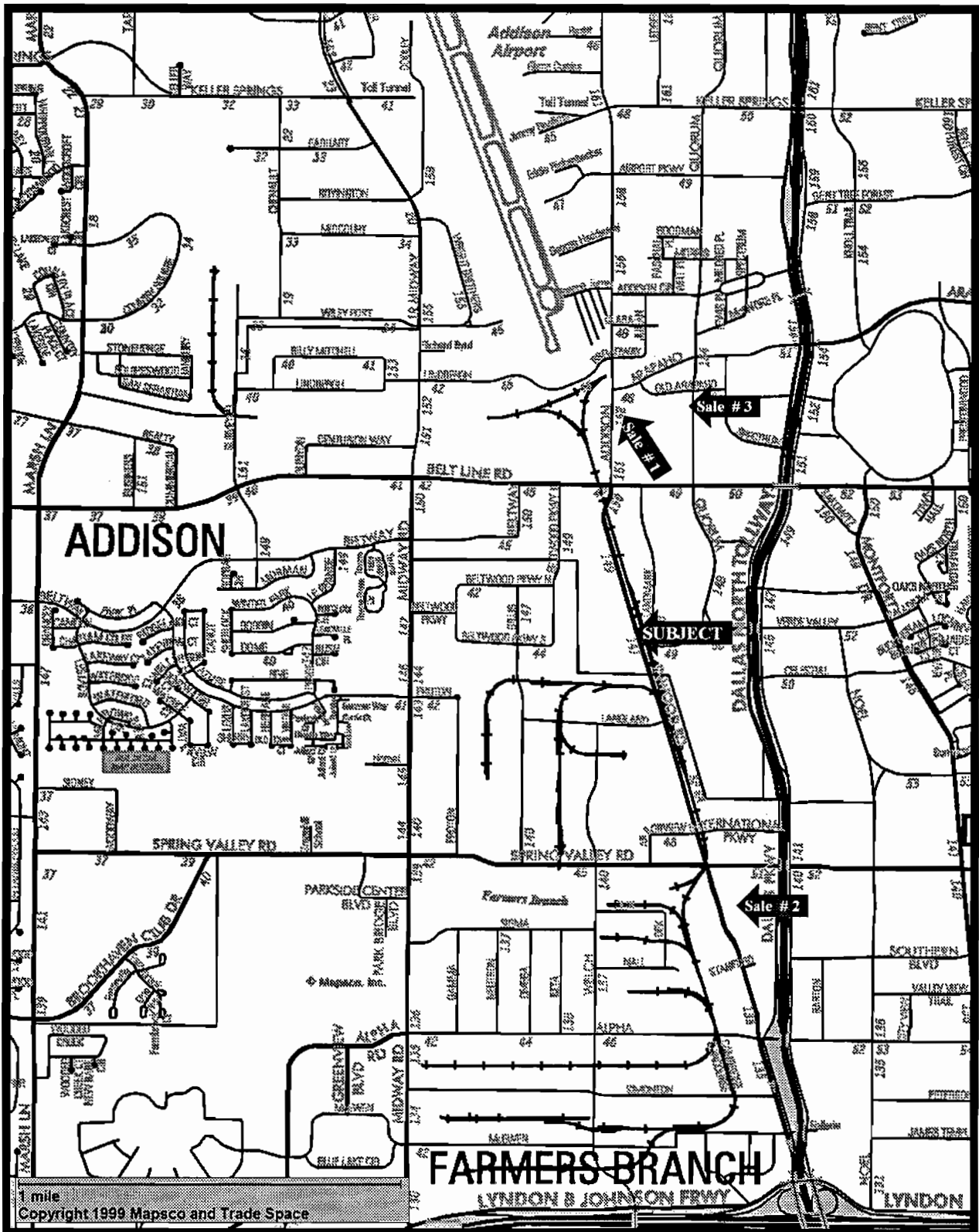
**Date of Sale:** January 5, 2001  
**Recorded:** 2001004/4624

**Consideration:** \$13.91/SF (\$2,750,000)  
**Terms of Sale:** All cash to seller  
**Cash Equivalency:** \$13.91/SF  
**Size:** ±197,762 SF; 4.54 Acres  
**Zoning:** PD, planned development - commercial  
**Comments:** This is a corner tract. A proposed hotel and restaurant will be built on this site.

**Verified By:** Jim Durbin - Broker 972.661.1011  
**Mapsco #:** D-14D



# COMPARABLE MAP



1/4 mile  
Copyright 1999 Mapsco and Trade Space

COMPARABLE LAND SALES SUMMARY				
Sale #	Date of Sale	Price/SF	Size (SF)	Zoning/Use
1	02/05/99	\$10.00	68,877	Commercial
2	01/05/00	\$11.26	18,208	Commercial
3	01/05/01	\$13.91	197,762	Commercial
Subject	12/02	N/A	±71,007	Retail

### **Adjustments to Land Sale Comparables**

Standard appraisal practice calls for the analysis of the sales presented comparing each to the subject in regard to time passed from sale date to appraisal date (that is, changes in market conditions), locational differences, relative size, physical characteristics and utility. Adjustments were made from the known, i.e., the actual sale, to the unknown, i.e., the value of the subject. In a comparison heading where the subject is deemed to be superior to a particular sale, an appropriate upward adjustment is made to the comparable sale and vice versa. Your appraiser considered the application of paired sales analysis in adjusting the comparable sales to the subject. There was not sufficient comparability of the sales within those available for review that permitted a reasonable application of that type of analysis. The adjustments are based to a great degree on subjective analysis and market appraisal experience, but the adjustments rely on some easily recognizable and generally accepted maxims about the various aspects of comparison. They are briefly discussed in the following paragraphs which in short form discuss the items considered for each adjustment heading.

### Property Rights Conveyed

This is a consideration of the real property interest conveyed. In the case of the comparable sales used in this analysis, all were transferred in fee simple, indicating no adjustment for this heading of comparison.

### Financing Terms

This reflects that for similar properties, a higher price might be paid for one wherein very attractive financing terms are available to the purchaser. Any adjustments required under this consideration have been addressed within the discussion of each individual sale in converting reported transaction price to cash equivalency where conditions so indicate.

### Conditions of Sale

This element of comparison is to reflect any unusual motivations of buyer and/or seller that would take the transaction out of the broad parameters of the definition of a sale for market value. Although paired sales were not available with which to compare it, it is the appraiser's opinion that

those conditions in all probability did not exist for any of the comparables selected for inclusion in this report.

#### Market Conditions

Any number of factors, including fluctuations in supply and demand, inflation, depression and the like may cause changes in market conditions which are reflected in the prices of real property. The subject neighborhood has undergone significant growth in the recent past, which in turn has led to escalating land prices. However, the events of September 11, 2001, and the more recent downturn in the technology sector has had an unsettling impact on real estate value throughout the metroplex area. The only noted significant activity within the general market area of the subject property has been in the industrial/commercial sector. Upward Time/Market Conditions adjustments will be applied to the selected comparable sales to reflect change prior to 09/11/01, while sales proximate to that time frame will not be adjusted. While "time" is an important consideration in selecting comparable sales, location and utility were considered of paramount importance in this analysis. Sale #1 and #2 were selected because both fronted Addison/Inwood Road. Sale #3 is located east of this corridor and is perceived to represent a property with more intense development activity. Sale #1 is judged to require a moderate upward adjustment for time; Sale #2 a minimal upward adjustment for time; and Sale #3 requires no time adjustment.

#### Location

In this portion of the adjustment process the appraiser considers locational aspects of the comparable sales as opposed to the subject. Such aspects as quality and quantity of surrounding development, adjacent land uses, and other perceived physical amenities are considered. Due to the lack of paired sales characteristics in the comparables, the adjustments are qualitative. Sale #1 wraps around the corner of Addison Road and improved Arapaho Road. The general location of this sale, geographically, is slightly inferior to that of the subject due to the general forms of development adjacent to this sale. Sale #2 is located along a comparable stretch of Inwood Road as compared to the subject and is not judged to require an adjustment for location. Sale #3 is a corner tract on Quorum Drive. Both its Quorum Drive location and its proximity to the Tollway are considered superior locational attributes as compared to the subject in the current market. Corner/Access influence is treated separately.

#### Zoning

The zoning of all of the sales are considered to be comparable to that of the subject property. No adjustments will be made in this category.

#### Utility

In this category a number of factors are considered in adjusting the comparable sales and offerings to the subject property. They include physical dimensions and shape of the site, topography of the site, availability of public and private utilities, and accessibility among others. Those physical dimensions which permit the most economic and efficient use of the land also command better prices. This fact perhaps is best stated in that not having this advantage is an offset to sites with poor frontage-to-depth ratios and the like. Each of the comparables and the subject are considered to have comparable utility for future development, apart from the adjustments made in other categories in this analysis.

Access, exposure, and frontage all impact how a property will be accepted by the market. Additionally, immediacy of access is a specific consideration for the subject property, as opposed

to general access and environs which are considered as a part of the "Location" category. The corner attributes of the subject site are discussed below under "Access/Frontage".

Sight/View

This factor considers (1) how the property is presented to the public and (2) what the impact of surrounding property characteristics affect subject property. Comparables #1 and #3 are within a typical commercial development area, which exhibits good orderly development and design. Sale #2 is adjacent to Addison Airport and has a view of the airport and the adjacent tech/commercial development mix. The subject is deemed to be comparable to each of the comparable sales.

Access/Frontage

Sale #1 and #2 are not considered to require any adjustment for access/frontage as compared to the subject property. Both of these sales are considered to represent interior tracts, as is the subject. Sale #3 is a true corner location and is considered to be superior in immediate access/frontage as compared to the subject, and is adjusted downward accordingly.

Size

The subject property is ±71,007 SF in size. Sale #1 is considered to be comparable in size to the subject, while Sale #2 is substantially smaller than the subject and Sale #3 is substantially larger than the subject. It is typically found that much larger tracts do tend to sell for a lesser "per unit" price than do smaller tracts that are generally available for similar, although smaller scale, developments. While there are no absolutes noted for size difference among the comparable sales selected for presentation herein, the general market reflected throughout the range of sales reviewed for this appraisal does indicate that the market is somewhat size sensitive. To a limited degree the market reflects a willingness to pay slightly more for smaller tracts, on a per square foot basis, than for large tracts. This would indicate a downward adjustment for size for the smaller tracts and an upward adjustment for the larger tracts.

There follows a grid which displays the adjustments to the comparable sales called for in the opinion of your appraiser.

LAND SALE ADJUSTMENT GRID			
	1	2	3
Cash Equivalent Price \$/SF	\$10.00	\$11.26	\$13.91
Property Rights Adjustment	-0-	-0-	-0-
Adjusted Price \$/SF	\$10.00	\$11.26	\$13.91
Conditions of Sale Adjustment	-0-	-0-	-0-
Adjusted Price \$/SF	\$10.00	\$11.26	\$13.91
Time/Market Conditions Adjustment	+10%	+ 5%	-0-
Adjusted Price \$/SF	\$11.00	\$11.82	\$13.91
Location Adjustment	+10%	-0-	-10%
Access/Frontage	-0-	-0-	-10%
Zoning	-0-	-0-	-0-
Size Adjustment	-0-	-10%	+10%
Sight/View	-0-	-0-	-0-
Adjustment Factor	+10%	-10%	-10%
Adjusted Price \$/SF	\$12.10	\$10.64	\$12.52

**Market Value Estimate - Subject Site**

After adjustments, the comparable sales range from \$10.64/SF to \$12.52/SF. The average of the adjusted sales price is calculated at \$11.75/SF.

It is the appraiser's opinion that each of the Comparable Sales, as adjusted, are representative of the probable market value of the subject property. Each comparable has its strengths and weaknesses as compared to the subject. While these comparables are not identical to the subject in terms of size, use, and exact location, these sales are believed to accurately reflect the most probable range of value for the subject, as well as approximating the ultimate use of the subject. The comparables selected ultimately required fewer adjustments than other comparables in the market would require.

When analyzed in light of the general surrounding development, it appears that there is a market and, hence, a range of value which is generally acceptable for various forms of development on properties of this class in this area.

The range of the value indications provided by the Comparable Sales is considered to be a good indication of probable market value for the subject property.

Based on the aforementioned data and analysis, the Market Value of the subject site is estimated to be \$12.00 per square foot of the land area. The subject is estimated to contain ±71,007 SF of land area according to the documents provided. Therefore:

<u>Site Area</u>	<u>Value Estimate</u>	<u>Total</u>
±71,007 SF	\$12.00/SF	\$852,084

**ESTIMATED MARKET VALUE - WHOLE PROPERTY "SITE", Say \$852,084**

### **COST APPROACH TO VALUE**

As noted, the Cost Approach to Value estimates the replacement or reproduction costs of the improvements plus land value to arrive at an indication of worth for the property appraised. This theory of valuation is based on the Principle of Substitution which holds that a knowledgeable purchaser will not pay more for a property than that amount for which he can obtain a property of equal utility and desirability by acquiring a site and constructing a building thereon within a reasonable period of time. This approach entails the following:

1. Estimation of the current replacement or reproduction cost of the improvements.
2. Estimation of all accrued depreciation, if any, of the improvements, deducting such depreciation from the current cost estimate.
3. Adding the value of the land as estimated by the Sales Comparison Approach to the estimated depreciated cost of the improvements.

Reproduction cost is defined as the cost required to exactly duplicate the existing improvements as of the effective date of the appraisal. Replacement cost is that estimated required to construct at current prices the Subject improvements with equivalent utility to the existing structure using current standard design layout and modern materials.

As this appraisal assignment is treated as a "land only" acquisition issue, the cost approach to value will not be developed for the subject property. It is the appraiser's judgement that there is no probable impact on the subject property as a direct result of the proposed acquisition.

## **INCOME APPROACH TO VALUE**

As discussed previously in the Appraisal Process section, the Income Approach to Value is the result of the analysis of the projected gross income stream for the subject property less vacancy and expenses to determine what net operating income for it can reasonably be expected. The first step in the Income Approach is determining what income can be achieved by the property under prudent management. This section typically directs itself to deriving rent comparables from similar properties to determine the stabilized gross annual income potential for it. From that gross annual income, a vacancy and collection loss factor is deducted to arrive at an effective gross income. From the effective gross income, total estimated operating expenses for the project are deducted to arrive at a proforma net operating income. This figure is converted to a value indication through a process known as capitalization.

Again, as with the Cost Approach, this appraisal assignment is treated as a "land only" acquisition issue. The income approach to value will not be developed for the subject property. It is the appraiser's judgement that there is no probable impact on the subject site's ability to attract income as a direct result of the proposed acquisition.

## **SALES COMPARISON APPROACH TO VALUE (Improved)**

An indication of value can be obtained by comparing the subject property with other restaurant properties which have sold in the marketplace. The reliability of this value indication will depend upon the similarities/dissimilarities between the subject and the properties which have sold. The basic units of comparison used by purchasers in the marketplace are the Price Per Unit and the Price per Square Foot of building area.

As with the Cost Approach and the Income Approach, the Sales Comparison Approach (Improved) will not be developed for the subject property. This appraisal assignment is treated as a "land only" acquisition issue. It is the appraiser's judgement that there is no probable impact on the subject property's marketability as a direct result of the proposed acquisition.

## RECONCILIATION

For reasons previously stated within this report, only the Sales Comparison Approach was utilized in estimating the Market Value of the subject site. The Sales Comparison Approach is generally recognized as providing the most reliable estimate of site value. The Sales Comparison Approach had adequate data available to support a reasonable value conclusion. A summary of the value estimates derived for the Whole Property are as follows;

<b>Sales Comparison Approach - Land:</b>	<b>\$852,084</b>
<b>Cost Approach:</b>	<b>\$ N/A</b>
<b>Income Approach:</b>	<b>\$ N/A</b>
<b>Sales Comparison Approach - Improved:</b>	<b>\$ N/A</b>

The Sales Comparison Approach to Value is selected as the most reliable indicator of probable market value for the subject site. Therefore;

<b>WHOLE PROPERTY, Site, say,</b>	<b>\$852,084</b>
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## PART TAKEN - VALUATION

This Taking is of two Drainage Easements and is considered as a Partial Property acquisition. The Part Taken is considered as severed land with no self-sustaining economic value. A plat of the subject showing the Part Taken is included in the Addendum of this report. This easement encompasses both the surface and subsurface use of the easement area. The use of this easement is for the installation of storm water inlet box covers for the drainage along Inwood Road.

The value inherent in this land area use approaches fee simple interest, due to the intended use of the easement area. The Town of Addison will be responsible for improving the surface of the easement area and responsible for its on-going maintenance. The only items apparent in the easement area are limited to grass ground cover.

The area of the easement does not affect any current use or future development rights of the subject property. Set-back requirements will still extend from the subject property boundary, not the easement boundary. As there is no floor-area-ratio (F.A.R.) incorporated within the Town's zoning regulations, development density is not affected by the proposed easement.

The Drainage Easement "Part Taken" consists of two small rectangles, each approximately 6' in depth; DE-6 being  $\pm 40'$  in length and DE-7 being  $\pm 20'$  in length adjacent to Inwood Road. The land area within the proposed easement acquisition contains  $\pm 243$  SF for DE-6 and  $\pm 120$  SF for DE-7, for a total of  $\pm 363$  SF of site area. There is insufficient land area for independent use consideration, and there is not sufficient utility of shape to support an independent economic use of the area encompassed by the drainage easements.

From the Land Valuation section of this report, the estimated fee simple value of the subject site is \$12.00 per square foot of land area. The value of the property rights extinguished in the easement area are estimated to be 100% of the fee simple interest.

The Town of Addison will replace any landscape items taken in the acquisition.

Therefore, the estimated value of the drainage easement interest of the Part Taken is calculated as follows:

### Part Taken - Parkway Easement

Land Area:	DE-6 (243 SF X \$12.00/SF)	\$2,916
	DE-7 (120 SF X \$12.00/SF)	<u>\$1,440</u>
Total		\$4,356

## REMAINDER BEFORE THE TAKE - VALUATION

The value of the Remainder Before the Take is valued on the same basis as the Whole Property valuation, reflecting the loss of the land area and improvements in the easement area (Part Taken). In circumstances of partial property acquisitions, wherein the Part Taken is considered as severed land with no independent economic utility apart from the Whole Property, the sum of the values of the Part Taken and the Remainder Before the Take should equal the value of the Whole Property.

Technically, the value of the Remainder Before the Take should reflect the diminished property rights and the value of the improvements not replaced in the easement area.

As this is a land only consideration, only the difference in the value of the site will be affected.

<u>Remainder Components</u>	<u>Unit Value</u>	<u>Component</u>
Land Area		
±70,644 SF - fee	\$12.00/SF	\$847,728
±363 SF - easement	-0-	<u>-0-</u>
	Remaining Site	\$847,728

(Whole Site - \$852,084; less Easement - \$4,356 equals \$847,728)

## REMAINDER AFTER THE TAKE - VALUATION

The Remainder After the Take is valued "as if" all of the public improvements are completed and in place. The Remainder After the Take is valued under the same guide lines and definitions as the Whole Property.

The size and shape of the Remainder site is sufficient for independent economic development. This remainder tract is still ±71,007 SF in size, the same as the Whole Property. From external appearances, the Remainder will be comparable to the Whole Property with the addition of drainage inlets at the curb of Inwood Road.

The land sales data utilized to estimate the value of the Whole Property site are judged to be the best data with which to value the Remainder After the Take. All analysis and conclusions remain the same as for the Whole Property evaluation.

Basically, the Remainder After the Take is the original Whole Property with two drainage inlets along Inwood Road. The underlying fee simple value of the property remains the same. As no future development rights, or current uses are limited by the drainage easements, the real estate market is not sensitive enough to detect any change in utility or value for the subject property. All of the major improvements are sufficiently removed from the acquisition area, so there is no impact on those improvements.

Therefore, the estimated market value of the subject remainder with the drainage easements improved and in place, is the same as for the Whole Property site - \$852,084.

## ESTIMATE OF JUST COMPENSATION

As the proposed acquisition represents a Partial Property acquisition, the estimate of Just Compensation is the sum of the estimates of 1) the value of the Part Taken and 2) any damages estimated between the value of the Remainder Before the Take and the value of the Remainder After the Take.

The values of the Remainder Before the Take and the Remainder After the Take indicate that enhancement occurs as a direct result of the drainage improvement of the South Quorum/Inwood Connection.

Remainder Before the Take	\$847,728
Remainder After the Take	<u>\$852,084</u>
Total	(\$ 4,356)

A negative value indicates that enhancement arises; i.e., the Remainder is more valuable with the easement in place, than the value of the lost property rights in the easement area. The market is just not sensitive enough to detect this level of difference in potential market value.

The previously derived estimate of value for the Part Taken also expresses the Estimate of Just Compensation. Therefore:

<b>ESTIMATE OF JUST COMPENSATION</b>	<b>\$4,356</b>
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## APPRAISER'S CERTIFICATE

The undersigned do hereby certify that, except as otherwise noted in the appraisal report:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Uniform Standards of Professional Appraisal Practice.
- Mark A. Hipes is currently certified under the Texas Appraiser Licensing and Certification board.
- I have made a personal inspection of the property that is the subject of this report.
- No one other than signors provided significant professional assistance in the preparation of this report.
- The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or approval of a loan.



Mark A. Hipes

Texas Certification No. TX-1321416-G

ADDENDUM

Assumptions & Limiting Conditions

Photographs of the Subject

Survey

Legal Description

Qualifications of Mark A. Hipes

## ASSUMPTIONS AND LIMITING CONDITIONS

(Read Carefully)

The following assumptions and limiting conditions are attached to and are made a part of this Appraisal (the "Appraisal") of the subject property (the "Property") described in this Appraisal ("Appraisal") made by Hipes & Associates (the "Appraiser") at the request of the person or entity (the Beneficiary") to whom and for whose exclusive use this Appraisal was prepared and delivered; and, this Appraisal is made by the Appraiser and accepted by the Beneficiary subject and strictly according to the within assumptions and limiting conditions:

1. That legal and equitable title to the Property is good and merchantable and that title is held by the owner ("Owner") of the Property in fee simple absolute forever, unless otherwise agreed by the Appraiser in writing. (No responsibility is assumed for matters legal or chance, nor is any opinion rendered as to the title to the Property. The possible existence of any disputes, suits, assessments, claims, liens or encumbrances has been disregarded, and the Property is appraised as though free and clear.)
2. That no survey of the Property has been made by the Appraiser and no responsibility is assumed in connection with any matters that may be disclosed by a current perfect survey of the Property. (Dimensions and areas of the Property and comparables were obtained by various means including estimate and are not represented or guaranteed to be exact.)
3. That allocations of value between land and improvements are applied only under the current program of occupancy and utilization, and are not made or intended to be used in conjunction with any other appraisal and, if so used, are invalid.
4. That all information contained in this Appraisal is private and confidential and is submitted strictly for the sole use of the Beneficiary; and, no other person or entity is entitled to read, use or rely upon the contents thereof. (Possession of the Appraisal or any copy thereof, does not carry with it the right of publication or use. The Appraiser will not be required to give any testimony or appear in any court or other proceeding by reason of making or delivering the Appraisal without the prior written approval of the Appraiser.)
5. That all information and comments pertaining to the Property and other properties is the personal opinion of the Appraiser formed after examination and study of the Property and its surroundings; and, although it is believed that the information, estimates and analyses contained herein are correct, the Appraiser does not warrant or guarantee them, and assumes no liability for errors in fact, analysis or judgement. (Any misinformation about the Property furnished to the Appraiser by the Beneficiary, at the option of the Appraiser, may release the Appraiser from any liability and invalidate the Appraisal.)
6. That all opinions of value contained in the Appraisal are merely estimates. (There is no warranty or guarantee, written or implied, made by the Appraiser that the Property is worth or will sell for the appraised value now or ever.)
7. That disclosure of the contents of this Appraisal is governed by the Uniform Standards of Professional Appraisal Practice, and that, in addition, neither all nor any part of the contents of this Appraisal (especially any conclusions of value, the identity of the Appraiser, shall be disseminated to the public through reports, proposals, brochures or any other means of

communication without the prior written consent and approval of the Appraiser. BENEFICIARY WILL NOT CAUSE, SUFFER OR PERMIT ANY PUBLIC DISSEMINATION OF THIS APPRAISAL TO OCCUR AND, BY ACCEPTING THIS APPRAISAL, BENEFICIARY INDEMNIFIES APPRAISER AGAINST ANY LOSS, COST, LIABILITY, DAMAGE OR CLAIM INCURRED WITHOUT REGARD TO FAULT BY APPRAISER ARISING IN CONNECTION WITH ANY SUCH UNAUTHORIZED DISCLOSURE BY BENEFICIARY.

8. That there are no latent defects or any hidden or any unapparent conditions of the Property, subsoil, or structures which would render the Property more or less valuable. (No responsibility is accepted or assumed by Appraiser for any such conditions or for analyses or engineering which may be required to discover them.)
9. That no environmental impact or environmental condition studies were either requested or made in conjunction with this Appraisal unless otherwise agreed by Appraiser in writing and shown in the Appraisal and the Appraiser hereby reserves the right to alter, amend, revise or rescind any of the value opinions included in this Appraisal based upon any subsequent environmental impact or environmental condition studies, research, revelation or investigation. (In particular, unless otherwise agreed by Appraiser in writing, and shown in this Appraisal, this Appraisal/Appraiser assumes that no violations of any environmental, or other, laws affecting the Property are pending or threatened against the Property and that no toxic waste, hazardous materials or dangerous substances have ever been stored, used, produced, maintained, dumped or located on or about the Property.)
10. That the value of the Property is estimated on the basis that there will be no international or domestic political, economic, or other adverse conditions or any military or other conflicts including strikes and civil disorders that will seriously affect overall real estate values.
11. That Beneficiary understands that the real estate values are influenced by a large number of external factors, that the data contained in the Appraisal is all of the data that Appraiser considered necessary to support the value estimate and that the Appraiser has not knowingly withheld any pertinent facts; and, Beneficiary has been advised and agrees that the Appraisal does not warrant, represent or guarantee that Appraiser has knowledge or appreciation of all factors which might influence the value of the Property.
12. That due to the rapid changes in external factors affecting the value of the Property, Appraiser's value conclusions are considered reliable only as of the date of the Appraisal.
13. That on all appraisals made subject to satisfactory construction, repairs, or alterations of improvements, the Appraisal and value conclusions are contingent upon completion of such work on the improvements in a good and workmanlike manner, without dispute, per plans, in code, as agreed and within a reasonable period of time.
14. That the value estimate of the Property assumes financially and otherwise responsible ownership and competent management of the Property.
15. That the Appraisal consists of trade secrets and commercial or financial information which is privileged and confidential and exempted from disclosure under 5 U.S.C. 533 (b) (4). (Please notify Hipes and Associates of any request for any reproductions of this Appraisal.)



16. That accurate estimates of costs to cure deferred maintenance are difficult to make or assess and that many different approaches or arrangements can be attempted or applied in various ways. (Any estimates provided within this Appraisal represent reasonably probably costs given current market conditions, available information and the Appraiser's expertise. Further deferred maintenance affecting the Property is considered to be limited to only those items, if any specified in detail, in the Property section of this Appraisal.)
17. That the existence of potentially hazardous materials used in the construction or maintenance of the Property such as urea-formaldehyde foam insulation, asbestos in any form, and/or other dangerous substances or materials on the Property, has not been considered, unless otherwise shown in the Appraisal. (The Appraiser is not qualified to detect such material or substances and it is the responsibility of the Beneficiary to retain an expert in this field, if desired.)
18. That the liability of the Appraiser and its officer, directors and employees, agents, attorneys and shareholders is limited to the fee collected for preparation of the Appraisal. (Appraiser has no accountability or liability to any third party, except as otherwise agreed in writing by Appraiser and such other party.)
19. That any projected potential gross income of the Property referred to in the Appraisal may be based on lease summaries provided by the Beneficiary, Owner or third parties and Appraiser has not reviewed lease documents and assumes no responsibility for the authenticity, accuracy or completeness of lease information provided by others. (Appraiser suggests that legal advice be obtained regarding the interpretation of the lease provisions and contractual rights of parties under Leases.)
20. That Beneficiary and any party entitled to read this report will consider the Appraisal as only one factor together with many others including its own independent investment considerations and underwriting criteria or other observations, concerns or parameters in formulating its overall investment or operating decision. In particular, Appraiser assumes that the Beneficiary has made/obtained, relied upon and approved the following, none of which was furnished by Appraiser unless otherwise agreed by Appraiser in writing, to wit:
  - a. current survey of the Property showing boundary, roads, flood plains, utilities, encroachments, easements, etc.;
  - b. current title report of the Property with legible copies of all exceptions to title;
  - c. any needed soil tests, engineer's reports and legal and other expert opinions;
  - d. abstract or other report of environmental conditions or hazards affecting the Property;
  - e. current visual inspection of the Property and adequate study of its use, occupancy, history, condition and fitness for the purpose of underlying Beneficiary's request for this Appraisal;
  - f. copies of current insurance policy, tax statements, contracts, leases and notices affecting the Property;
  - g. any needed estoppel certificates of tenants, mortgagee's or others claiming any interest in the Property;
  - h. reports/opinions of Beneficiary's staff, contacts, agents and associates; and
  - i. Owner's experience with the Property.
21. That Appraiser's projections of income and expenses are not predictions of the future; rather, they are the Appraiser's best estimates of current market thinking about future income and expenses. (The Appraiser makes no warranty or guaranty that Appraiser's projections will

succeed or materialize. The real estate market is constantly fluctuating and changing. It is not the Appraiser's task to predict or in any way forecast the conditions of a future real estate market; the Appraiser can only reflect, without warranty what the investment community, as of the date of the Appraisal, envisions for a particular time without assurances in terms of rental rates, expenses, capital, labor, supply, demand, ecology, etc.)

22. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. I (we) have not made a specific compliance survey and analysis of this Property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the Property, together with a detailed analysis of the requirements of the ADA, could reveal that the Property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since I (we) have no direct evidence relating to this issue, I (we) did not consider possible non-compliance with the requirements of ADA in estimating the value of the Property. Special Note: This may not be adequate if "readily achievable" barrier removal items are obvious and should have been identified.

# SUBJECT PHOTOGRAPHS



View of the subject from across Inwood Road, looking west.

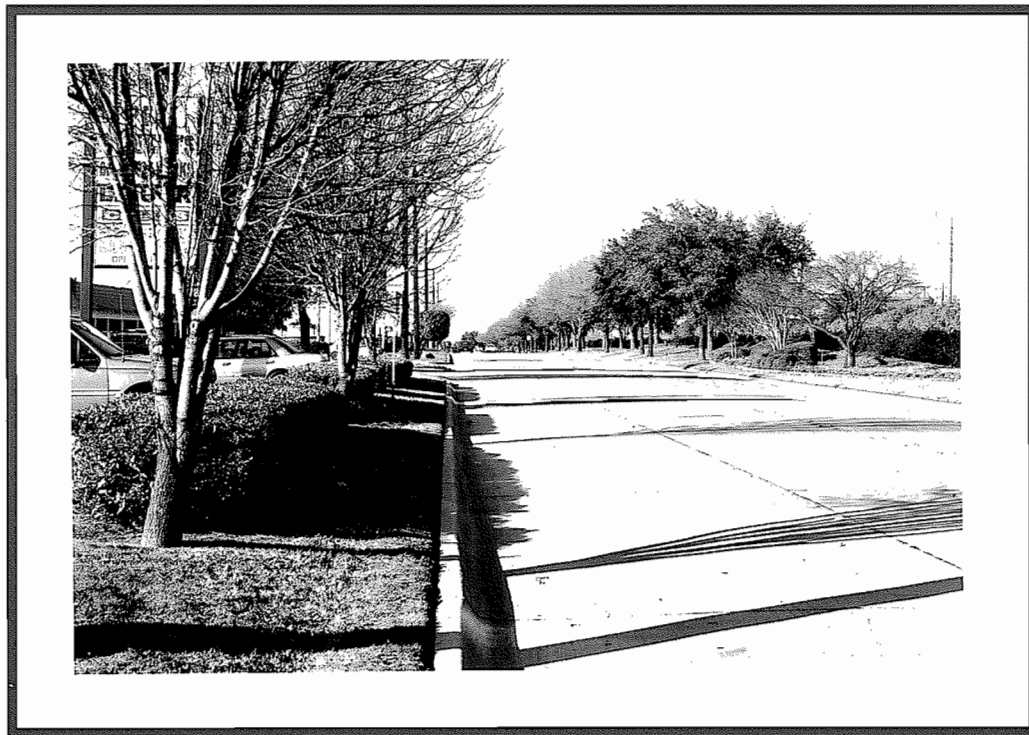


View of proposed DE-6 area from Inwood Road.

## SUBJECT PHOTOGRAPHS

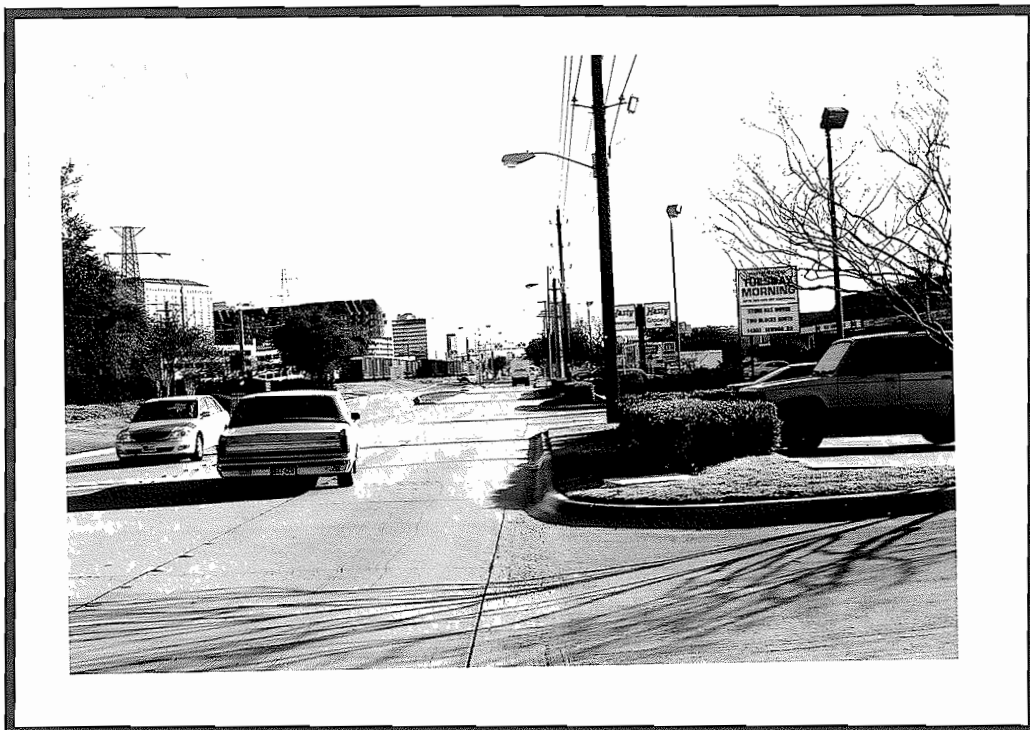


View of proposed DE-7 area from across Inwood Road.



Street scene, looking north along Inwood Road from in front of the subject.

# SUBJECT PHOTOGRAPHS



Street scene, looking south along Inwood Road from in front of the subject.

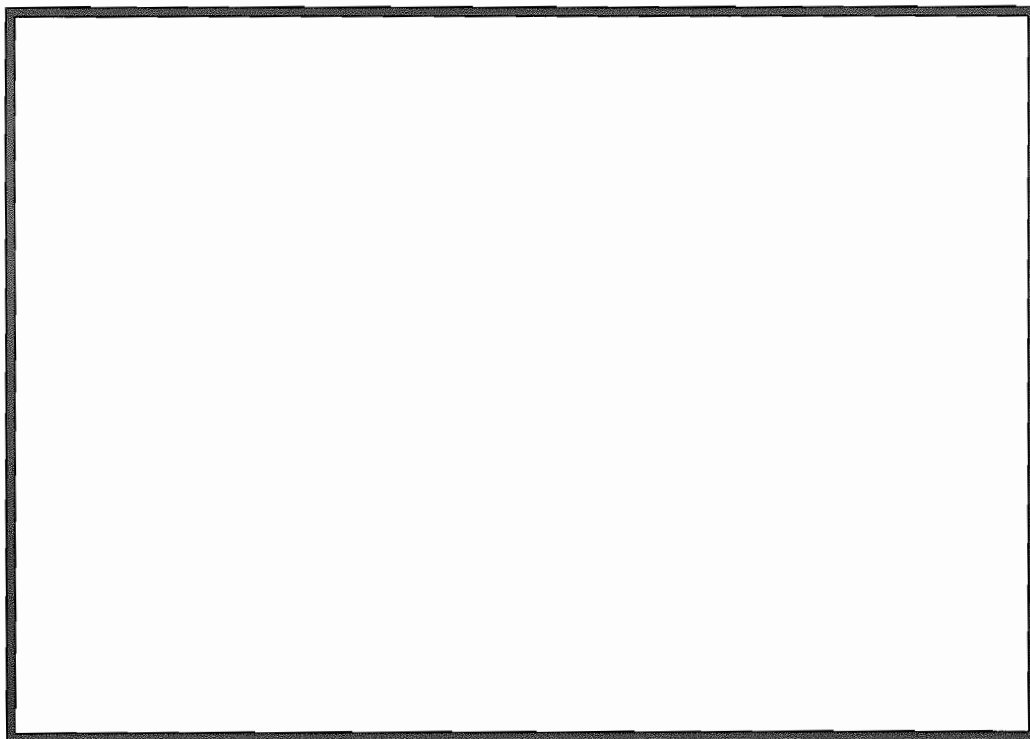


EXHIBIT "A"

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);

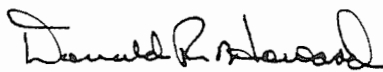
THENCE, South 17°01'00" East, along the West Right-of-Way of Inwood Road, a distance of 309.79 feet to the POINT OF BEGINNING;

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 "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:

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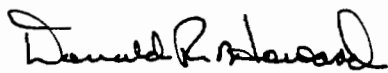
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 11/11/00

Donald R. Howard, P.E., R.P.L.S.  
Registered Professional Land Surveyor  
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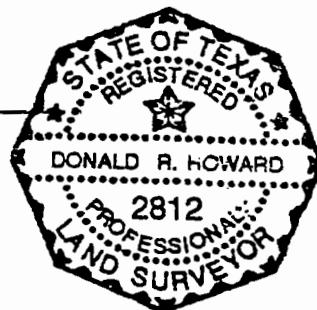


EXHIBIT "B"

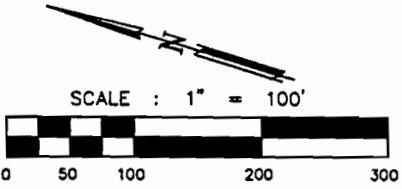
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-6)

*Donald R. Howard*

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



PAGE OF



LINE TABLE

Q.	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'

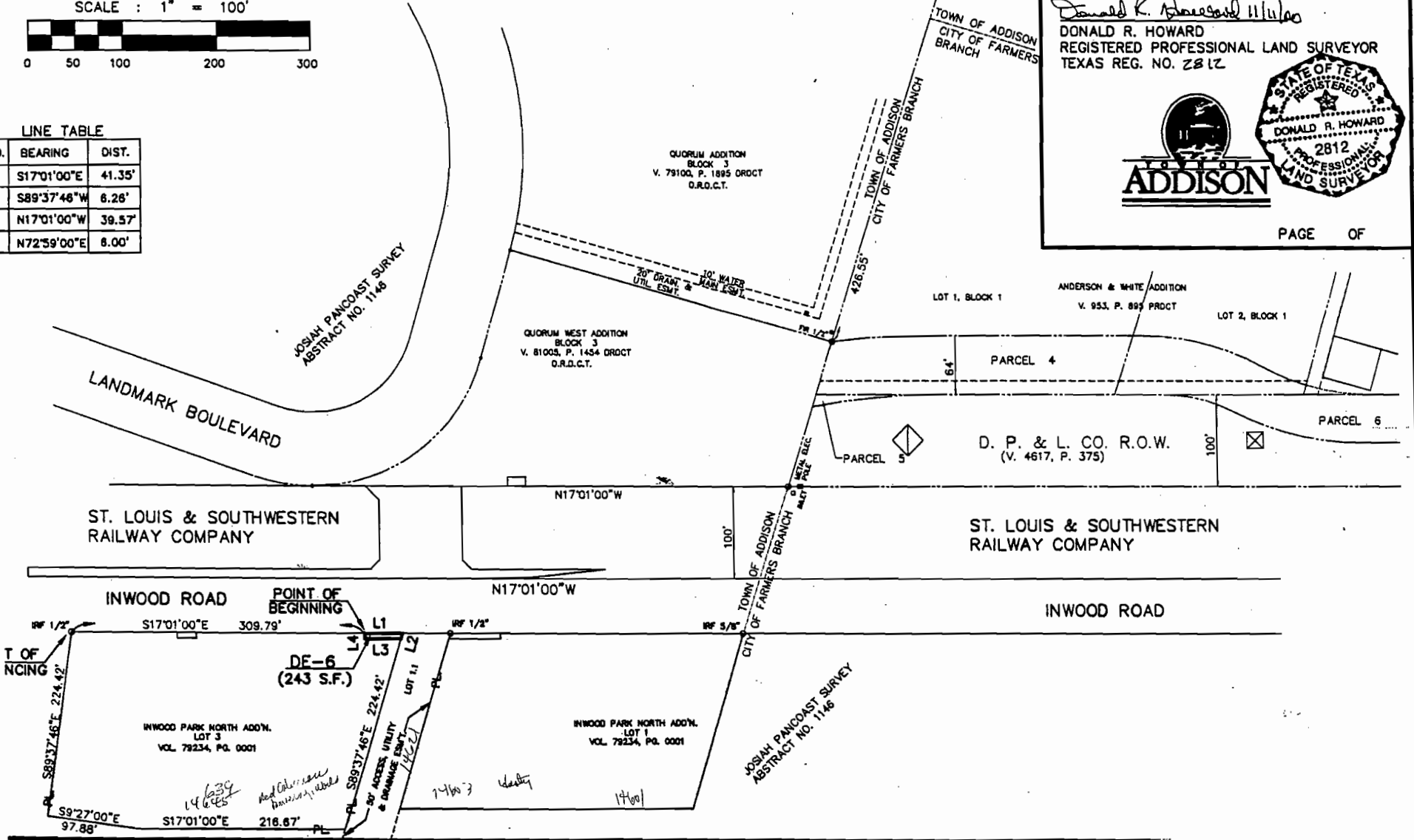




EXHIBIT "A"

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 1/2 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.

*Donald R. Howard* 11/11/00

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



MARK A. HIPES  
Qualifications

Location of Office

7557 Rambler Road, Suite 260, LB 25, Dallas, Texas 75231

Education

Southern Methodist University

\* Bachelor of Business Administration - Quantitative Analysis

\* Master of Business Administration - Finance

Texas Real Estate Broker License - License No. 388907-26

Texas State Certified General Real Estate Appraiser - License No. TX-1321416-G

Appraisal Courses, Seminars

American Institute of Real Estate Appraisers

\* Course IIa - Case Studies in Real Estate Valuation

\* Course IIb - Valuation Analysis & Report Writing

Society of Real Estate Appraisers

\* Course 101 - Principals of Real Estate Appraisal

\* Course 201 - Income Property Valuation

\* Course R2 - Report Writing

Standards of Professional Practice

Various Seminars on Valuation & Litigation

Experience

02/87 to Present

Hipes & Associates

Independent Real Estate Appraiser

03/79 to 02/87

Dallas County Department of Public Works

Eminent Domain Appraiser

09/71 to 03/79

Self Employed

Financial Analysis/Real Estate Analysis

Types of Properties Appraised

Regional Malls

Industrial/Manufacturing

Automobile Dealerships

Shopping Centers

Apartments

Hospitals

Office

Farms/Ranches

Railroads

Office/Warehouses

Proposed Developments

Churches

Service Stations

Educational Facilities

Airports

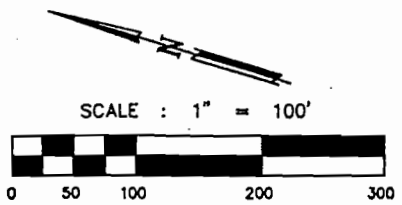
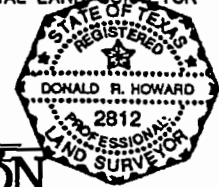
All types of commercial/industrial properties and a variety of special use properties.

Extensive work in Eminent Domain & other forms of litigation valuation

Qualified as an "Expert Witness" in County, District, & Federal Courts

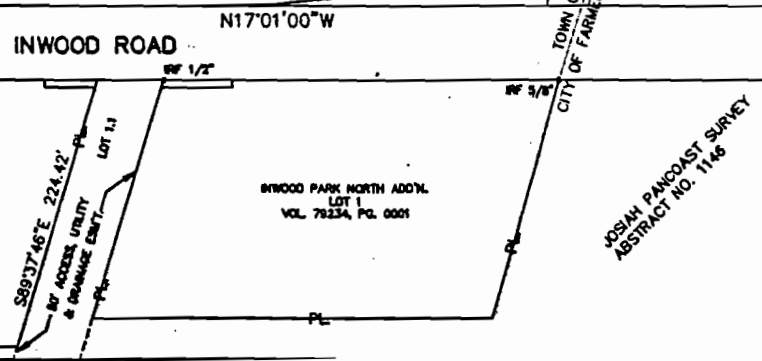
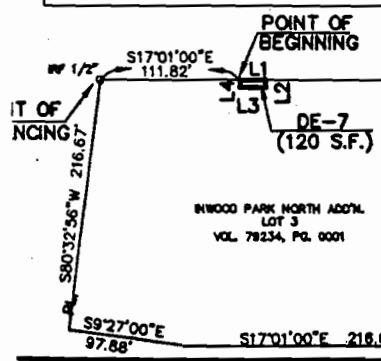
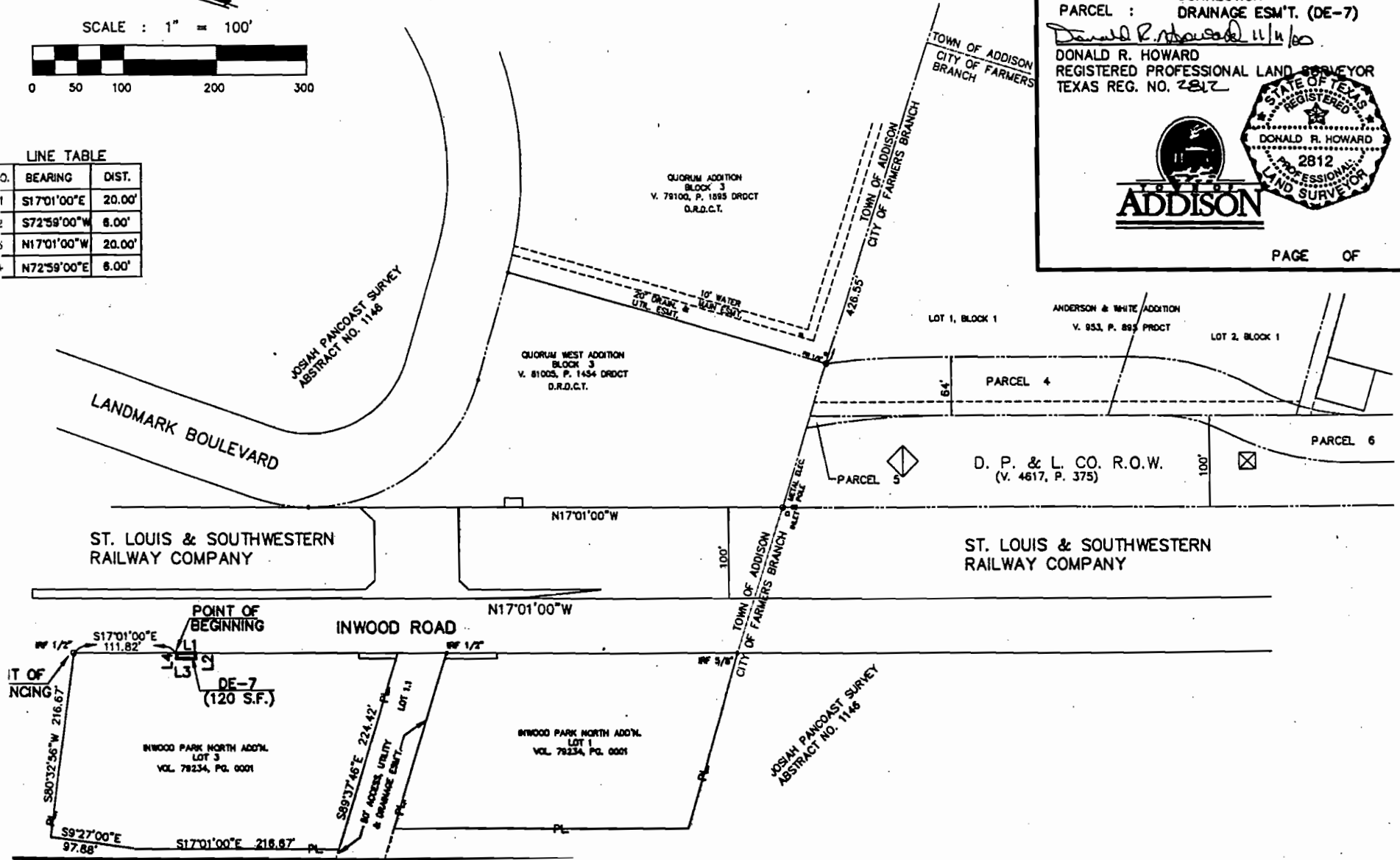
COUNTY : DALLAS  
 ROADWAY : SOUTH QUORUM/INWOOD CONNECTION  
 PARCEL : DRAINAGE ESM'T. (DE-7)

*Donald R. Howard 11/14/00*  
 DONALD R. HOWARD  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 TEXAS REG. NO. 2812



LINE TABLE

NO.	BEARING	DIST.
0.	S17°01'00"E	20.00'
1	S72°59'00"W	8.00'
2	N17°01'00"W	20.00'
3	N72°59'00"E	8.00'



Steve - These  
were sent to  
me by Joanne  
I guess they are for  
your info  
Jim

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

Date 6/30/2004 Claim # \_\_\_\_\_ Check \$ \_\_\_\_\_

Vendor No. \_\_\_\_\_

Vendor Name David C Baldwin

Address \_\_\_\_\_

Address \_\_\_\_\_

Address \_\_\_\_\_

Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
Ap 2 - Landmark Park	41	000	56570	42303		38.39

**TOTAL** \$38.39

**EXPLANATION**

Landmark Park - Architectural Services through 6/15/04


\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

  
\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Finance

50570  
41-000-58200-42303

David C. Baldwin, Inc. / Landscape Architecture and Planning  
730 East Park Boulevard, Suite 100. Plano, Texas 75074. 972.509.1266. Fax: 972.509.1269



6/21/04

Mr. Slade Strickland  
TOWN OF ADDISON PARK DEPT.  
16801 Westgrove, 2nd Floor  
Addison, TX 75001

## INVOICE

Re: **LANDMARK BOULEVARD PARK, Addison, Texas**  
Landscape Architectural Services through 6/15/04

**PROGRESS BILLING NO. 2**

**A. BASIC SERVICES** (\$24,750.00 fee)

10% complete x \$24,750.00 fee	less	<u>\$2,475.00</u>		
billed previously			<table border="1"><tr><td>\$0.00</td></tr></table>	\$0.00
\$0.00				

**B. REIMBURSABLE EXPENSES**

Printing	\$3.90		
Mileage 0 mi. @ .30	\$0.00		
Messenger	<u>\$31.00</u>		
1.1 x	\$34.90	<table border="1"><tr><td>\$38.39</td></tr></table>	\$38.39
\$38.39			

**AMOUNT DUE THIS INVOICE**

\$38.39
---------

INVOICE NO. 0604-18



**INVOICE DETAIL**

Invoice #: 040530DB730

David Baldwin, Inc.

Billing Period: 05/24/04 to 05/30/04

**Reference Number: Lacima Manor**

Delivery ID: 143096  
Call in Date/Time: 5/24/2004 at 1:54 PM Caller: Linda  
From: David Baldwin, Inc.  
730 E. Park Suite 100  
Plano, TX 75074

POD: A. Davis at 3:50 PM  
To: Stonebridge  
1611 N. Stonebridge  
Mckinney, TX

Base Rate Charge: \$45.00  
Misc. Charge: \$0.00  
Wait Time Charge: \$0.00  
Pounds Charge: \$0.00  
Fees Charge: \$0.00  
Total Charge: \$45.00

Contact: 2 Hour

Explanation:

Reference Number: Lacima Manor Total: \$45.00

**Reference Number: Landmark**

Delivery ID: 143281  
Call in Date/Time: 5/27/2004 at 1:20 PM Caller: Linda  
From: David Baldwin, Inc.  
730 E. Park Suite 100  
Plano, TX 75074

POD: J. Shuffield at 3:00 PM  
To: Addison Parks  
16801 Westgrove Suite 2nd Floor  
Dallas, TX

Base Rate Charge: \$31.00  
Misc. Charge: \$0.00  
Wait Time Charge: \$0.00  
Pounds Charge: \$0.00  
Fees Charge: \$0.00  
Total Charge: \$31.00

Contact: 2 Hour

Explanation:

Reference Number: Landmark Total: \$31.00

**Reference Number: Quail run**

Delivery ID: 143120  
Call in Date/Time: 5/25/2004 at 10:00 AM Caller: Linda  
From: David Baldwin, Inc.  
730 E. Park Suite 100  
Plano, TX 75074

POD: R. Hovas at 12:00 PM  
To: Tipton engineering  
6330 Broadway Suite #c  
Garland, TX

Base Rate Charge: \$31.00  
Misc. Charge: \$0.00  
Wait Time Charge: \$0.00  
Pounds Charge: \$0.00  
Fees Charge: \$0.00  
Total Charge: \$31.00

Contact: 2 Hour

Explanation:

Reference Number: Quail run Total: \$31.00

**Reference Number: St. Jude**

Delivery ID: 143168  
Call in Date/Time: 5/26/2004 at 10:49 AM Caller: Linda  
From: David Baldwin, Inc.  
730 E. Park Suite 100  
Plano, TX 75074

POD: S. Campbell at 2:00 PM  
To: Allen Parks Dept  
105 S. Anna  
Allen, TX

Base Rate Charge: \$41.00  
Misc. Charge: \$0.00  
Wait Time Charge: \$0.00  
Pounds Charge: \$0.00  
Fees Charge: \$0.00  
Total Charge: \$41.00

Contact: 2 Hour

Explanation:

Reference Number: St. Jude Total: \$41.00

Invoice Total: \$148.00





**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

Date 6/30/2004 Claim # \_\_\_\_\_ Check \$ \_\_\_\_\_

Vendor No. \_\_\_\_\_

Vendor Name Aerial Focus

Address \_\_\_\_\_

Address \_\_\_\_\_

Address \_\_\_\_\_

Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
Invoice 3406	41	000	46040	42303		75.00

**TOTAL** \$75.00

**EXPLANATION**

Power Point Image Landmark Park  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

  
\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Finance



**Aerial Focus**  
Above and Beyond

*511 Landmark Park  
capital art*

4885 Alpha Road  
Suite 155  
Dallas, TX 75244

# Invoice

Date	Invoice #
6/10/2004	3406

<b>Bill To</b>
City of Addison Slade Strickland 16801 Westgrove, 2nd Floor Addison, TX 75001

<b>Ship To</b>

P.O. No.	Terms	Due Date	Rep	Ship Date	Job Tech	Work Order #	Job Description
	Due on receipt	6/10/2004	KS	6/10/2004	Ben	4367	Park
Description				Qty	Rate		Amount
Power Point Image				1	75.00		75.00T

<b>Subtotal</b>	\$75.00
<b>Sales Tax (8.25%)</b>	<del>\$6.19</del>
<b>Total</b>	<del>\$81.19</del>
<b>Payments/Credits</b>	\$0.00
<b>Balance Due</b>	<del>\$81.19</del>

Notice to Client: There will be an 1.5% monthly finance charge assessed on all invoices unpaid after 30 days.

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 6/24/04

Claim # \_\_\_\_\_

Check \$ 258,975.30

Vendor No. \_\_\_\_\_

Vendor Name DGNO

Address 403 INTERNATIONAL PKWY, SUITE 500

Address RICHARDSON, TEXAS 75081

Address \_\_\_\_\_

Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	58110	42303		258,975.30

TOTAL \$ 258,975.30

EXPLANATION

WARNING DEVICES ON INWOOD / S. QUORUM.

Steve Chritchman  
Authorized Signature

Finance

**Dallas, Garland & Northeastern Railroad (DGNO)**

403 International Pkwy, Suite 500  
Richardson, TX 75081  
972-808-9800 phone  
972-808-9903 fax

INVOICE # M1048  
INVOICE DATE 05/31/2004

**MISCELLANEOUS CHARGES**

Charges for Design and Installation of Warning Devices at Landmark Place, Addison, TX.

**Installation of Automatic Warning Devices**

Installed meter pedestal and under ground wiring for the new railroad signal equipment  
Installed underground wiring to the power company transformer pad.

Crossing has been inspected and is working properly.

Total Due \$258,975.30

**Customer Name & Address**

City of Addison  
Attn: Michael E. Murphy, P.E.  
PO Box 9010  
Addison, TX 75001-9010

May, 2004

**Please Remit to:**

Dallas Garland & Northeastern Railroad (DGNO)  
RailAmerica, Inc.  
P. O. Box 200021  
Dallas, Texas 75320-0021

**Due Date**

Upon Receipt

\$258,975.30

*All accounts are due and payable within 30 days.  
A finance charge of 2% per month will be charged on all  
past due accounts*

*ok to pay!  
922  
6/24/04*

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 3/25/04

Claim # \_\_\_\_\_

Check \$ 7,308.00

Vendor No. \_\_\_\_\_  
 Vendor Name PALM, INC.  
 Address P.O. BOX 260045  
 Address PLANO, TX 75026  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	58210	42303		7,308.00

TOTAL \$ 7,308.00

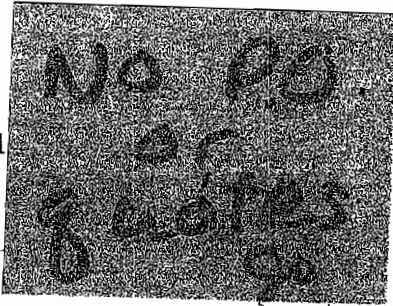
EXPLANATION IRWOOD RD. LANDSCAPING  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Steve Chutehan  
 Authorized Signature

\_\_\_\_\_  
 Finance

**PALM Inc.**

P.O. BOX 260045  
 PLANO, TX 75026  
 P#(972) 931-1554 F# (972) 931



**Invoice**

DATE	INVOICE #
3/5/2004	102998

<b>INVOICE TO</b> Town of Addison Parks & Recreation Attn Ron Lee/Joann Sheffield 16801 Westgrove Rd Addison, TX 75001	<b>SERVICE ADDRESS</b> Various
---	-----------------------------------

<b>TERMS</b>	<b>DUE DATE</b>	<b>PROJECT</b>
Due on receipt	3/5/2004	Inwood Road East...

DESCRIPTION	AMOUNT
<b>INWOOD ROAD - EAST SIDE</b> Restore 750' of Windsor Stone Border. To original specification. This includes Sand Cement Base, 2 Stone high border with lower stone half buried, use existing stone and re-level where necessary, purchase and install new stones where needed. (It is understood that Town of Addison have Pallets of Stone available for this project.) Add approximately 350 1 Gallon Big Blue Liriope, 100 1 Gallon Variegated Liriope and 1 Pallet of Bermuda Sod to fill in areas as needed.	7,308.00
Sales Tax / Charitable organization	0.00

*Payment thru Public Works  
 Landmark Ext. Project  
 To Lake*

NOTE -  
 AMOUN

	\$7,308.00
<b>Payments/Credits</b>	\$0.00
<b>Balance Due</b>	\$7,308.00

*ok. to pay!  
 3/25/04*

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**



Date 4/12/2004 Claim # \_\_\_\_\_ Check \$ \_\_\_\_\_

Vendor No. \_\_\_\_\_  
 Vendor Name David C Baldwin Inc  
 Address \_\_\_\_\_  
 Address \_\_\_\_\_  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
Ap 1 Landmark Park	41	000	58210	42303		2,531.93

**TOTAL** \$2,531.93

**EXPLANATION**

Ap 1 - Landmark Park - Landscape Architectural Services through 3/15/04

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

  
 \_\_\_\_\_  
 Authorized Signature

\_\_\_\_\_ Finance





3/19/04

Mr. Slade Strickland  
**TOWN OF ADDISON PARK DEPT.**  
16801 Westgrove, 2nd Floor  
Addison, TX 75001

*OK  
JCS*

**INVOICE**

Re: **LANDMARK BOULEVARD PARK, Addison, Texas**  
Landscape Architectural Services through 3/15/04

**PROGRESS BILLING NO. 1**

**A. BASIC SERVICES** (\$24,750.00 fee)

10% complete x \$24,750.00 fee	less	<u>\$0.00</u>	
billed previously			<b>\$2,475.00</b>

**B. REIMBURSABLE EXPENSES**

Printing	\$51.75	
Mileage 0 mi. @ .30	\$0.00	
Messenger	<u>\$0.00</u>	
1.1 x	\$51.75	<b>\$56.93</b>

**AMOUNT DUE THIS INVOICE** **\$2,531.93**





**COMPLETED PRODUCTION WORK ORDER**

**Job #: 22929**

**LBU/Customer ID: 6216/33241**

**Billing Information:**

**Firm:** David C Baldwin Inc  
**Address1:** Suite 100  
**Address2:** 730 East Park Blvd  
**Address3:**  
**City/St./Zip:** Plano TX 75074  
**Phone/Contact:** 9725091266 Linda Adelstein  
**Sales Rep:** Steve Blair  
**Emp. Name:** Jessica

**Job# Cross Ref.:** Landmark Park  
**Job# Cross Ref2:**  
**Job Status:** Billed  
**Contract Pricing:** No  
**Job Class:** Reprographics  
**Type Of Work:** Reprographics  
**Cust Part#**  
**Cust Part Desc**

**PO#**  
**Dept#** 12  
**Cost Center**  
**Project ID**  
**Company Code**  
**Customer Title**

<b>Fixed Set Price</b>	<b>Taxable</b>	<b>Requester</b>	<b>Qty of Sets:</b>	<b>Date Received:</b>	<b>Date/Time Due:</b>	<b>Date Completed:</b>
\$0.00	<input checked="" type="checkbox"/>	DAVE	1	03/05/2004	03/05/2004 01:22 pm	03/05/2004

**JOB DETAIL**

Rev Code	Category	Task	Originals	Copies	Size	Total Qty	Unit	Unit Price	Disc	Total	Extended Total
1223		3/16" black gatorboard	1	1	24x36	6	sqft	\$5.5000	0	\$33.0000	\$35.7225
9110		Delivery surcharge	1	1		1	Ea	\$4.0000	0	\$4.0000	\$4.3300

**Billing Note**

<b>Order Subtotal:</b>	<b>\$37.00</b>
<b>S/H Charge:</b>	<b>\$0.00</b>
<b>Tax:</b>	<b>\$3.05</b>
<b>Order Total:</b>	<b>\$40.05</b>

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 11/11/03

Claim # \_\_\_\_\_

Check \$ 35,548.76

Vendor No. \_\_\_\_\_  
 Vendor Name JIM BOWMAN CONSTRUCTION CO.  
 Address 1111 SUMMIT AVE., SUITE 1  
 Address PLANO, TEXAS 75074  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	58210	42303		35,548.76

TOTAL \$ 35,548.76

EXPLANATION

In wood /s. QUORUM PAY ESTIMATE

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Steve Chutehain  
 Authorized Signature

\_\_\_\_\_  
 Finance

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Project Name: #614 - Inwood / South Quorum Access, Ph II  
 Type of Work: Paving and Drainage  
 Estimate Period: October 1, 2003 to October 31, 2003

Estimate No. 3  
 Contract Date June 24, 2003  
 Contract Amt. \$438,778.10  
 w/ CO#1 \$451,907.10

Payable To: Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "A" ROADWAY IMPROVEMENTS</b>							
101	Barricading/Signage/Traffic Control	MO	6.00	1.00	4.00	1,250.00	\$5,000.00
102	Prepare R.O.W.	STA	8.00		8.00	2,125.00	\$17,000.00
103	Remove Existing Concrete Pvmnt / Drive	SY	1,954.60	50.32	1,900.32	10.00	\$19,003.20
104	Railroad Flagman	LS	1.00		1.00	6,250.00	\$6,250.00
105	Unclassified Street Excavation	CY	321.00	21.00	321.00	15.00	\$4,815.00
106	Roadway Embankment	CY	227.00		227.00	20.00	\$4,540.00
107	Block Sod / Watering / Fertilizer	SY	1,338.00	1,455.00	1,455.00	3.00	\$4,365.00
108	10" - 4000psi R.C. Pavement	SY	2,644.00	235.71	2,741.59	48.50	\$132,967.12
109	Design / Restore Irrigation System	LS	1.00		1.00	8,000.00	\$8,000.00
110	Mobilization	LS	1.00		1.00	20,200.00	\$20,200.00
111	6" - 4000psi Integral Concrete Curb	LF	1,517.20	420.60	1,391.30	3.00	\$4,173.90
112	4" - 4000psi RC Sidewalk	SY	25.60		22.21	36.00	\$799.56
113	R.C. Wheelchair Ramps	EA	2.00		2.00	400.00	\$800.00
114	6" - 4000psi R.C. Driveway	SY	109.30	61.22	61.22	40.00	\$2,448.80
115	Landscape Pavers w/ Concrete Base	SF	473.00		473.00	5.00	\$2,365.00
116	4" Reflective Type II CR	EA	34.00		29.00	2.60	\$75.40
117	4" Non-Reflective White Buttons	EA	102.00		87.00	2.20	\$191.40
118	4" Reflective Type II AA	EA	42.00		26.00	2.60	\$67.60
119	4" Non-Reflective Yellow Buttons	EA	152.00		94.00	2.20	\$206.80
120	6" Reflective Type I C Jiggle Bars	EA	43.00		37.00	11.00	\$407.00
121	24" White Thermo Stop Bar	LF	166.00			4.50	
122	12" White Thermo X Walk	LF	167.00			2.00	
123	Thermo Pav. Arrows	EA	10.00			75.00	
124	4" Temporary Lane Marker	LF	6,320.00		3,458.00	0.80	\$2,766.40
125	6" PVC Irrigation Sleeve	LF	88.00		360.00	7.00	\$2,520.00
126	Remove Existing Jiggle Bars	EA	71.00			3.00	
127	Concrete Railroad Header	CY	7.00		2.29	400.00	\$916.00
128	2" HMAC	TON	26.30		37.07	80.00	\$2,965.60
129	Adjust Utility Manhole, Valve Box, etc.	EA	6.00	2.00	2.00	420.00	\$840.00
C.O. #1	10" Pavement Between Tracks	LS	1.00		1.00	6,746.00	\$6,746.00
<b>BID SCHEDULE "B" STORM WATER IMPROVEMENTS</b>							
201	18-inch Cl. III R.C.P.	LF	707.00	133.00	699.00	57.00	\$39,843.00
202	24-inch Cl. III R.C.P.	LF	486.00		494.00	67.00	\$33,098.00
203	Type "M" Manhole	EA	2.00		2.00	3,500.00	\$7,000.00
204	Remove/Replace Existing Pavement	SY	24.90			75.00	
205	5-ft Type "C" Curb Inlet	EA	5.00	2.00	5.00	2,250.00	\$11,250.00
206	Trench Safety Design	LS	1.00		1.00	600.00	\$600.00
207	Trench Safety	LF	1,213.00	123.00	1,407.00	1.00	\$1,407.00
208	Install, Maintain, Remove Inlet Protection	EA	5.00			270.00	
209	Install, Maintain, Remove Rock Filter Dams	LF	50.00		50.00	27.00	\$1,350.00
210	Install, Maintain, Remove Silt Fence	LF	200.00		281.00	3.70	\$1,039.70
211	12-inch Cl. IV R.C.P.	LF	188.00		224.00	61.00	\$13,664.00
212	Pre-Cast Safety End Treatment, Type II, 2-12"	EA	2.00		1.00	1,800.00	\$1,800.00
213	Connect 24" R.C.P. to Existing Curb Inlet	LS	1.00		1.00	600.00	\$600.00
C.O. #1	Outlet Structure at 12" Pipe	LS	1.00		1.00	2,200.00	\$2,200.00
C.O. #2	Lower 8" Waterline	LS	1.00		1.00	4,183.00	\$4,183.00


# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "C" - SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00		40.00	5.00	\$200.00
302	4" Schedule 40 PVC Bored	LF	250.00		250.00	15.00	\$3,750.00
303	4" Rigid Metal Conduit Bored	LF	90.00		90.00	21.00	\$1,890.00
304	#6 AWG Bare Electrical Wire	LF	440.00			0.50	
305	Type A Ground Box with Apron	EA	4.00	2.00	2.00	550.00	\$1,100.00
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00			2,450.00	
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00			100.00	
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00			100.00	
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00			150.00	
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00			75.00	
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00		2.00	1,500.00	\$3,000.00
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00	1.00	2.00	1,700.00	\$3,400.00
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00			830.00	
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00			1,000.00	
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00			1,000.00	
316	Vacuum Formed Backplate, 3 Section	EA	10.00			45.00	
317	Vacuum Formed Backplate, 4 Section	EA	6.00			55.00	
318	3 Section Astro Brac w/ 29" Bands	EA	10.00			100.00	
319	4 Section Astro Brac w/ 29" Bands	EA	6.00			105.00	
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00			800.00	
321	4 CNDR Opticom Cable, Model M138	LF	800.00			1.00	
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00			0.50	
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00			0.60	
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00			2.00	
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00			150.00	
326	Opticom Directional Sensors, Model M511	EA	3.00			550.00	
327	Opticom Discriminator Module, Model M752	EA	1.00			2,500.00	
328	Coaxial Cable, Beldon #8261	LF	1,270.00			0.15	
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00			0.15	
330	19' T Base Pole with 30' Mast Arm	EA	1.00			3,250.00	
331	19' T Base Pole with 35' Mast Arm	EA	1.00			3,400.00	
332	28' T Base Pole with 40' Mast Arm	EA	2.00			4,100.00	
333	Video Camera w/ Mounting Hardware	EA	5.00			1,800.00	
334	Small Roadside Sign Assembly, Type A	EA	15.00			300.00	
335	Relocate Small Roadside Sign Assembly	EA	3.00			115.00	

Approved:   
 Jim Bowman Construction Company, L.P.

By:  11/6/03

 Steve Chute 11/7/03

Total Amount Of Work Done		\$381,804.48
Less Retainage	5%	\$19,090.22
Other		
Amount Payable on Contract		\$362,714.26
Less Previous Payments		\$327,165.50
Amount Due This Estimate		<b>\$35,548.76</b>

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 8/7/03

Claim # \_\_\_\_\_

Check \$ 129,823.52

Vendor No. \_\_\_\_\_

Vendor Name DALLAS, GARLAND & NORTHEASTERN RAILROAD

Address 403 INTERNATIONAL PKWY., SUITE 500

Address RICHARDSON, TEXAS 75081

Address \_\_\_\_\_

Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	56570	42303		129,823.52

TOTAL \$ 129,823.52

EXPLANATION INNOV. S. QUORUM RAIL CROSSING

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Steve Chubb  
Authorized Signature

\_\_\_\_\_  
Finance

INWOOD RD. CROSSING  
ATTN: JIM PIERCE

**Dallas, Garland & Northeastern Railroad (DGNO)**

403 International Pkwy, Suite 500  
Richardson, TX 75081  
972-808-9800 phone  
972-808-9903 fax

INVOICE # M935  
INVOICE DATE 07/31/2003

MISCELLANEOUS CHARGES	
216 Feet of Concrete Panels and Rubber Flangeway @ \$245.00	\$52,920.00
150 - 10 foot crossties @ \$53.60	\$8,040.00
Installed Concrete Grade Corssing at Inwood/South Quorum Access Phase II	\$ 68,863.52
<b>Total Due</b>	<b>\$129,823.52</b>
<b>Customer Name &amp; Address</b>	
City of Addison Attn: Michael E. Murphy, P.E. PO Box 9010 Addison, TX 75001-9010	July, 2003

Please Remit to:

RailAmerica, Inc.  
P. O. Box 200021  
Dallas, Texas 75320-0021

Due Date	
Upon Receipt	\$129,823.52

**All accounts are due and payable within 30 days.  
A finance charge of 2% per month will be charged on all  
past due accounts**

OK to  
PAY  
5/2  
8/7/03



DATE SUBMITTED: February 27, 2004  
FOR COUNCIL MEETING: March 9, 2004

### **Council Agenda Item**

#### **SUMMARY:**

This item is for final payment, in the amount of \$49,654.39, and acceptance of improvements performed by Jim Bowman Construction Company, L.P., for construction of the Inwood/South Quorum Access, Phase II: Inwood Connection Project.

#### **FINANCIAL IMPACT:**

**Budgeted Amount:** This project is funded from a \$3.6 million bond issue. \$2.225 million has been spent, leaving \$1.375 million to complete this second phase of the project.

**Final Cost:** \$483,634.75

#### **BACKGROUND:**

Phase I of this project, which connects South Quorum Drive and Landmark Drive with a roadway into the Princeton and Wellington Buildings, was previously completed. Phase II of the project connected South Quorum and Landmark Drives to Inwood Road, and included a crossing of the DGNO Railroad. A contract was awarded to Jim Bowman Construction Company, L.P. for construction of this project. The original contract price for these improvements was \$438,778.10. The final construction cost of these improvements was \$458,634.75, which represents a \$19,856.65 increase from the original contract amount. The higher cost was substantially due to an increase in 10 inch reinforced concrete pavement in Inwood Road, in the amount of \$8,444, 12 inch, Class IV, reinforced concrete pipe, in the amount of \$2,196, and several miscellaneous quantity increases. In addition, this project included a incentive/disincentive provision, whereby, the contractor would be awarded \$1,000 per day for early completion of the project, to a maximum award of \$25,000. The Town acknowledged the successful completion of the construction improvements within the contractual time limit, with the contractor earning a total incentive award of \$25,000. The contractor has submitted his Affidavit of Bills Paid, Consent of Surety Company to Final Payment, and One year Maintenance Bond.

#### **RECOMMENDATION:**

Staff recommends that Council authorize final payment of \$49,654.39 to Jim Bowman Construction Company, L.P., and accept construction of the Inwood/South Quorum Access, Phase II: Inwood Connection Project.

**MONTHLY INVOICE**

**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Project Name: #614 - Inwood / South Quorum Access, Ph II  
 Type of Work: Paving and Drainage  
 Estimate Period: January 3, 2004 to January 31, 2004

Estimate No. 6 & Final  
 Contract Date June 24, 2003  
 Contract Amt. \$438,778.10  
 w/ CO#1 \$451,907.10

Payable To: Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE 'A' - ROADWAY IMPROVEMENTS</b>							
101	Barricading/Signage/Traffic Control	MO	6.00		5.00	1,250.00	\$6,250.00
102	Prepare R.O.W.	STA	8.00		8.00	2,125.00	\$17,000.00
103	Remove Existing Concrete Pmnt / Drive	SY	1,954.60		1,900.32	10.00	\$19,003.20
104	Railroad Flagman	LS	1.00		1.00	6,250.00	\$6,250.00
105	Unclassified Street Excavation	CY	321.00		321.00	15.00	\$4,815.00
106	Roadway Embankment	CY	227.00		227.00	20.00	\$4,540.00
- 107	Block Sod / Watering / Fertilizer	SY	1,338.00		1,655.00	3.00	\$4,965.00
+ 108	10" - 4000psi R.C. Pavement	SY	2,644.00		2,818.09	48.50	\$136,677.37
109	Design / Restore Irrigation System	LS	1.00		1.00	8,000.00	\$8,000.00
110	Mobilization	LS	1.00		1.00	20,200.00	\$20,200.00
111	6" - 4000psi Integral Concrete Curb	LF	1,517.20		1,539.30	3.00	\$4,617.90
112	4" - 4000psi RC Sidewalk	SY	25.60		22.21	36.00	\$799.56
113	R.C. Wheelchair Ramps	EA	2.00		2.00	400.00	\$800.00
114	6" - 4000psi R.C. Driveway	SY	109.30		90.57	40.00	\$3,622.80
115	Landscape Pavers w/ Concrete Base	SF	473.00		473.00	5.00	\$2,365.00
116	4" Reflective Type II CR	EA	34.00		52.00	2.60	\$135.20
117	4" Non-Reflective White Buttons	EA	102.00		144.00	2.20	\$316.80
118	4" Reflective Type II AA	EA	42.00		62.00	2.60	\$161.20
119	4" Non-Reflective Yellow Buttons	EA	152.00		231.00	2.20	\$508.20
120	6" Reflective Type I C Jiggle Bars	EA	43.00		52.00	11.00	\$572.00
121	24" White Thermo Stop Bar	LF	166.00		147.00	4.50	\$661.50
122	12" White Thermo X Walk	LF	167.00		153.00	2.00	\$306.00
123	Thermo Pav. Arrows	EA	10.00		13.00	75.00	\$975.00
124	4" Temporary Lane Marker	LF	6,320.00		3,458.00	0.80	\$2,766.40
125	6" PVC Irrigation Sleeve	LF	88.00		360.00	7.00	\$2,520.00
126	Remove Existing Jiggle Bars	EA	71.00		75.00	3.00	\$225.00
127	Concrete Railroad Header	CY	7.00		4.58	400.00	\$1,832.00
128	2" HMAc	TON	26.30		37.07	80.00	\$2,965.60
129	Adjust Utility Manhole, Valve Box, etc.	EA	6.00		2.00	420.00	\$840.00
C.O. #1	10" Pavement Between Tracks	LS	1.00		1.00	6,746.00	\$6,746.00
<b>BID SCHEDULE 'B' - STORM WATER IMPROVEMENTS</b>							
201	18-inch Cl. III R.C.P.	LF	707.00		699.00	57.00	\$39,843.00
202	24-inch Cl. III R.C.P.	LF	486.00		494.00	67.00	\$33,098.00
203	Type "M" Manhole	EA	2.00		2.00	3,500.00	\$7,000.00
204	Remove/Replace Existing Pavement	SY	24.90			75.00	
205	5-ft Type "C" Curb Inlet	EA	5.00		5.00	2,250.00	\$11,250.00
206	Trench Safety Design	LS	1.00		1.00	600.00	\$600.00
207	Trench Safety	LF	1,213.00		1,407.00	1.00	\$1,407.00
208	Install, Maintain, Remove Inlet Protection	EA	5.00		5.00	270.00	\$1,350.00
209	Install, Maintain, Remove Rock Filter Dams	LF	50.00		50.00	27.00	\$1,350.00
210	Install, Maintain, Remove Silt Fence	LF	200.00		281.00	3.70	\$1,039.70
211	12-inch Cl. IV R.C.P.	LF	188.00		224.00	61.00	\$13,664.00
212	Pre-Cast Safety End Treatment, Type II, 2-12"	EA	2.00		1.00	1,800.00	\$1,800.00
213	Connect 24" R.C.P. to Existing Curb Inlet	LS	1.00		1.00	600.00	\$600.00
C.O. #1	Outlet Structure at 12" Pipe	LS	1.00		1.00	2,200.00	\$2,200.00
C.O. #2	Lower 8" Waterline	LS	1.00		1.00	4,183.00	\$4,183.00
C.O. #3	Re-Construct RR Damage / Ext. Sidewalk	Cost Plus	1.00	1.00	1.00	1,813.32	\$1,813.32

MONTHLY INVOICE

**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

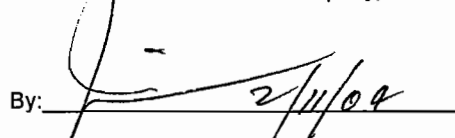
1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "C" - SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00		40.00	5.00	\$200.00
302	4" Schedule 40 PVC Bored	LF	250.00		250.00	15.00	\$3,750.00
303	4" Rigid Metal Conduit Bored	LF	90.00		90.00	21.00	\$1,890.00
304	#6 AWG Bare Electrical Wire	LF	440.00		440.00	0.50	\$220.00
305	Type A Ground Box with Apron	EA	4.00		4.00	550.00	\$2,200.00
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00		2.00	2,450.00	\$4,900.00
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00		7.00	100.00	\$700.00
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00		2.00	100.00	\$200.00
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00		1.00	150.00	\$150.00
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00		1.00	75.00	\$75.00
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00		2.00	1,500.00	\$3,000.00
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00		2.00	1,700.00	\$3,400.00
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00		10.00	830.00	\$8,300.00
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00		3.00	1,000.00	\$3,000.00
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00		3.00	1,000.00	\$3,000.00
316	Vacuum Formed Backplate, 3 Section	EA	10.00		10.00	45.00	\$450.00
317	Vacuum Formed Backplate, 4 Section	EA	6.00		6.00	55.00	\$330.00
318	3 Section Astro Brac w/ 29" Bands	EA	10.00		10.00	100.00	\$1,000.00
319	4 Section Astro Brac w/ 29" Bands	EA	6.00		6.00	105.00	\$630.00
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00		2.00	800.00	\$1,600.00
321	4 CNDR Opticom Cable, Model M138	LF	800.00		800.00	1.00	\$800.00
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00		560.00	0.50	\$280.00
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00		265.00	0.60	\$159.00
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00		970.00	2.00	\$1,940.00
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00		2.00	150.00	\$300.00
326	Opticom Directional Sensors, Model M511	EA	3.00		3.00	550.00	\$1,650.00
327	Opticom Discriminator Module, Model M752	EA	1.00		1.00	2,500.00	\$2,500.00
328	Coaxial Cable, Beldon #8261	LF	1,270.00		1,270.00	0.15	\$190.50
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00		1,270.00	0.15	\$190.50
330	19' T Base Pole with 30' Mast Arm	EA	1.00		1.00	3,250.00	\$3,250.00
331	19' T Base Pole with 35' Mast Arm	EA	1.00		1.00	3,400.00	\$3,400.00
332	28' T Base Pole with 40' Mast Arm	EA	2.00		2.00	4,100.00	\$8,200.00
333	Video Camera w/ Mounting Hardware	EA	5.00		5.00	1,800.00	\$9,000.00
334	Small Roadside Sign Assembly, Type A	EA	15.00		16.00	300.00	\$4,800.00
335	Relocate Small Roadside Sign Assembly	EA	3.00		3.00	115.00	\$345.00

Approved  
Jim Bowman Construction Company, L.P.

By:  2/11/04

 2/13/04

Total Amount Of Work Done		\$458,634.75
Less Retainage	0%	\$0.00
Other - Completion Bonus		\$25,000.00
Amount Payable on Contract		\$458,634.75
Less Previous Payments		\$433,980.36
Amount Due This Estimate		\$49,654.39



**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

1111 Summit Ave., Suite I

Plano, Texas 75074

(972) 423-1313

November 17, 2003

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

Attn: Mr. Steve Chutchian, P.E. Assistant City Engineer

Re: Inwood – South Quorum Access, Ph. I, Bid #03-20

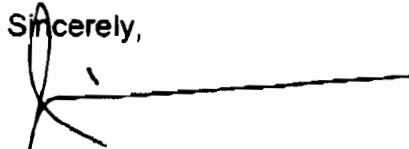
Dear Mr. Chutchian:

All items of work and corrective punch list items on the above referenced project were completed as of 5:00 p.m. Friday, November 14, 2003, with the exception of about two hours work on signalization which cannot be accomplished until the railroad company has completed their work on the crossing arms.

We hereby request to be paid the incentive payment amounting to the maximum payment in the amount of \$30,000.00 (based on 107 total calendar days used less utility shut down from September 24, 2003 thru October 30, 2003).

Please let me know if you need additional information.

Sincerely,



Jim Bowman  
General Manager  
vh



RailAmerica, Inc.

**David C. Eyermann**  
Regional Vice President  
Lone Star Region

403 International Pkwy., Suite 500  
Richardson, TX 75081

Tel: 972.808.9800 ext. 222  
Fax: 972.808.9903  
Cell: 972.816.6245  
david.eyermann@railamerica.com



RailAmerica, Inc.

**James R. Kuntz II**  
General Manager

*Day for Day*

403 International Pkwy.  
Suite 500  
Richardson, TX 75081

Phone: 972.808.9800 ext.221  
Fax: 972.808.9903  
Cell: 214.535.2727  
jim.kuntz@railamerica.com

Dallas, Garland & Northeastern  
Railroad



*Coordinate crossings*



RailAmerica, Inc.

*home - 972-625-0001*

**Louis J. Szabo**  
Assistant General Manager

*Signals Problems*

403 International Pkwy.  
Suite 500  
Richardson, TX 75081

Phone: 972.808.9800 ext.219  
Fax: 972.808.9903  
Cell: 214.728.6994  
louis.szabo@railamerica.com

Dallas, Garland & Northeastern  
Railroad



*Railroad contacts*

*11-12-03*



## 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



**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 1/9/09

Claim # \_\_\_\_\_

Check \$ 570.00

Vendor No. \_\_\_\_\_

Vendor Name JIM BOWMAN CONSTRUCTION Co., L.P.

Address 1111 SUMMITT, SUITE 1

Address PLANO, TEXAS 75074

Address \_\_\_\_\_

Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	58110	42303		570.00

TOTAL \$ 570.00

EXPLANATION Inv w/00 (SO. QUARUM CONSTRUCTION.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Steve Chutkan  
Authorized Signature

\_\_\_\_\_  
Finance



MONTHLY INVOICE

**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

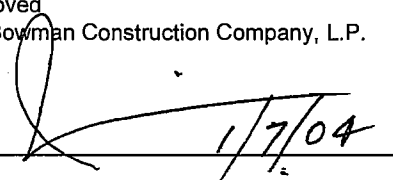
1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE 'C' SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00		40.00	5.00	\$200.00
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303	4" Rigid Metal Conduit Bored	LF	90.00		90.00	21.00	\$1,890.00
304	#6 AWG Bare Electrical Wire	LF	440.00		440.00	0.50	\$220.00
305	Type A Ground Box with Apron	EA	4.00		4.00	550.00	\$2,200.00
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00		2.00	2,450.00	\$4,900.00
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00	3.00	7.00	100.00	\$700.00
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00		2.00	100.00	\$200.00
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00		1.00	150.00	\$150.00
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00		1.00	75.00	\$75.00
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00		2.00	1,500.00	\$3,000.00
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00		2.00	1,700.00	\$3,400.00
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00		10.00	830.00	\$8,300.00
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00		3.00	1,000.00	\$3,000.00
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00		3.00	1,000.00	\$3,000.00
316	Vacuum Formed Backplate, 3 Section	EA	10.00		10.00	45.00	\$450.00
317	Vacuum Formed Backplate, 4 Section	EA	6.00		6.00	55.00	\$330.00
318	3 Section Astro Brac w/ 29" Bands	EA	10.00		10.00	100.00	\$1,000.00
319	4 Section Astro Brac w/ 29" Bands	EA	6.00		6.00	105.00	\$630.00
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00		2.00	800.00	\$1,600.00
321	4 CNDR Opticom Cable, Model M138	LF	800.00		800.00	1.00	\$800.00
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00		560.00	0.50	\$280.00
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00		265.00	0.60	\$159.00
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00		970.00	2.00	\$1,940.00
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00		2.00	150.00	\$300.00
326	Opticom Directional Sensors, Model M511	EA	3.00		3.00	550.00	\$1,650.00
327	Opticom Discriminator Module, Model M752	EA	1.00		1.00	2,500.00	\$2,500.00
328	Coaxial Cable, Beldon #8261	LF	1,270.00		1,270.00	0.15	\$190.50
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00		1,270.00	0.15	\$190.50
330	19' T Base Pole with 30' Mast Arm	EA	1.00		1.00	3,250.00	\$3,250.00
331	19' T Base Pole with 35' Mast Arm	EA	1.00		1.00	3,400.00	\$3,400.00
332	28' T Base Pole with 40' Mast Arm	EA	2.00		2.00	4,100.00	\$8,200.00
333	Video Camera w/ Mounting Hardware	EA	5.00		5.00	1,800.00	\$9,000.00
334	Small Roadside Sign Assembly, Type A	EA	15.00	1.00	16.00	300.00	\$4,800.00
335	Relocate Small Roadside Sign Assembly	EA	3.00		3.00	115.00	\$345.00

Approved  
Jim Bowman Construction Company, L.P.

By:  1/7/04

 1/8/04  
 1/9/04

Total Amount Of Work Done		\$456,821.43
Less Retainage	5%	\$22,841.07
Other		
Amount Payable on Contract		\$433,980.36
Less Previous Payments		\$433,410.36
Amount Due This Estimate		\$570.00

**CONSENT OF  
SURETY COMPANY  
TO FINAL PAYMENT**

Conforms with the American Institute of  
Architects, AIA Document G707

OWNER   
ARCHITECT   
CONTRACTOR   
SURETY   
OTHER

PROJECT: Inwood/South Quorum Access-Phase II, Inwood Connection  
(name, address) Addison, Tx

TO (Owner)

Town of Addison, Tx  
P.O. Box 9010  
Addison, Tx. 75001

ARCHITECT'S PROJECT NO: 03-20  
CONTRACT FOR: Paving, storm water and signalization  
improvements  
CONTRACT DATE: June 24 2003

CONTRACTOR: Jim Bowman Construction Co., L.P.

In accordance with the provisions of the Contract between the Owner and the Contractor as indicated above, the  
(here insert name and address of Surety Company)

First National Insurance Company of America  
1600 N. Collins Blvd.  
Richardson, Tx. 75083

, SURETY COMPANY

on bond of (here insert name and address of Contractor)

Jim Bowman Construction Co., L.P.  
1111 Summit Ave. S-1  
Plano, Tx. 75074

, CONTRACTOR,

hereby approves of the final payment to the Contractor, and agrees that final payment to the Contractor shall not relieve  
the Surety Company of any of its obligations to (here insert name and address of Owner)

Town of Addison, Tx  
P.O. Box 9010  
Addison, Tx. 75001

, OWNER,

as set forth in the said Surety Company's bond.

IN WITNESS, WHEREOF,

the Surety Company has hereunto set its hand this 15th day of December 2003



Attest:  
(Seal):

First National Insurance Company of America

Surety Company

  
Signature of Authorized Representative

Raymon R. Dyer Attorney-in-Fact

Title

NOTE: This form is to be used as a companion document to AIA DOCUMENT G706, CONTRACTOR'S AFFIDAVIT OF PAYMENT OF DEBTS AND CLAIMS,  
Current Edition



POWER OF ATTORNEY

FIRST NATIONAL INSURANCE COMPANY OF AMERICA  
4333 BROOKLYN AVE NE  
SEATTLE, WASHINGTON 98105

4333 Brooklyn Avenue N.E.  
Seattle, WA 98105

No. 10538

KNOW ALL BY THESE PRESENTS:

That FIRST NATIONAL INSURANCE COMPANY OF AMERICA, a Washington corporation, does hereby appoint  
.....RAYMOR. DYER; PERRY MAX; TAMMII ENTRIKEN; Garland, Texas.....

Its true and lawful attorney(s)-in-fact, with full authority to execute on behalf of the company fidelity and surety bonds or undertakings and other documents of a similar character issued by the company in the course of its business, and to bind FIRST NATIONAL INSURANCE COMPANY OF AMERICA thereby as fully as if such instruments had been duly executed by its regularly elected officers at its home office.

IN WITNESS WHEREOF, FIRST NATIONAL INSURANCE COMPANY OF AMERICA has executed and attested these presents

this 3rd day of May, 2000

*R.A. Pierson*

R.A. PIERSON, SECRETARY

*W. Randall Stoddard*

W. RANDALL STODDARD, PRESIDENT

CERTIFICATE

Extract from the By-Laws of FIRST NATIONAL INSURANCE COMPANY OF AMERICA:

"Article V, Section 13 - FIDELITY AND SURETY BONDS ... the President, any Vice President, the Secretary, and any Assistant Vice President appointed for that purpose by the officer in charge of surety operations, shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business... On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

Extract from a Resolution of the Board of Directors of  
FIRST NATIONAL INSURANCE COMPANY OF AMERICA adopted July 28, 1970.

"On any certificate executed by the Secretary or an assistant secretary of the Company setting out,  
(i) The provisions of Article V, Section 13 of the By-Laws, and  
(ii) A copy of the power-of-attorney appointment, executed pursuant thereto, and  
(iii) Certifying that said power-of-attorney appointment is in full force and effect,  
the signature of the certifying officer may be by facsimile, and the seal of the Company may be a facsimile thereof."

R.A. Pierson, Secretary of FIRST NATIONAL INSURANCE COMPANY OF AMERICA, do hereby certify that the foregoing extracts of the By-Laws and of a Resolution of the Board of Directors of this corporation, and of a Power of Attorney issued pursuant thereto, are true and correct, and that both the By-Laws, the Resolution and the Power of Attorney are still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the facsimile seal of said corporation

this 15th day of December, 2003



*R.A. Pierson*

R.A. PIERSON, SECRETARY

TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO

DATE: 12/16/03

Claim # \_\_\_\_\_

Check \$ 70,696.10

Vendor No. \_\_\_\_\_

Vendor Name Jeni Bowman Construction

Address 1111 Summit Ave., #1

Address Plano, Tx

Address \_\_\_\_\_

Zip Code 75074

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
<u>Est. # 4 Revised</u>	<u>41</u>	<u>000</u>	<u>58110</u>	<u>42303</u>		<u>\$70,696.10</u>

TOTAL \$70,696.10  
0.00

EXPLANATION #614 - Inwood / S. Quorum Access, P&T  
Paving & Drng.

[Signature]  
Authorized Signature

\_\_\_\_\_  
Finance

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Project Name: #614 - Inwood / South Quorum Access, Ph II  
 Type of Work: Paving and Drainage  
 Estimate Period: November 1, 2003 to November 30, 2003

Estimate No. 4 REVISED  
 Contract Date June 24, 2003  
 Contract Amt. \$438,778.10  
 w/ CO#1 \$451,907.10

Payable To: Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "A" ROADWAY IMPROVEMENTS</b>							
101	Barricading/Signage/Traffic Control	MO	6.00	1.00	5.00	1,250.00	\$6,250.00
102	Prepare R.O.W.	STA	8.00		8.00	2,125.00	\$17,000.00
103	Remove Existing Concrete Pvmnt / Drive	SY	1,954.60		1,900.32	10.00	\$19,003.20
104	Railroad Flagman	LS	1.00		1.00	6,250.00	\$6,250.00
105	Unclassified Street Excavation	CY	321.00		321.00	15.00	\$4,815.00
106	Roadway Embankment	CY	227.00		227.00	20.00	\$4,540.00
107	Block Sod / Watering / Fertilizer	SY	1,338.00	200.00	1,655.00	3.00	\$4,965.00
108	10" - 4000psi R.C. Pavement	SY	2,644.00	76.50	2,818.09	48.50	\$136,677.37
109	Design / Restore Irrigation System	LS	1.00		1.00	8,000.00	\$8,000.00
110	Mobilization	LS	1.00		1.00	20,200.00	\$20,200.00
111	6" - 4000psi Integral Concrete Curb	LF	1,517.20	148.00	1,539.30	3.00	\$4,617.90
112	4" - 4000psi RC Sidewalk	SY	25.60		22.21	36.00	\$799.56
113	R.C. Wheelchair Ramps	EA	2.00		2.00	400.00	\$800.00
114	6" - 4000psi R.C. Driveway	SY	109.30	29.35	90.57	40.00	\$3,622.80
115	Landscape Pavers w/ Concrete Base	SF	473.00		473.00	5.00	\$2,365.00
116	4" Reflective Type II CR	EA	34.00	24.00	52.00	2.60	\$135.20
117	4" Non-Reflective White Buttons	EA	102.00	72.00	144.00	2.20	\$316.80
118	4" Reflective Type II AA	EA	42.00	37.00	62.00	2.60	\$161.20
119	4" Non-Reflective Yellow Buttons	EA	152.00	114.00	231.00	2.20	\$508.20
120	6" Reflective Type I C Jiggle Bars	EA	43.00	16.00	52.00	11.00	\$572.00
121	24" White Thermo Stop Bar	LF	166.00	147.00	147.00	4.50	\$661.50
122	12" White Thermo X Walk	LF	167.00	153.00	153.00	2.00	\$306.00
123	Thermo Pav. Arrows	EA	10.00	10.00	13.00	75.00	\$975.00
124	4" Temporary Lane Marker	LF	6,320.00		3,458.00	0.80	\$2,766.40
125	6" PVC Irrigation Sleeve	LF	88.00		360.00	7.00	\$2,520.00
126	Remove Existing Jiggle Bars	EA	71.00	75.00	75.00	3.00	\$225.00
127	Concrete Railroad Header	CY	7.00	2.29	4.58	400.00	\$1,832.00
128	2" HMAC	TON	26.30		37.07	80.00	\$2,965.60
129	Adjust Utility Manhole, Valve Box, etc.	EA	6.00		2.00	420.00	\$840.00
C.O. #1	10" Pavement Between Tracks	LS	1.00		1.00	6,746.00	\$6,746.00
<b>BID SCHEDULE "B" - STORM WATER IMPROVEMENTS</b>							
201	18-inch Ci. III R.C.P.	LF	707.00		699.00	57.00	\$39,843.00
202	24-inch Ci. III R.C.P.	LF	486.00		494.00	67.00	\$33,098.00
203	Type "M" Manhole	EA	2.00		2.00	3,500.00	\$7,000.00
204	Remove/Replace Existing Pavement	SY	24.90			75.00	
205	5-ft Type "C" Curb Inlet	EA	5.00		5.00	2,250.00	\$11,250.00
206	Trench Safety Design	LS	1.00		1.00	600.00	\$600.00
207	Trench Safety	LF	1,213.00		1,407.00	1.00	\$1,407.00
208	Install, Maintain, Remove Inlet Protection	EA	5.00	5.00	5.00	270.00	\$1,350.00
209	Install, Maintain, Remve Rock Filter Dams	LF	50.00		50.00	27.00	\$1,350.00
210	Install, Maintain, Remove Silt Fence	LF	200.00		281.00	3.70	\$1,039.70
211	12-inch Ci. IV R.C.P.	LF	188.00		224.00	61.00	\$13,664.00
212	Pre-Cast Safety End Treatment, Type II, 2-12"	EA	2.00		1.00	1,800.00	\$1,800.00
213	Connect 24" R.C.P. to Existing Curb Inlet	LS	1.00		1.00	600.00	\$600.00
C.O. #1	Outlet Structure at 12" Pipe	LS	1.00		1.00	2,200.00	\$2,200.00
C.O. #2	Lower 8" Waterline	LS	1.00		1.00	4,183.00	\$4,183.00

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

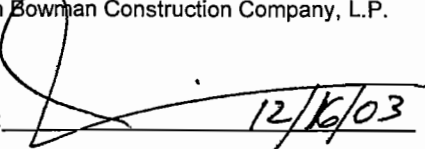
1111 Summit Ave., Suite 1

Plano, Texas 75074


(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE 'C' - SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00		40.00	5.00	\$200.00
302	4" Schedule 40 PVC Bored	LF	250.00		250.00	15.00	\$3,750.00
303	4" Rigid Metal Conduit Bored	LF	90.00		90.00	21.00	\$1,890.00
304	#6 AWG Bare Electrical Wire	LF	440.00	440.00	440.00	0.50	\$220.00
305	Type A Ground Box with Apron	EA	4.00	2.00	4.00	550.00	\$2,200.00
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00	2.00	2.00	2,450.00	\$4,900.00
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00	4.00	4.00	100.00	\$400.00
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00	2.00	2.00	100.00	\$200.00
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00	1.00	1.00	150.00	\$150.00
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00	1.00	1.00	75.00	\$75.00
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00		2.00	1,500.00	\$3,000.00
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00		2.00	1,700.00	\$3,400.00
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00	10.00	10.00	830.00	\$8,300.00
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00	3.00	3.00	1,000.00	\$3,000.00
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00	3.00	3.00	1,000.00	\$3,000.00
316	Vacuum Formed Backplate, 3 Section	EA	10.00	10.00	10.00	45.00	\$450.00
317	Vacuum Formed Backplate, 4 Section	EA	6.00	6.00	6.00	55.00	\$330.00
318	3 Section Astro Brac w/ 29" Bands	EA	10.00	10.00	10.00	100.00	\$1,000.00
319	4 Section Astro Brac w/ 29" Bands	EA	6.00	6.00	6.00	105.00	\$630.00
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00	2.00	2.00	800.00	\$1,600.00
321	4 CNDR Opticom Cable, Model M138	LF	800.00	800.00	800.00	1.00	\$800.00
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00	560.00	560.00	0.50	\$280.00
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00	265.00	265.00	0.60	\$159.00
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00	970.00	970.00	2.00	\$1,940.00
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00	2.00	2.00	150.00	\$300.00
326	Opticom Directional Sensors, Model M511	EA	3.00	3.00	3.00	550.00	\$1,650.00
327	Opticom Discriminator Module, Model M752	EA	1.00	1.00	1.00	2,500.00	\$2,500.00
328	Coaxial Cable, Beldon #8261	LF	1,270.00	1,270.00	1,270.00	0.15	\$190.50
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00	1,270.00	1,270.00	0.15	\$190.50
330	19' T Base Pole with 30' Mast Arm	EA	1.00	1.00	1.00	3,250.00	\$3,250.00
331	19' T Base Pole with 35' Mast Arm	EA	1.00	1.00	1.00	3,400.00	\$3,400.00
332	28' T Base Pole with 40' Mast Arm	EA	2.00	2.00	2.00	4,100.00	\$8,200.00
333	Video Camera w/ Mounting Hardware	EA	5.00	5.00	5.00	1,800.00	\$9,000.00
334	Small Roadside Sign Assembly, Type A	EA	15.00	15.00	15.00	300.00	\$4,500.00
335	Relocate Small Roadside Sign Assembly	EA	3.00	3.00	3.00	115.00	\$345.00

Approved  
Jim Bowman Construction Company, L.P.

By:  12/16/03

Total Amount Of Work Done	\$456,221.43
Less Retainage	5% \$22,811.07
Other	
Amount Payable on Contract	\$433,410.36
Less Previous Payments	\$362,714.26
Amount Due This Estimate	<b>\$70,696.10</b>

 12/16/03  
O.K. Steve C.  
12/16/03

**JIM BOWMAN  
CONSTRUCTION CO., L.P.**

**1111 Summit, Suite 1  
Plano, TX. 75074  
972-423-1313**

**LETTER OF TRANSMITTAL**

TO TOWN OF ADDISON

DATE	<u>DEC. 16, 2003</u>	JOB NO.	<u>614</u>
ATTENTION	<u>MR. DAVE WILDE</u>		
RE:	<u>INWOOD/SO. QUORUM, PH. II</u>		

WE ARE SENDING YOU  Attached  Under separate cover via \_\_\_\_\_ the following items:

Shop drawings     Prints     Plans     Samples     Specifications

Copy of letter     Change order     \_\_\_\_\_

COPIES	DATE	NO.	DESCRIPTION
<u>1</u>	<u>12/16/03</u>		<u>REVISED EST. #4</u>

THESE ARE TRANSMITTED as checked below:

For approval     Approved as submitted     Resubmit \_\_\_\_\_ copies for approval

For your use     Approved as noted     Submit \_\_\_\_\_ copies for distribution

As requested     Returned for corrections     Return \_\_\_\_\_ corrected prints

For review and comment     \_\_\_\_\_

FOR BIDS DUE \_\_\_\_\_ 19 \_\_\_\_\_     PRINTS RETURNED AFTER LOAN TO US

REMARKS REVISED TO SHOW YOUR QUANTITIES.

COPY TO \_\_\_\_\_

RECYCLED PAPER:  
Contents: 40% Pre-Consumer • 10% Post-Consumer

SIGNED:

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

QUOTATION  
TRAFFIC SAFETY DEPARTMENT  
**UNITED RENTALS HIGHWAY TECHNOLOGIES**

**BRANCH 0230**  
7200 JACK NEWELL BLVD. SOUTH / FORT WORTH, TEXAS 76118 / PHONE (817) 595-8885 / FAX (817) 590-0285  
TOLL FREE (888) 705-4837

November 18, 2003

Gentlemen,

We propose to furnish all Construction Barricades, Construction Signs, and Barricade Warning Lights on the jobs(s) listed below on a monthly basis as detailed in the plans and specifications. We will not be responsible for the placement of equipment. (See terms on back of page.) The following prices include installation, maintenance, and regular on-the-job service. **Prices do not include Traffic Cones.** (See terms on back of page.)

PROJECT: **ADDISON – INWOOD DR & LANDMARK**  
**P#**

FIRST MONTH	<b>900.00</b>
EACH MONTH THEREAFTER	<b>900.00</b>

\*\* Price does not include Tax.

\*\* Price does not include any Static Message Signs, Trailer Mounted or otherwise.

\*\* Arrowboards on trailers at \$25.00 / each per day. Plus tax.

\*\* Message panel rental at \$85.00 / each per day. Plus tax.

Rental units do not include remote operation package.

\*\* Arrowboard and message panel rental prices only apply to sub contracted jobs with United Rentals Highway Technologies.

\*\*\*Price excludes any Large Ground Mount or Overhead Signs.

\*\*\*Removal, maintenance, and temporary mounting of existing signs is excluded.

•Quote does not include striping or removal of existing traffic markings or truck mounted attenuators.

•Quote does not include temporary drum mounted guardrail.

•Quote does not include portable CTB, flagmen or pilot vehicles. Labor for daily lane closures not included.

•Daily lane closures using United Rentals Highway Technologies personnel will be priced upon request.

•Quote does not include rental of changeable message panels or arrowboards.

•Advance notice of seven days (minimum) required for job start in order to locate utilities.

•Quote does not include " GIVE US A BRAKE " signs. These signs are pay items.

•Prices quoted are pending compliance with credit terms and conditions.

NOTE: This proposal will become an attachment to any contract issued.

ACCEPTED BY: \_\_\_\_\_

DATE: 11-20-03

*Gary Ishmael*

\_\_\_\_\_  
Gary Ishmael, Estimator

UNITED RENTALS HIGHWAY TECHNOLOGIES





## 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



MIKE -

FOR  
CHRIS'S  
SIGNATURE  
OR  
INITIAL!

steve C.

# CHANGE ORDER

AIA DOCUMENT G701

Distribution to:  
 OWNER   
 ARCHITECT   
 CONTRACTOR   
 FIELD   
 OTHER

PROJECT: 03-20 Inwood/So. Quorum Access, Ph.II: Inwood Conn. CHANGE ORDER NUMBER: 1  
 (name, address)

TO (Contractor):

Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

INITIATION DATE: August 26, 2003

ARCHITECT'S PROJECT NO:  
 CONTRACT FOR: Paving Improvements

CONTRACT DATE: June 24, 2003

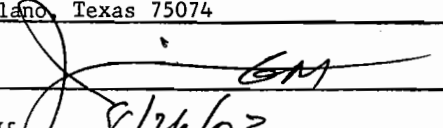
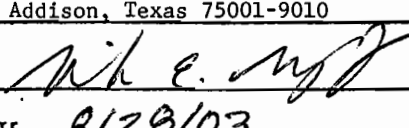
You are directed to make the following changes in this Contract:

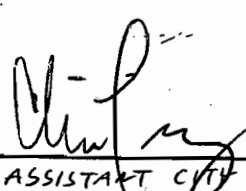
1. Lower existing water line to clear proposed storm sewer:  
     Lump Sum = \$ 4,183.00
  2. 10-inch deep, 4000psi R.C. pavement with 2" HMAC pavement between railroad tracks:  
     Lump Sum = \$ 6,746.00
  3. Construct R.C. flume with one retaining wall at south end of double-12" culverts along east side of railroad tracks:  
     Lump Sum = \$ 2,200.00
- Total Add= \$13,129.00

Not valid until signed by both the  
 Signature of the Contractor indicates his agreement herewith, including any adjustment in the Contract Sum or Contract Time.

The original (Contract Sum) (~~Cumulative Maximum Cost~~) was ..... \$ 438,778.10  
 Net change by previously authorized Change Orders ..... \$ 0.00  
 The (Contract Sum) (~~Cumulative Maximum Cost~~) prior to this Change Order was ..... \$ 438,778.10  
 The (Contract Sum) (~~Cumulative Maximum Cost~~) will be (increased) (decreased) (unchanged) by this Change Order ..... \$ 13,129.00  
 The new (Contract Sum) (~~Cumulative Maximum Cost~~) including this Change Order will be ... \$ 451,907.10  
 The Contract Time will be (increased) (~~decreased~~) (~~unchanged~~) by ( 10 ) Days.  
 The Date of Substantial Completion as of the date of this Change Order therefore is December 26, 2003 (150 cal. days)

Jim Bowman Construction Co., L.P.                      Town of Addison  
 1111 Summit Ave., Suite 1                              P.O. Box 9010  
 Address    Address  
 Plano, Texas 75074                                      Addison, Texas 75001-9010

BY                       BY   
 DATE 8/26/03    DATE 8/28/03

  
 ASSISTANT CITY MANAGER

# CHANGE ORDER

AIA DOCUMENT G701

Distribution to:  
 OWNER   
 ARCHITECT   
 CONTRACTOR   
 FIELD   
 OTHER

PROJECT: 03-20 Inwood/So. Quorum Access, Ph.II: Inwood Conn. CHANGE ORDER NUMBER: 1  
 (name, address)

TO (Contractor):

Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

INITIATION DATE: August 26, 2003

ARCHITECT'S PROJECT NO:

CONTRACT FOR: Paving Improvements

CONTRACT DATE: June 24, 2003

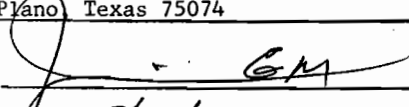
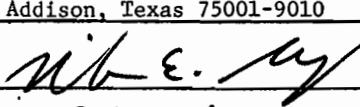
You are directed to make the following changes in this Contract:

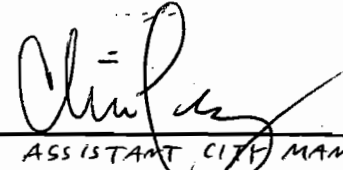
1. Lower existing water line to clear proposed storm sewer:  
     Lump Sum = \$ 4,183.00
  2. 10-inch deep, 4000psi R.C. pavement with 2" HMAC pavement between railroad tracks:  
     Lump Sum = \$ 6,746.00
  3. Construct R.C. flume with one retaining wall at south end of double-12" culverts  
     along east side of railroad tracks:  
     Lump Sum = \$ 2,200.00
- Total Add= \$13,129.00

Not valid until signed by both the  
 Signature of the Contractor indicates his agreement herewith, including any adjustment in the Contract Sum or Contract Time.

The original (Contract Sum) (~~Contracted Maximum Cost~~) was ..... \$ 438,778.10  
 Net change by previously authorized Change Orders ..... \$ 0.00  
 The (Contract Sum) (~~Contracted Maximum Cost~~) prior to this Change Order was ..... \$ 438,778.10  
 The (Contract Sum) (~~Contracted Maximum Cost~~) will be (increased) (decreased) (unchanged)  
 by this Change Order ..... \$ 13,129.00  
 The new (Contract Sum) (~~Contracted Maximum Cost~~) including this Change Order will be ... \$ 451,907.10  
 The Contract Time will be (increased) (~~decreased~~) (~~unchanged~~) by ( 10 ) Days.  
 The Date of Substantial Completion as of the date of this Change Order therefore is December 26, 2003 (150 cal. days)

Jim Bowman Construction Co., L.P.                      Town of Addison  
 1111 Summit Ave., Suite 1                              P.O. Box 9010  
 Address    Address  
 Plano, Texas 75074                                      Addison, Texas 75001-9010

BY                       BY   
 DATE 8/26/03    DATE 8/28/03

  
 ASSISTANT CITY MANAGER

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite I

Plano, Texas 75074

(972) 423-1313

August 22, 2003

Town of Addison – Public Works Department  
P.O. Box 9010  
Addison, Texas 75001-9010

Attn: Mr. Luke Jalbert, Project Manager

Re: Inwood – So. Quorum Access, Phase I

Dear Mr. Jalbert:

We propose to furnish all labor, materials, and equipment necessary to construct the following items of additional work on the above referenced project:

1. Lower existing water line to clear proposed storm sewer:  

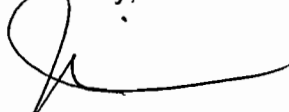
Lump Sum = \$4,183.00
2. 10-inch deep, 4000psi R.C. pavement with 2" HMAC pavement between railroad tracks:  

Lump Sum = \$6,746.00
3. Construct R.C. flume with one retaining wall at south end of double-12" culverts along east side of railroad tracks:  

Lump Sum = \$2,200.00

Please increase the Contract Time 10 calendar days.

Sincerely,



Jim Bowman  
General Manager  
vh

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

August 22, 2003

Town of Addison – Public Works Department  
P.O. Box 9010  
Addison, Texas 75001-9010

Attn: Mr. Luke Jalbert, Project Manager

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We propose to furnish all labor, materials, and equipment necessary to construct the following items of additional work on the above referenced project:

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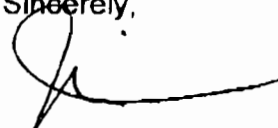
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Lump Sum = \$6,746.00
- 3. Construct R.C. flume with one retaining wall at south end of double-12" culverts along east side of railroad tracks:  

Lump Sum = \$2,200.00

Please increase the Contract Time 10 calendar days.

Sincerely,



Jim Bowman  
General Manager  
vh

8/26/03

LUKE -  
THE WORK &  
AMOUNTS LOOK  
APPROPRIATE.  
Steve C.

de  
vh m/j  
8/26/03

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite I

Plano, Texas 75074

(972) 423-1313

July 22, 2003

Dallas Garland & Northeastern Railroad  
c/o Rail America  
4040 Broadway, Suite 200  
San Antonio, TX 78209

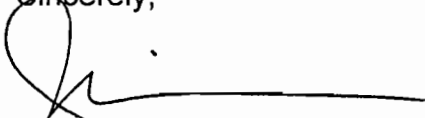
Re: Town of Addison, Texas (New at-grade public road crossing for Landmark Place  
Milepost 599.5  
Dal-Nor Branch

Gentlemen:

Enclosed herewith please find "Contractor's Right of Entry Agreement" and insurance certificate for the above referenced project.

Please advise in writing as soon as possible your approval of this agreement.

Sincerely,



Jim Bowman  
General Manager  
vh

cc: Town of Addison – Mr. Luke Talbert with enclosure

**ARTICLE 9 - SPECIAL PROVISIONS**

None.

IN WITNESS WHEREOF, the parties hereto have executed this agreement in duplicate as the date first herein written.

**DALLAS GARLAND & NORTHEASTERN RAILROAD**

By \_\_\_\_\_

Title: \_\_\_\_\_

WITNESS:

Tom Shepherd

Jim Bowman Construction Co., L.P.

(Name of Contractor)

By

Title:

GEN. MGR.



# ACORD CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YY)  
07/22/2003

PRODUCER (972)864-0400 FAX (972)278-8400  
Davis-Dyer-Max, Inc.  
P.O. Box 495429  
Garland, TX 75049

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

### INSURERS AFFORDING COVERAGE

INSURED Jim Bowman Construction Co., L.P.  
1111 Summit Avenue  
Suite 1  
Plano, TX 75074

INSURER A EMC Insurance Companies  
INSURER B  
INSURER C  
INSURER D  
INSURER E


### COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS		
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab	2D08787	12/12/2002	12/12/2003	EACH OCCURRENCE \$ 1,000,000 FIRE DAMAGE (Any one fire) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & AD: INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/CP AGG \$ 2,000,000		
	GEN'L AGGREGATE LIMIT APPLIES PER <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC						
	A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	2E08787	12/12/2002	12/12/2003	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$	
		A	GARAGE LIABILITY <input type="checkbox"/> ANY AUTO			AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY EA ACC \$ AUTO ONLY AGG \$	
A			EXCESS LIABILITY <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE RETENTION \$	2J08787	12/12/2002	12/12/2003	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$ \$
			A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	2H08787	12/12/2002	12/12/2003
A	OTHER Railroad Protective Liability	2X91349		07/23/2003	07/23/2004	\$2,000,000 Occurrence \$6,000,000 Aggregate	

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS  
Bid NO: 03-20 Paving, Storm Water, and Signalization Improvements Inwood/South Quorum Access -  
Phase II: Inwood Connection Town of Addison and  
Dallas, Garland, and Northeastern Railroad are named as additional insured with regards to  
Railroad Protection Liability, General Liability, and Automobile Liability policies.

CERTIFICATE HOLDER  ADDITIONAL INSURED; INSURER LETTER: A CANCELLATION

Town Of Addison 5350 Belt Line Rd P O Box 9010 Addison, TX 75001	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL <u>30</u> DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT. BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.
	AUTHORIZED REPRESENTATIVE  Raymond Dyer/GRG

## IMPORTANT

If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

## DISCLAIMER

The Certificate of Insurance on the reverse side of this form does not constitute a contract between the issuing insurer(s), authorized representative or producer, and the certificate holder, nor does it affirmatively or negatively amend, extend or alter the coverage afforded by the policies listed thereon.

# Larrett, Inc.

6712 FM 1836  
Kaufman, Texas 75142

---

Office 972-962-3400 ext 103  
Fax 972-962-1441  
Cellular 214-325-1140

## **Jim Bowman**

Jim Bowman Construction Company, L.P.  
1111 Summit Ave., Suite 1  
Plano, TX 75074  
972.423.1313  
972.423.9447 fax

Reference: Inwood/South Quorum Access  
Addison, Tx

August 4, 2003

The cost to install a poured in place junction box *around* an existing water line for the above referenced project is: **\$ 4,750.00.**

This price includes all excavation and backfill.

Sincerely,

Mike Jusko  
Project Manger

*Bro 5,000.00*

**Jim Bowman**

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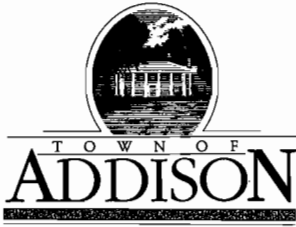
**From:** Mike Jusko [mike@larrettinc.com]  
**Sent:** Monday, August 04, 2003 5:13 PM  
**To:** Jim Bowman (work)  
**Cc:** Brad Lands (work)  
**Subject:** Junction Box pricing

**Jim,**

**Please review the attachment.**

**Thanks.**

**Mike**



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871 FAX (972)450-2837  
16801 Westgrove

Jim Bowman  
Jim Bowman Construction Company  
1111 Summit Ave. Suite 1  
Plano, TX 75074

August 21, 2003

Mr. Bowman

In regards to the three items changing on the inwood/south quorum connection.

1. For the water/storm sewer conflict, please lower the water line to allow the storm sewer line to maintain its current grade.
2. For the space between the railroad tracks. First, Compact the bed material using a vibrating compactor. Place approximately 10" of concrete, and rebar, as in the plans and specifications for the roadway paving. Place asphalt pavement on top of the hardened concrete, to a level even with both sides of the adjacent tracks (approximately 2")
3. For the south end of the drainage pipe: Slope back concrete to the edge of existing rock fill. Place a 2' high (approximately) wing wall on the east side, parallel to the pipes. Extend this wall 15' down the channel, maintaining a constant top of wall elevation. Tie this wall with "L" bars into a concrete base, lining the bottom of the channel. All concrete is to be 6" thick, 4000 psi, with #3 bars 12" OCBW.

Thanks,

Luke Jalbert  
Project Manager,  
Town of Addison  
Public Works

## **Steve Chutchian**

---

**To:** david.eyermann@railtex.com  
**Cc:** Jim Pierce; Mike Murphy; Luke Jalbert  
**Subject:** Landmark/Inwood/S. Quorum Rail Crossing

Dear Mr. Eyermann:

The Town of Addison Public Works Department staff has been unsuccessful in making contact with your office or that of your staff, in an attempt to secure an access agreement for work within the right-of-way of the DGNO Railroad. Specifically, a Public Highway Crossing Agreement between the Railroad and the Town was recently reached, whereby, each party is involved in the construction of a new at-grade crossing between Landmark and Inwood Road. Your personnel has completed the construction of the concrete crossing. Our construction contractor has attempted to obtain a necessary Right of Entry Agreement from DGNO Railroad. Unfortunately, he has been unable to secure this permit, or even receive a response from your staff.

Your timely assistance is respectfully requested in the securing of the Right of Entry Agreement. The contractor is ready to immediately begin construction of the roadway on either side of the crossing. I look forward to hearing from you.

Steve Chutchian, P.E.  
Assistant City Engineer

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 10/17/03

Claim # \_\_\_\_\_

Check \$ 154,073.38

Vendor No. \_\_\_\_\_  
 Vendor Name JIM BOWMAN CONSTRUCTION Co., L.P.  
 Address 1111 SUMMIT AVE., SUITE 1  
 Address PLANO, TEXAS 75074  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
	41	000	<del>58210</del> 58210	42303		154,073.38

TOTAL \$ 154,073.38

EXPLANATION INWOOD / S. QUORIN BAIC CROSSING  
CONSTRUCTION

Steve Chittman  
 Authorized Signature

Finance

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Project Name: #614 - Inwood / South Quorum Access, Ph II  
 Type of Work: Paving and Drainage  
 Estimate Period: September 1, 2003 to September 30, 2003

Estimate No. 2  
 Contract Date June 24, 2003  
 Contract Amt. \$438,778.10  
 w/ CO#1 \$451,907.10

Payable To: Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "A" - ROADWAY IMPROVEMENTS</b>							
101	Barricading/Signage/Traffic Control	MO	6.00	1.00	3.00	1,250.00	\$3,750.00
102	Prepare R.O.W.	STA	8.00		8.00	2,125.00	\$17,000.00
103	Remove Existing Concrete Pvmt / Drive	SY	1,954.60	150.00	1,850.00	10.00	\$18,500.00
104	Railroad Flagman	LS	1.00	0.90	1.00	6,250.00	\$6,250.00
105	Unclassified Street Excavation	CY	321.00		300.00	15.00	\$4,500.00
106	Roadway Embankment	CY	227.00		227.00	20.00	\$4,540.00
107	Block Sod / Watering / Fertilizer	SY	1,338.00			3.00	
108	10" - 4000psi R.C. Pavement	SY	2,644.00	2,147.83	2,505.88	48.50	\$121,535.18
109	Design / Restore Irrigation System	LS	1.00	0.75	1.00	8,000.00	\$8,000.00
110	Mobilization	LS	1.00		1.00	20,200.00	\$20,200.00
111	6" - 4000psi Integral Concrete Curb	LF	1,517.20	819.90	970.70	3.00	\$2,912.10
112	4" - 4000psi RC Sidewalk	SY	25.60	22.21	22.21	36.00	\$799.56
113	R.C. Wheelchair Ramps	EA	2.00	2.00	2.00	400.00	\$800.00
114	6" - 4000psi R.C. Driveway	SY	109.30			40.00	
115	Landscape Pavers w/ Concrete Base	SF	473.00	473.00	473.00	5.00	\$2,365.00
116	4" Reflective Type II CR	EA	34.00	29.00	29.00	2.60	\$75.40
117	4" Non-Reflective White Buttons	EA	102.00	87.00	87.00	2.20	\$191.40
118	4" Reflective Type II AA	EA	42.00	26.00	26.00	2.60	\$67.60
119	4" Non-Reflective Yellow Buttons	EA	152.00	94.00	94.00	2.20	\$206.80
120	6" Reflective Type I C Jiggle Bars	EA	43.00	37.00	37.00	11.00	\$407.00
121	24" White Thermo Stop Bar	LF	166.00			4.50	
122	12" White Thermo X Walk	LF	167.00			2.00	
123	Thermo Pav. Arrows	EA	10.00			75.00	
124	4" Temporary Lane Marker	LF	6,320.00		3,458.00	0.80	\$2,766.40
125	6" PVC Irrigation Sleeve	LF	88.00		360.00	7.00	\$2,520.00
126	Remove Existing Jiggle Bars	EA	71.00			3.00	
127	Concrete Railroad Header	CY	7.00		2.29	400.00	\$916.00
128	2" HMAAC	TON	26.30	37.07	37.07	80.00	\$2,965.60
129	Adjust Utility Manhole, Valve Box, etc.	EA	6.00			420.00	
C.O. #1	10" Pavement Between Tracks	LS	1.00	1.00	1.00	6,746.00	\$6,746.00
<b>BID SCHEDULE "B" - STORMWATER IMPROVEMENTS</b>							
201	18-inch Cl. III R.C.P.	LF	707.00	55.00	566.00	57.00	\$32,262.00
202	24-inch Cl. III R.C.P.	LF	486.00		494.00	67.00	\$33,098.00
203	Type "M" Manhole	EA	2.00		2.00	3,500.00	\$7,000.00
204	Remove/Replace Existing Pavement	SY	24.90			75.00	
205	5-ft Type "C" Curb Inlet	EA	5.00	1.00	3.00	2,250.00	\$6,750.00
206	Trench Safety Design	LS	1.00		1.00	600.00	\$600.00
207	Trench Safety	LF	1,213.00	56.00	1,284.00	1.00	\$1,284.00
208	Install, Maintain, Remove Inlet Protection	EA	5.00			270.00	
209	Install, Maintain, Remve Rock Filter Dams	LF	50.00	50.00	50.00	27.00	\$1,350.00
210	Install, Maintain, Remove Silt Fence	LF	200.00	281.00	281.00	3.70	\$1,039.70
211	12-inch Cl. IV R.C.P.	LF	188.00		224.00	61.00	\$13,664.00
212	Pre-Cast Safety End Treatment, Type II, 2-12"	EA	2.00	1.00	1.00	1,800.00	\$1,800.00
213	Connect 24" R.C.P. to Existing Curb Inlet	LS	1.00		1.00	600.00	\$600.00
C.O. #1	Outlet Structure at 12" Pipe	LS	1.00	1.00	1.00	2,200.00	\$2,200.00
C.O. #2	Lower 8" Waterline	LS	1.00	1.00	1.00	4,183.00	\$4,183.00



# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE "C" - SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00	40.00	40.00	5.00	\$200.00
302	4" Schedule 40 PVC Bored	LF	250.00	250.00	250.00	15.00	\$3,750.00
303	4" Rigid Metal Conduit Bored	LF	90.00	90.00	90.00	21.00	\$1,890.00
304	#6 AWG Bare Electrical Wire	LF	440.00			0.50	
305	Type A Ground Box with Apron	EA	4.00			550.00	
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00			2,450.00	
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00			100.00	
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00			100.00	
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00			150.00	
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00			75.00	
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00	2.00	2.00	1,500.00	\$3,000.00
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00	1.00	1.00	1,700.00	\$1,700.00
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00			830.00	
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00			1,000.00	
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00			1,000.00	
316	Vacuum Formed Backplate, 3 Section	EA	10.00			45.00	
317	Vacuum Formed Backplate, 4 Section	EA	6.00			55.00	
318	3 Section Astro Brac w/ 29" Bands	EA	10.00			100.00	
319	4 Section Astro Brac w/ 29" Bands	EA	6.00			105.00	
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00			800.00	
321	4 CNDR Opticom Cable, Model M138	LF	800.00			1.00	
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00			0.50	
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00			0.60	
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00			2.00	
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00			150.00	
326	Opticom Directional Sensors, Model M511	EA	3.00			550.00	
327	Opticom Discriminator Module, Model M752	EA	1.00			2,500.00	
328	Coaxial Cable, Beldon #8261	LF	1,270.00			0.15	
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00			0.15	
330	19' T Base Pole with 30' Mast Arm	EA	1.00			3,250.00	
331	19' T Base Pole with 35' Mast Arm	EA	1.00			3,400.00	
332	28' T Base Pole with 40' Mast Arm	EA	2.00			4,100.00	
333	Video Camera w/ Mounting Hardware	EA	5.00			1,800.00	
334	Small Roadside Sign Assembly, Type A	EA	15.00			300.00	
335	Relocate Small Roadside Sign Assembly	EA	3.00			115.00	

Approved  
Jim Bowman Construction Company, L.P.

Total Amount Of Work Done	\$344,384.74
Less Retainage	5% \$17,219.24
Other	
Amount Payable on Contract	\$327,165.50
Less Previous Payments	\$173,092.12
Amount Due This Estimate	<b>\$154,073.38</b>

By: \_\_\_\_\_

*Handwritten Signature* 10/14/03

**TOWN OF ADDISON  
PAYMENT AUTHORIZATION MEMO**

DATE: 5/19/03

Claim # \_\_\_\_\_

Check \$ 1,710.50

Vendor No. \_\_\_\_\_

Vendor Name PARSONS TRANSPORTATION GROUP, INC.

Address 15770 N. DALLAS PKWY., SUITE 500

Address L.B.#21

Address DALLAS, TEXAS

Zip Code 75248

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
<u># 01766187</u>	<u>41</u>	<u>000</u>	<u>56570</u>	<u>42303</u>		<u>1,710.50</u>

TOTAL \$ 1,710.50

EXPLANATION

Inwood's Quorum Design

Steve Chutehair  
Authorized Signature

Finance

# PARSONS

To ensure proper processing of your payment, please print the following on your remittance.

Client # 51663 Invoice # 01766187

15770 North Dallas Parkway, Suite 500 • Dallas, Texas 75248 • (972) 991-1900 • Fax: (972) 490-9261 • www.parsons.com

INVOICE

May 2, 2003

CLIENT REF.:  
 INVOICE NO.: 01766187  
 PROJECT NO.: 643314  
 CLIENT NO.: 51663

TO: TOWN OF ADDISON  
 P.O. BOX 9010  
 ADDISON, TX 75001-9010

PLEASE REMIT TO:  
 PARSONS TRANSPORTATION GROUP INC.  
 C/O BANK OF AMERICA  
 LOCKBOX 96922  
 CHICAGO, IL 60693

ATTN: MR. STEVEN CHUTCHIAN, P.E.

-----  
 FOR: SOUTH QUORUM/INWOOD CONNECTION  
 ENGINEERING DESIGN

	CURRENT PERIOD THROUGH 04/25/03	CUMULATIVE-TO-DATE THROUGH 04/25/03
BASIC ENGINEERING FEE \$62,500 PERCENT COMPLETE: 100%	0.00	62,500.00
SIGNAL TIMING PLAN \$3,600 PERCENT COMPLETE: 100%	0.00	3,600.00
SURVEYING/EXPENSE \$23,000 PERCENT COMPLETE: 100%	0.00	23,000.00
GEOTECHNICAL REPORT \$6,000 PERCENT COMPLETE: 100%	0.00	6,000.00
S/A 1-SIGNAL PLAN ADJUSTMENTS \$3,605 PERCENT COMPLETE: 100%	0.00	3,605.00
S/A 2-SURVEYING \$3,600 PERCENT COMPLETE: 100%	0.00	3,600.00
S/A 3-RR CROSSING \$4,585 PERCENT COMPLETE: 100%	0.00	4,585.00
S/A 4-INWOOD/SOUTH QUORUM ACCESS PHASE II \$17,110 PERCENT COMPLETE: 85%	1,710.50	14,543.50

TOTAL THIS INVOICE:

1,710.50

121,433.50

MAXIMUM BILLABLE:

\$124,000.00

TOTAL BILLED ITD:

\$121,433.50

REMAINING TO BILL:

\$2,566.50

*o.k. to  
PAY!  
S2C  
5/19/03*



# PARSONS

---

## PARSONS TRANSPORTATION GROUP INC.

15770 N. Dallas Parkway • Suite 500, LB #21 • Dallas, Texas 75248 USA • 972.991.1900 • 972.490.9261 Fax

May 2, 2003

Mr. Steven Z. Chutchian, P.E.  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

Subject: *Inwood Connection*  
*Invoice No. 01766187*

Dear Steven,

Attached is our invoice number 01766187 for the above referenced project. This invoice covers work performed during the period from February 15, 2003 through April 25, 2003.

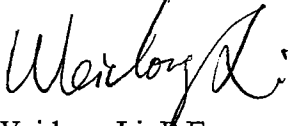
During this period, we have completed the following tasks:

1. Met with the Town staff and addressed additional review comments on the 100% design plans. Incorporated review comments into plans and resubmitted the final plans at the end of April 2003.
2. Incorporated review comments into the bid documents and resubmitted in April 2003.
3. Changed recessed inlets to standard inlets and eliminated three proposed drainage easements. Updated plans and quantities accordingly.

If you have questions or comments on the invoice, please call or email me, so that we can discuss them. Thank you for processing this bill for payment.

Very truly yours,

PARSONS TRANSPORTATION GROUP INC.



Weidong Li, P.E.  
Project Manager



DATE SUBMITTED: February 27, 2004  
FOR COUNCIL MEETING: March 9, 2004

### **Council Agenda Item**

#### **SUMMARY:**

This item is for final payment, in the amount of \$49,654.39, and acceptance of improvements performed by Jim Bowman Construction Company, L.P., for construction of the Inwood/South Quorum Access, Phase II: Inwood Connection Project.

#### **FINANCIAL IMPACT:**

Budgeted Amount: This project is funded from a \$3.6 million bond issue. \$2.225 million has been spent, leaving \$1.375 million to complete this second phase of the project.

Final Cost: \$483,634.75

#### **BACKGROUND:**

Phase I of this project, which connects South Quorum Drive and Landmark Drive with a roadway into the Princeton and Wellington Buildings, was previously completed. Phase II of the project connected South Quorum and Landmark Drives to Inwood Road, and included a crossing of the DGNO Railroad. A contract was awarded to Jim Bowman Construction Company, L.P. for construction of this project. The original contract price for these improvements was \$438,778.10. The final construction cost of these improvements was \$458,634.75, which represents a \$19,856.65 increase from the original contract amount. The higher cost was substantially due to an increase in 10 inch reinforced concrete pavement in Inwood Road, in the amount of \$8,444, 12 inch, Class IV, reinforced concrete pipe, in the amount of \$2,196, and several miscellaneous quantity increases. In addition, this project included a incentive/disincentive provision, whereby, the contractor would be awarded \$1,000 per day for early completion of the project, to a maximum award of \$25,000. The Town acknowledged the successful completion of the construction improvements within the contractual time limit, with the contractor earning a total incentive award of \$25,000. The contractor has submitted his Affidavit of Bills Paid, Consent of Surety Company to Final Payment, and One year Maintenance Bond.

#### **RECOMMENDATION:**

Staff recommends that Council authorize final payment of \$49,654.39 to Jim Bowman Construction Company, L.P., and accept construction of the Inwood/South Quorum Access, Phase II: Inwood Connection Project.

**MONTHLY INVOICE**

**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Project Name: #614 - Inwood / South Quorum Access, Ph II  
 Type of Work: Paving and Drainage  
 Estimate Period: January 3, 2004 to January 31, 2004

Estimate No. 6 & Final  
 Contract Date June 24, 2003  
 Contract Amt. \$438,778.10  
 w/ CO#1 \$451,907.10

Payable To: Jim Bowman Construction Co., L.P.  
 1111 Summit Ave., Suite 1  
 Plano, Texas 75074

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE A - ROADWAY IMPROVEMENTS</b>							
101	Barricading/Signage/Traffic Control	MO	6.00		5.00	1,250.00	\$6,250.00
102	Prepare R.O.W.	STA	8.00		8.00	2,125.00	\$17,000.00
103	Remove Existing Concrete Pvmnt / Drive	SY	1,954.60		1,900.32	10.00	\$19,003.20
104	Railroad Flagman	LS	1.00		1.00	6,250.00	\$6,250.00
105	Unclassified Street Excavation	CY	321.00		321.00	15.00	\$4,815.00
106	Roadway Embankment	CY	227.00		227.00	20.00	\$4,540.00
- 107	Block Sod / Watering / Fertilizer	SY	1,338.00		1,655.00	3.00	\$4,965.00
+ 108	10" - 4000psi R.C. Pavement	SY	2,644.00		2,818.09	48.50	\$136,677.37
109	Design / Restore Irrigation System	LS	1.00		1.00	8,000.00	\$8,000.00
110	Mobilization	LS	1.00		1.00	20,200.00	\$20,200.00
111	6" - 4000psi Integral Concrete Curb	LF	1,517.20		1,539.30	3.00	\$4,617.90
112	4" - 4000psi RC Sidewalk	SY	25.60		22.21	36.00	\$799.56
113	R.C. Wheelchair Ramps	EA	2.00		2.00	400.00	\$800.00
114	6" - 4000psi R.C. Driveway	SY	109.30		90.57	40.00	\$3,622.80
115	Landscape Pavers w/ Concrete Base	SF	473.00		473.00	5.00	\$2,365.00
116	4" Reflective Type II CR	EA	34.00		52.00	2.60	\$135.20
117	4" Non-Reflective White Buttons	EA	102.00		144.00	2.20	\$316.80
118	4" Reflective Type II AA	EA	42.00		62.00	2.60	\$161.20
119	4" Non-Reflective Yellow Buttons	EA	152.00		231.00	2.20	\$508.20
120	6" Reflective Type I C Jiggle Bars	EA	43.00		52.00	11.00	\$572.00
121	24" White Thermo Stop Bar	LF	166.00		147.00	4.50	\$661.50
122	12" White Thermo X Walk	LF	167.00		153.00	2.00	\$306.00
123	Thermo Pav. Arrows	EA	10.00		13.00	75.00	\$975.00
124	4" Temporary Lane Marker	LF	6,320.00		3,458.00	0.80	\$2,766.40
125	6" PVC Irrigation Sleeve	LF	88.00		360.00	7.00	\$2,520.00
126	Remove Existing Jiggle Bars	EA	71.00		75.00	3.00	\$225.00
127	Concrete Railroad Header	CY	7.00		4.58	400.00	\$1,832.00
128	2" HMAC	TON	26.30		37.07	80.00	\$2,965.60
129	Adjust Utility Manhole, Valve Box, etc.	EA	6.00		2.00	420.00	\$840.00
C.O. #1	10" Pavement Between Tracks	LS	1.00		1.00	6,746.00	\$6,746.00
<b>BID SCHEDULE B - STORM WATER IMPROVEMENTS</b>							
201	18-inch Cl. III R.C.P.	LF	707.00		699.00	57.00	\$39,843.00
202	24-inch Cl. III R.C.P.	LF	486.00		494.00	67.00	\$33,098.00
203	Type "M" Manhole	EA	2.00		2.00	3,500.00	\$7,000.00
204	Remove/Replace Existing Pavement	SY	24.90			75.00	
205	5-ft Type "C" Curb Inlet	EA	5.00		5.00	2,250.00	\$11,250.00
206	Trench Safety Design	LS	1.00		1.00	600.00	\$600.00
207	Trench Safety	LF	1,213.00		1,407.00	1.00	\$1,407.00
208	Install, Maintain, Remove Inlet Protection	EA	5.00		5.00	270.00	\$1,350.00
209	Install, Maintain, Remove Rock Filter Dams	LF	50.00		50.00	27.00	\$1,350.00
210	Install, Maintain, Remove Silt Fence	LF	200.00		281.00	3.70	\$1,039.70
211	12-inch Cl. IV R.C.P.	LF	188.00		224.00	61.00	\$13,664.00
212	Pre-Cast Safety End Treatment, Type II, 2-12"	EA	2.00		1.00	1,800.00	\$1,800.00
213	Connect 24" R.C.P. to Existing Curb Inlet	LS	1.00		1.00	600.00	\$600.00
C.O. #1	Outlet Structure at 12" Pipe	LS	1.00		1.00	2,200.00	\$2,200.00
C.O. #2	Lower 8" Waterline	LS	1.00		1.00	4,183.00	\$4,183.00
C.O. #3	Re-Construct RR Damage / Ext. Sidewalk	Cost Plus	1.00	1.00	1.00	1,813.32	\$1,813.32

MONTHLY INVOICE

**JIM BOWMAN CONSTRUCTION COMPANY, L.P.**

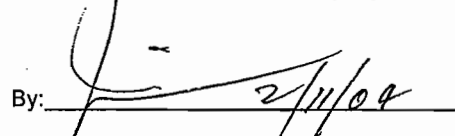

1111 Summit Ave., Suite 1

Plano, Texas 75074

(972) 423-1313

Item	Description	Unit of Measure	Contract Quantity	Work Done This Month	Total Work Done on Contract	Contract Price	Amount
<b>BID SCHEDULE NO. SIGNALIZATION</b>							
301	3" Schedule 40 PVC Trenched	LF	40.00		40.00	5.00	\$200.00
302	4" Schedule 40 PVC Bored	LF	250.00		250.00	15.00	\$3,750.00
303	4" Rigid Metal Conduit Bored	LF	90.00		90.00	21.00	\$1,890.00
304	#6 AWG Bare Electrical Wire	LF	440.00		440.00	0.50	\$220.00
305	Type A Ground Box with Apron	EA	4.00		4.00	550.00	\$2,200.00
306	Traffic Sign (SR3-1), Mast Arm Pole Mount, LED	EA	2.00		2.00	2,450.00	\$4,900.00
307	Traffic Sign (SR3-4), Mast Arm Mount	EA	4.00		7.00	100.00	\$700.00
308	Traffic Sign (SR3-8), Mast Arm Mount	EA	2.00		2.00	100.00	\$200.00
309	Traffic Sign (R3-5) Mast Arm Mount	EA	1.00		1.00	150.00	\$150.00
310	Traffic Sign (R10-12S) Mast Arm Mount	EA	1.00		1.00	75.00	\$75.00
311	Signal Pole Concrete Foundation (Type 30-A)	EA	2.00		2.00	1,500.00	\$3,000.00
312	Signal Pole Concrete Foundation (Type 36-A)	EA	2.00		2.00	1,700.00	\$3,400.00
313	12"-3 Section LED Signal Head (Type V3)	EA	10.00		10.00	830.00	\$8,300.00
314	12"-4 Section LED Signal Head with GreenTurn (V4LT)	EA	3.00		3.00	1,000.00	\$3,000.00
315	12"-4 Section LED Signal w/ Green/Yellow Turn Arrow	EA	3.00		3.00	1,000.00	\$3,000.00
316	Vacuum Formed Backplate, 3 Section	EA	10.00		10.00	45.00	\$450.00
317	Vacuum Formed Backplate, 4 Section	EA	6.00		6.00	55.00	\$330.00
318	3 Section Astro Brac w/ 29" Bands	EA	10.00		10.00	100.00	\$1,000.00
319	4 Section Astro Brac w/ 29" Bands	EA	6.00		6.00	105.00	\$630.00
320	Pedestrian LED Signal Head w/ Countdown Timer	EA	2.00		2.00	800.00	\$1,600.00
321	4 CNDR Opticom Cable, Model M138	LF	800.00		800.00	1.00	\$800.00
322	5 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	560.00		560.00	0.50	\$280.00
323	7 CNDR Signal Cable (#16 AWG)(IMSA 20-1)	LF	265.00		265.00	0.60	\$159.00
324	16 CNDR Signal Cable (#12 AWG)(IMSA 20-1)	LF	970.00		970.00	2.00	\$1,940.00
325	Pedestrian Push Button & R10-4B Sign Assembly	EA	2.00		2.00	150.00	\$300.00
326	Opticom Directional Sensors, Model M511	EA	3.00		3.00	550.00	\$1,650.00
327	Opticom Discriminator Module, Model M752	EA	1.00		1.00	2,500.00	\$2,500.00
328	Coaxial Cable, Beldon #8261	LF	1,270.00		1,270.00	0.15	\$190.50
329	3 Conductor Signal Cable (#14 AWG)(IMSA 20-1)	LF	1,270.00		1,270.00	0.15	\$190.50
330	19' T Base Pole with 30' Mast Arm	EA	1.00		1.00	3,250.00	\$3,250.00
331	19' T Base Pole with 35' Mast Arm	EA	1.00		1.00	3,400.00	\$3,400.00
332	28' T Base Pole with 40' Mast Arm	EA	2.00		2.00	4,100.00	\$8,200.00
333	Video Camera w/ Mounting Hardware	EA	5.00		5.00	1,800.00	\$9,000.00
334	Small Roadside Sign Assembly, Type A	EA	15.00		16.00	300.00	\$4,800.00
335	Relocate Small Roadside Sign Assembly	EA	3.00		3.00	115.00	\$345.00

Approved  
Jim Bowman Construction Company, L.P.

By:  2/11/04  
 2/13/04

Total Amount Of Work Done		\$458,634.75
Less Retainage	0%	\$0.00
Other - Completion Bonus		\$25,000.00
Amount Payable on Contract		\$458,634.75
Less Previous Payments		\$433,980.36
Amount Due This Estimate		\$49,654.39

DATE SUBMITTED: June 13, 2003  
FOR COUNCIL MEETING: June 24, 2003

OK as  
noted

**Council Agenda Item:**

**SUMMARY:**

This item is for the award of a contract to Jim Bowman Construction Co., L.P., in the amount of \$438,778.10, for construction of the Inwood/South Quorum Access, Phase II: Inwood Connection Project.

**FINANCIAL IMPACT:**

Budgeted Amount: This project is funded from a \$3.6 million bond issue. \$2.225 million has been spent to date, leaving \$1.375 to complete Phase II of the project.

Construction Cost: \$438,778.10

**BACKGROUND:**

Phase I of this project, which connects South Quorum Drive and Landmark drive with a roadway into the Princeton and Wellington Buildings, was previously completed. Phase II of the project will connect South Quorum and Landmark Drives to Inwood Road, and includes a crossing of the DGNO Railroad. The firm of Parsons Transportation Group, Inc. prepared engineering plans and specifications for construction of these improvements.

Attached is a bid tabulation for this project. The bid proposal ~~in the specifications~~ for construction was structured to provide an incentive/disincentive method of bidding the improvements. Specifically, each bid submitted was required to consist of two parts whereby:

- a. The Contractor submits a standard bid (A), which is the summation of the products of the estimated quantities shown in the proposal, multiplied by their bid unit prices.
- b. In addition, the Contractor submits a time bid (B), which is the product of the number of calendar days required to construct the project, determined by the Contractor, and the Daily Value established by the Town. The Daily Value was established in the contract at \$1,000. The number of calendar days is intended to include inclement weather, holidays, etc.



The lowest bid (Total) for award of the contract was determined as the lowest sum of the standard bid (A) plus time bid (B). The contract establishes the actual contract amount for payment to the successful contractor to be the value indicated in the standard bid (A). Also included in the bidding process was a provision whereby the Contractor is awarded an incentive payment if construction is completed prior to the number of calendar days he submitted. The total amount of the incentive is the product of the Daily Value (\$1,000) and number of days the Contractor completes the project prior to the established contract time. Accordingly, the contract provides for a disincentive amount to be established based on the product of the Daily Value (\$1,000) and amount of time that the Contractor exceeds the established contract time. The total incentive payment cannot exceed \$25,000. However, there is no limit to the amount of disincentive reduction (same as liquidated damages) from the Contractor's final payment that the Town will impose for going over the contract time limit.

Jim Bowman Construction Co, L.P. submitted the lowest Total bid (A + B), in the amount of \$578,778.10 and 140 calendar days. The actual amount of the standard bid (A) recommended for award is \$438,778.10. This amount is within the engineering estimate of \$450,000. In addition, the Engineer estimated that it would take approximately 150 calendar days to complete a project of this magnitude and complexity. The number of calendar days submitted by Jim Bowman Construction Co. L.P. (140 calendar days) represents a potential reduction of total construction time by approximately 10 days. ~~The contractor was subjected to an extensive reference check by the Engineer and staff, and was found to have successfully completed construction of several related improvements in other municipalities in the area.~~

**RECOMMENDATION:**

Staff recommends that Council authorize the City Manager to enter into a contract with Jim Bowman Construction Co., L.P., in the amount of \$438,778.10, for the Inwood/South Quorum Access, Phase II: Inwood Connection Project.

*is well known <sup>and</sup> has completed many successful projects for the Town ~~and~~*

**Inwood/South Quorum Access phase II: Inwood Connection  
 BID NO 03-20**

**DUE: June 10, 2003**

**2:30 PM**

<b>BIDDER</b>	<b>SIGNED</b>	<b>Bid Bond</b>	<b>a1</b>	<b>(A) Standard Bid</b>	<b>calendar days</b>	<b>(B) calendar Days x 1000</b>	<b>Total (A+B)</b>
Rebcon	y	y	y	\$477,482.40	120	\$120,000.00	\$597,482.40
Tiseo	y	y	y	\$474,224.80	120	\$120,000.00	\$594,224.80
Jim Bowman	y	y	y	\$438,778.10	140	\$140,000.00	\$578,778.10
Gibson and Associates	y	y	y	\$510,207.69	100	\$100,000.00	\$610,207.69
Ed A Wilson	y	y	y	\$493,868.85	180	\$180,000.00	\$673,868.85

*Minok Suh*

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Minok Suh, Purchasing Coordinator

*Corey Gayden*

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Corey Gayden, Witness

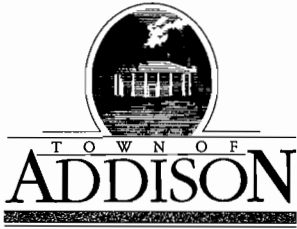
BEAT THOMPSON CITY OF COPPER  
OLDEN CO - BREEDING REFERENCE  
972-884-6127  
2003

~~TRACY~~  
~~972-884-6127~~  
~~2003~~

\$103,858.70 - CROSSING COST  
AT INWOOD RD.

CP  
BS  
MTA  
PROPOSAL  
W

OK WAY OUT  
TO MEET TRACY  
TAYLOR!



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

*Addison 50!*

**50 YEARS OF FUN!**  
(972) 450-2871 FAX (972)450-2837  
16801 Westgrove

November 6, 2003

Jim Bowman  
General Manager  
Jim Bowman Construction Company, L.P.  
1111 Summit Ave., Suite 1  
Plano, Texas 75074

Re: Inwood/South Quorum Access, Phase II

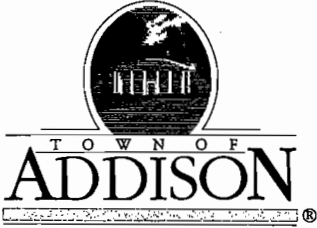
Dear Mr. Bowman:

Referencing the letter dated October 1, time charges on Inwood/South Quorum Access were restarted Thursday, October 30, 2003. Both MCI and SBC completed their utility work on this date. As was stated in the previous letter, 48 calendar days had already expired on the contract. Friday, October 31, will be counted as the 49<sup>th</sup> calendar day. There will be 131 Calendar days remaining from this date to complete the project.

Should you have any questions, please let me know.

Sincerely,

Luke Jalbert  
Project Manager



**PUBLIC WORKS DEPARTMENT**  
Post Office Box 9010 Addison, Texas 75001-9010

*Addison 50!*

**50 YEARS OF FUN!**  
(972) 450-2871 FAX (972)450-2837  
16801 Westgrove

October 1, 2003

Jim Bowman  
General Manager  
Jim Bowman Construction Company, L.P.  
1111 Summit Ave., Suite 1  
Plano, Texas 75074

Re: Inwood/South Quorum Access, Phase II

Dear Mr. Bowman:

In accordance with your recent correspondence, dated September 24, 2003, the Town of Addison acknowledges your request for a suspension of time on the Inwood/South Quorum Access, Phase II project. This action is specifically the result of construction conflicts associated with the necessary relocation of existing fiber optic and telephone cables that were actually found in a position different from the utility marked location. This suspension is effective September 24, 2003, with forty eight (48) calendar days expired on the contract. Upon completion of the utility relocation, both parties will concur on the re-start date of the project construction and contract time will resume.

As stated in Section 30 of the Special Provisions: Award and Execution of the Contract, all costs and project impacts incurred by the Contractor associated with any work stoppage shall be the sole responsibility of the Contractor in every instance. As a result, any costs associated with this suspension of work shall be borne by the Contractor, and will not be reimbursed by the Town of Addison.

Should you have any questions regarding this matter, please let me know.

Sincerely,

Steven Z. Chutchian, P.E.  
Assistant City Engineer

# JIM BOWMAN CONSTRUCTION COMPANY, L.P.

1111 Summit Ave., Suite I

Plano, Texas 75074

(972) 423-1313

September 24, 2003

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

Attn: Mr. Luke Jalbert, Project Manager

Re: Inwood / South Quorum Access, Phase II – Utility Conflict

Dear Mr. Jalbert:

We respectfully suspension of time on the above referenced project effective this date, due to the following utility conflicts discovered this afternoon on the west side of Inwood Road.

We found an unmarked fiber optic cable approximately 4-feet deep, running the length of the project, which is up ion the proposed inlet boxes. The conduit was hit and pulled, but the cables themselves appear to be intact.

We also found a telephone line approximately two feet deep that is within our proposed pavement location. There is no way we can excavate our work area and construct the pavement without numerous damages to the line.

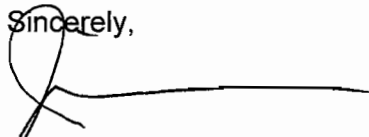
Dig Tess was notified of the conflicts, and damage, immediately this afternoon, but that is all we can do to correct the problems.

We are available to confer with you and the respective utility companies concerning remedies to the conflicts.

The project needs to remain barricaded in our opinion. If you concur, please let me know. The costs associated with this shut-down will be passed on to the Town.

Please call if you need our assistance.

Sincerely,



Jim Bowman  
General Manager  
vh

# PALM INC.

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Plant and Landscape Services  
Design / Construction / Installation  
Page 1 of 1

November 12, 2003

Attn: Ron Lee  
Town of Addison  
Parks Department  
P.O. Box 9010  
Addison, TX 75001

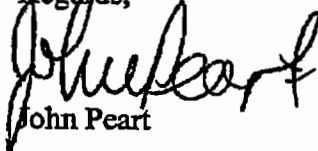
Phone- (972) 450-2863  
Fax- (972) 450-2834

## 1. Inwood Road East-Side

Restore 750' of Windsor Stone Border. To original specification.  
This includes Sand Cement Base, 2 Stone high border with lower stone half buried,  
use existing stone and re-level where necessary, purchase and install new stones  
where needed. (It is understood that Town of Addison have 4 pallets of stone  
available for this project.) Add approximately 350 1 Gallon Big Blue Liriope, 100 1  
Gallon Variegated Liriope and 1 Pallet of Bermuda Sod to fill in areas as needed.

**Total \$7,308**

Regards,



John Peart



May 12, 2003

Mr. Steve Chutchian  
Town Of Addison  
16801 Westgrove Drive  
Addison, TX 75001

Subject: Inwood/South Quorum Access  
Phase II, Inwood Connection

Dear Mr. Chutchian:

The plans for the subject project have been reviewed and are acceptable to the City of Farmers Branch with one exception. On page 13, the note relative to the connection of the proposed 24" diameter storm sewer to the existing inlet in Farmers Branch is incorrect. It should read, "...smooth and tight connection acceptable to the City of Farmers Branch..." Please make the one correction before bidding and when appropriate let us know when the aforementioned connection is to be made so Farmers Branch staff can inspect.

Good luck on your project and call me if you have any questions.

Sincerely,

Jerome V. Murawski, Jr., P.E.  
City Engineer

cc: Mark Pavageaux, Public Works Director



TUESDAY MORNING

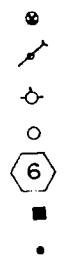
~~MARK JARVIS~~

→ 972-934-7251

RICHARD NASH

ROBERT L. ARRY      Mc CALLIN, ATTORNEY

3rd. Floor

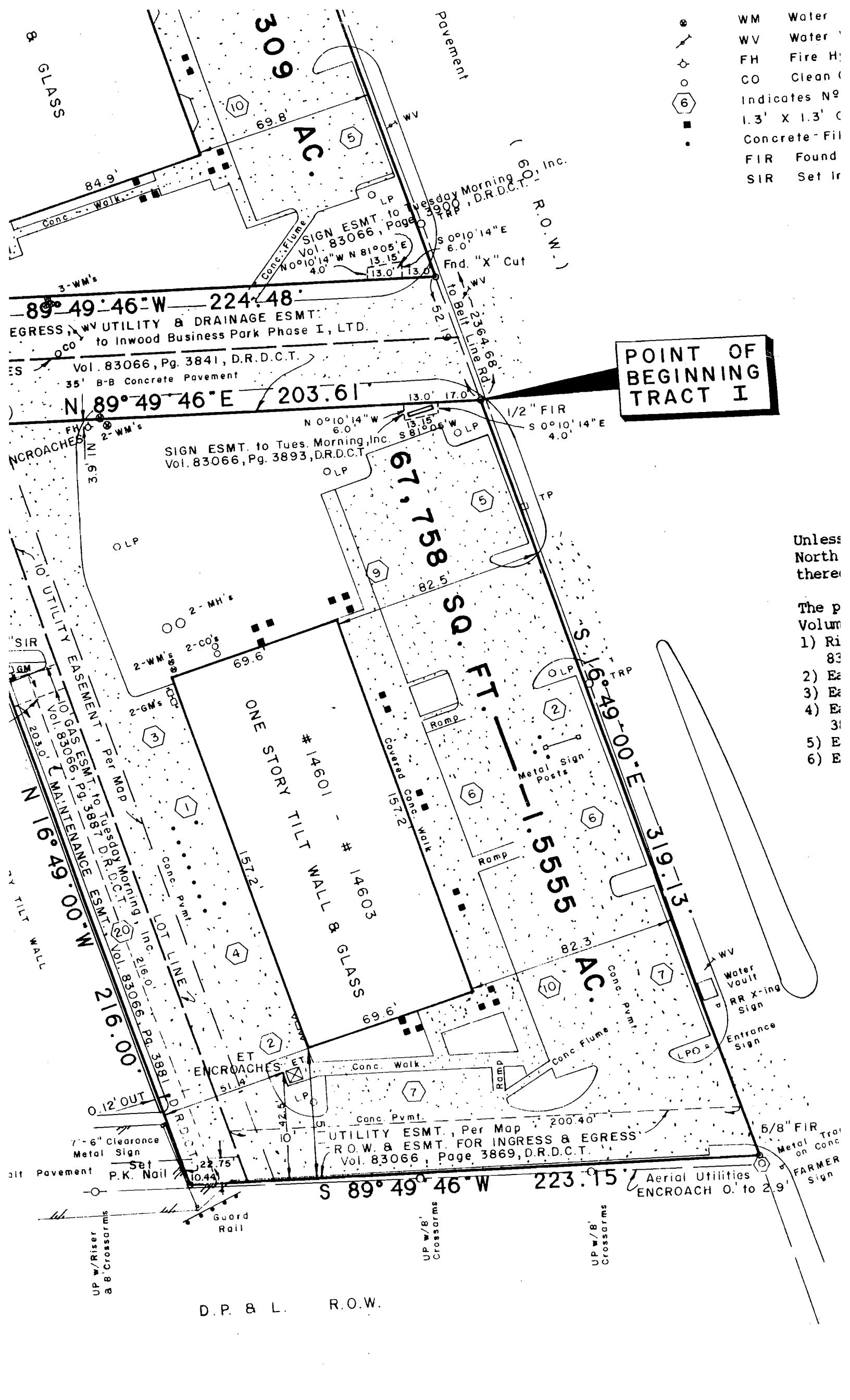


WM Water  
 WV Water  
 FH Fire Hydrant  
 CO Clean  
 Indicates No. 1.3' X 1.3' Concrete-Fill  
 FIR Found  
 SIR Set Iron

**POINT OF BEGINNING TRACT I**

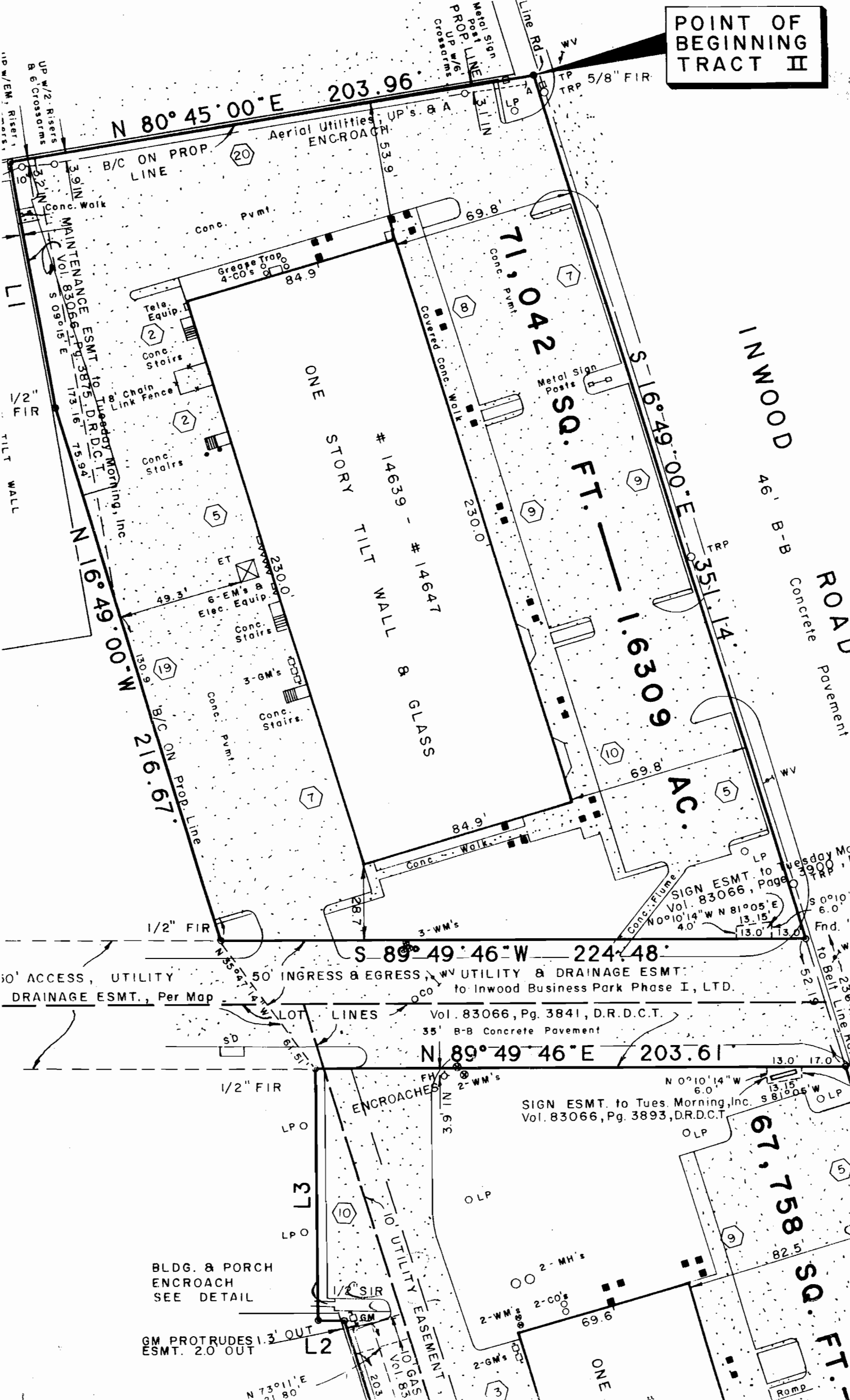
Unless North there

- The p  
 Volum  
 1) Ri  
 83  
 2) Ea  
 3) Ex  
 4) E  
 31  
 5) E  
 6) E



D.P. & L. R.O.W.

POINT OF BEGINNING TRACT II



N 80° 45' 00" E 203.96

71,042 SQ. FT. — 1.6309 AC.

INWOOD ROAD Pavement

MAINTENANCE ESMT. to Tuesday Morning, Inc. Vol. 83066, Pg. 3875, D.R.D.C.T.

50' ACCESS, UTILITY DRAINAGE ESMT., Per Map

Vol. 83066, Pg. 3841, D.R.D.C.T.

N 89° 49' 46" E 203.61

SIGN ESMT. to Tues. Morning, Inc. Vol. 83066, Pg. 3893, D.R.D.C.T.

67,758 SQ. FT.

BLDG. & PORCH ENCROACH SEE DETAIL

GM PROTRUDES 1.3' OUT ESMT. 2.0' OUT

N 73° 01' 11" E 21.80