

KELLER SPRINGS TUNNEL -
DESCRIPTIONS

**FIELD NOTE DESCRIPTION
SUB SURFACE AREA
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 3**

Being 195,683 square feet or 4.492 acres out of a called 365.34 acre tract as conveyed to the City of Addison, by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particular described as follows: (Bearings based on USC&GS Station "ARP 1966", with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon", with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83)

BEGINNING, at a set 5/8" iron rod on the Easterly line of Dooley Road (width varies), said iron rod being S56°37'15"E, a distance of 64.79 feet from the Northerly cut-back corner at the northeast corner of the intersection of said Dooley Road with Keller Springs Road (50 feet wide);

THENCE, N00°43'52"W, departing the Easterly line of said Dooley Road, a distance of 18.61 feet to a point for corner;

THENCE, N89°16'08"E, a distance of 174.25 feet to a point for corner at the beginning of a tangent curve to the right, said curve having a radius of 1763.00 feet;

THENCE, continuing along said curve to the right, having a central angle of 05°47'20", a chord bearing of S87°50'12"E, a chord distance of 178.05 feet, and an arc distance of 178.13 feet to a point of tangency;

THENCE, S84°56'32"E, a distance of 1,301.25 feet to a point for corner;

THENCE, S05°03'28"W, a distance of 126.00 feet to a point for corner;

THENCE, N84°56'32" W, a distance of 1,301.25 feet to a point for corner at the beginning of a tangent curve to the left having a radius of 1,637.00 feet;

THENCE, continuing along said curve to the left, having a central angle of 05°47'20", a chord bearing of N87°50'12"W, a chord distance of 165.33 feet, and an arc distance of 165.40 feet to the point of tangency;

THENCE, S89°16'08"W, a distance of 48.34 feet to a point for corner on the Easterly line of Dooley Road;

THENCE, N00°12'22"W, continuing along said Easterly line 92.32 feet to a corner on the Northerly line of Dooley Road;

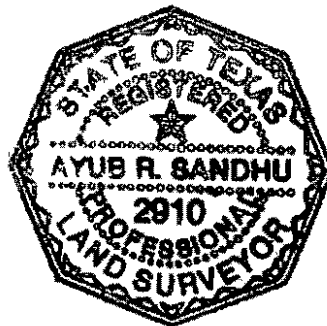
THENCE, S89°42'54"W, continuing along said Northerly line of Dooley Road, a distance of 105.72 feet to a point for corner;

THENCE, N56°37'15"W, continuing along the Northerly line of Dooley Road, a distance of 25.41 feet to the POINT OF BEGINNING, and containing 195,683 square feet or 4.492 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 9/10/96



Approval:
Texas Turnpike Authority _____

**FIELD NOTE DESCRIPTION
SURFACE RIGHT-OF WAY EASEMENT
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 4**

Being 127,111 square feet or 2.918 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows: (Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83);

COMMENCING at a found 5/8 inch iron rod at an eastern corner of said called 365.34 acre tract and on the Westerly line of Addison Road (width varies), said corner lying on the apparent North line of said E. Cook Survey, same being the apparent South line of the said Wm. Lomax Survey as called for in the said City of Addison deed, said corner also being at the beginning of a curve to the left, said curve having a radius of 746.30 feet, having a central angle of 00°07'43", a chord bearing of S24°44'05"E, a chord distance of 1.67 feet;

THENCE, along said curve to the left and said Westerly line of Addison Road, an arc distance of 1.67 feet to a set 5/8 inch iron rod, a point for corner, said corner being the **POINT OF BEGINNING**;

THENCE, continuing along said curve to the left and said Westerly line of Addison Road, in a Southerly direction, an arc distance of 22.90 feet to a set 5/8" iron rod, the point of tangency;

THENCE, S26°33'25"E, continuing along the Westerly line of said Addison Road, a distance of 34.05 feet to a set x-cut in concrete, a point for corner at the beginning of a tangent curve to the right having a radius of 686.30 feet;

THENCE, continuing along the Westerly line of said Addison Road, along said curve to the right having a central angle of 03°37'28", a chord bearing of S24°44'41"E, a chord distance of 43.41 feet, and an arc distance of 43.41 feet to a set 5/8" iron rod, a point for corner;

THENCE, S69°09'04"W, departing the Westerly line of said Addison Road, a distance of 108.70 feet to a found x-cut in concrete, a point for corner;

THENCE, S63°42'00"W, 87.24 feet to a set x-cut in concrete, a point for corner at the beginning of a non-tangent curve to the right, said curve having a radius of 610.17 feet;

THENCE, along said curve to the right, having a central angle of 03°02'43", a chord bearing of S78°51'24"W, a chord distance of 32.43 feet, and an arc distance of 32.43 feet to a set x-cut in concrete, a point for corner;

THENCE, S09°37'15"E, a distance of 4.50 to set x-cut in concrete, a point for corner at the beginning of a non-tangent curve to the right, said curve having a radius of 614.67 feet;

THENCE, continuing along said curve to the right, having a central angle 14°40'43", a chord bearing of

S87°43'07"W, a chord distance of 157.04 feet, and an arc distance of 157.47 feet to a set x-cut in concrete, at the point of tangency;

THENCE, N84°56'32"W, a distance of 60.20 feet to a set 5/8" iron rod, a point for corner;

THENCE, N05°03'28"E, a distance of 10.00 feet to a set 5/8" iron rod, a point for corner;

THENCE, N84°56'32"W, a distance of 126.00 feet to a set x-cut on concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 11.00 feet, to a set x-cut on concrete, a point for corner;

THENCE, N84°56'32"W, a distance of 274.00 feet to a set x-cut on concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 8.00 feet to a set x-cut on concrete, a point for corner;

THENCE, N84°56'32"W, a distance of 177.73 feet to a set x-cut in concrete, a point for corner;

THENCE, N05°03'28"E, a distance of 156.00 feet to a set x-cut in concrete, a point for corner;

THENCE, S84°56'32"E, a distance of 177.73 feet to set x-cut in concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 8.00 feet to set x-cut in concrete, a point for corner;

THENCE, S84°56'32"E, a distance of 274.00 feet to a set x-cut in concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 11.00 feet to a set x-cut in concrete, a point for corner;

THENCE, S84°56'32"E, a distance of 186.20 feet to a set x-cut in concrete, a point at the beginning of a tangent curve to the left having a radius of 486.67 feet;

THENCE, along said curve to the left, having a central angle of 02°42'31", a chord that bears S86°17'48"E, 23.01 feet, and an arc distance of 23.01 feet, to a set x-cut in concrete, a point for corner;

THENCE, S02°20'56"W, a distance of 4.50 feet to a set x-cut in concrete, a point for corner, the beginning of a non-tangent curve to the left having a radius of 491.17 feet;

THENCE, along said curve to the left, having a central angle of 14°04'12", a chord that bears N85°18'50"E, a chord distance of 120.31, and an arc length of 120.62 feet to a set x-cut in concrete, a point for corner;

THENCE, S11°43'16"E, a distance of 4.50 feet, to a set x-cut in concrete, a point for corner;

THENCE, N86°11'56"E, a distance of 54.34 feet, to a set 5/8 inch iron rod, a point for corner;

THENCE, N68°46'01"E, a distance of 124.95 feet, to a set 5/8 inch iron rod, a point for corner;

THENCE, N20°42'56"W, a distance of 8.82 feet, to a set 5/8 inch iron rod, a point for corner;

THENCE, N69°09'04"E, a distance of 2.15 feet to the POINT OF BEGINNING, and containing 127,111

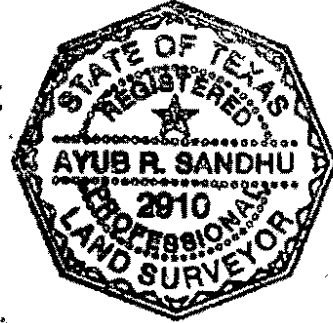
square feet or 2.918 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu

Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 11/5/96



Approval:
Texas Turnpike Authority _____

FIELD NOTE DESCRIPTION
PERMANENT SURFACE EASEMENT PSE-1
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 5

Being 2,211 square feet or 0.051 acres out of a called 365.34 acre tract as conveyed to the City of Addison, by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particular described as follows: (Bearings based on USC&GS Station "ARP 1966", with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon", with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83)

COMMENCING, at a set 5/8" iron rod on the Easterly line of Dooley Road (width varies), at the north corner of a corner-clip, at the northeast intersection of said Dooley Road and Keller Springs Road (50 feet wide);

THENCE, S56°37'15"E, along the Easterly line of said Dooley Road, 40.96 feet to a point for corner;

THENCE, S89°16'08"E, departing the Easterly line of said Dooley Road, a distance of 19.73 feet to the **POINT OF BEGINNING**;

THENCE, N00°43'52"W, a distance of 5.25 feet to a point for corner;

THENCE, N89°16'08"E, a distance of 174.25 feet to a point for corner;

THENCE, S00°43'52"E, a distance of 13.00 feet to a point for corner;

THENCE, S89°16'08"W, a distance of 167.25 feet to a point for corner;

THENCE, N00°43'52"W, a distance of 7.75 feet to a point for corner;

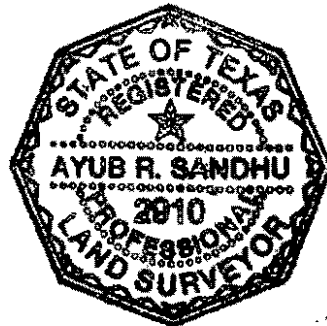
THENCE, S89°16'08"W, a distance of 7.00 feet to the **POINT OF BEGINNING**, containing 2,211 square feet, or 0.051 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 9/10/96

Approval:
Texas Turnpike Authority _____



**FIELD NOTE DESCRIPTION
PERMANENT SURFACE EASEMENT PSE-2
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 5**

Being 628 square feet or 0.014 acres out of a called 365.34 acre tract as conveyed to the City of Addison, by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particular described as follows: (Bearings based on USC&GS Station "ARP 1966", with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon", with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83)

COMMENCING, at the Southerly cut-back corner at the northeast corner of the intersection of Dooley Road (width varies) with Keller Springs Road (50 feet wide);

THENCE, Easterly and Southerly along the Easterly ROW line of said Dooley Road as follows:

N89°42'54"E, a distance of 105.72 feet to a point;

S00°12'22"E, a distance of 79.31 feet to the **POINT OF BEGINNING** of the tract herein described:

THENCE, N89°16'08"E, leaving said Easterly ROW line of Dooley Road, 48.22 feet to a point for corner;

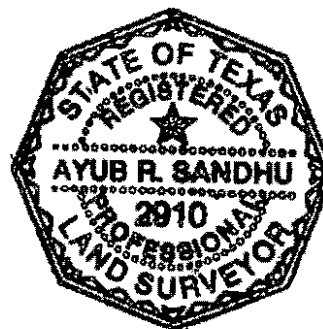
THENCE, S00°43'52"E, a distance of 13.00 feet to a point for corner;

THENCE, S89°16'08"W, a distance of 48.34 feet to a point for corner on said Easterly ROW line of Dooley Road;

THENCE, N00°12'22"W, a distance of 13.00 feet, along said Easterly ROW line of Dooley Road, to the **POINT OF BEGINNING**, and containing 628 square feet, or 0.014 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu DATE: 9/10/96
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910



Approval:
Texas Turnpike Authority _____

**FIELD NOTE DESCRIPTION
TEMPORARY EASEMENT
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 6**

Being 16,516 square feet or 0.379 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows: (Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83)

BEGINNING, at a set 5/8" iron rod on the Easterly line of Dooley Road (width varies), at the north corner of a corner-clip, at the northeast intersection of said Dooley Road and Keller Springs Road (50 feet wide);

THENCE, N00°21'59"W, along said Easterly line of Dooley Road, 242.40 feet to a set 5/8 inch iron rod, a point for corner at the beginning of a non-tangent curve to the left having a radius of 247.63 feet;

THENCE, leaving said Easterly line of Dooley Road, along said curve to the left having a central angle of 48°02'24", a chord bearing of S24°23'11"E, a chord distance of 201.60 feet, and an arc distance of 207.63 feet to a set 5/8 inch iron rod, a point for corner at the beginning of a tangent curve to the right having a radius of 309.17 feet;

THENCE, along said curve to the right having a central angle of 24°55'01", a chord bearing of S35°56'52"E, a chord distance of 133.39 feet, and an arc distance of 134.45 feet to a set 5/8 inch iron rod, a point for corner on said Easterly line of Dooley Road;

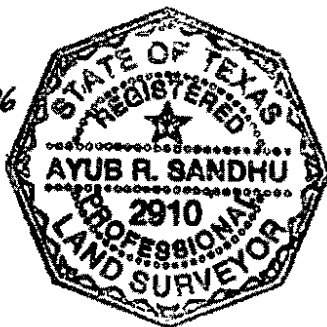
THENCE, along said Easterly line of Dooley Road, S89°42'54"W, a distance of 84.68 feet to a set 5/8 inch iron rod, a point for corner;

THENCE, continuing along said Easterly line of Dooley Road, N56°37'15"W, a distance of 90.20 feet to the **POINT OF BEGINNING**, and containing 16,516 square feet or 0.379 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 11 / 7 / 196



Approval:
Texas Turnpike Authority _____

FIELD NOTE DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT NO. 1
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 8

Being 68,911 square feet or 1.582 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows:(Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD 83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD 83)

COMMENCING at a 5/8" iron rod found in the south line of the Wm. Lomax Survey, said point being in the westerly right-of-way (ROW) line of Addison Road and being at the beginning of a curve to the left having a radius of 746.30 feet;

THENCE along the westerly ROW line of Addison Road as follows:

Southerly along said curve to the left, a central angle of $01^{\circ}53'11''$, a chord bearing of $S 25^{\circ}36'50'' E$, a chord distance of 24.57 feet, and an arc distance of 24.57 feet to the point of tangency;

$S 26^{\circ}33'25'' E$, a distance of 34.05 feet to the beginning of a curve to the right having a radius of 686.30 feet;

Southerly along said curve to the right having a central angle of $03^{\circ}37'28''$, a chord bearing of $S 24^{\circ}44'41'' E$, a chord distance of 43.41 feet, and an arc distance of 43.41 feet to a point in the proposed southerly ROW line of Keller Springs Road;

THENCE along the southerly ROW line of Keller Springs Road as follows:

$S 69^{\circ}09'04'' W$, a distance of 108.70 feet;

$S 63^{\circ}42'00'' W$, a distance of 87.24 feet to the beginning of a non-tangent curve to the right having a radius of 610.17 feet;

Southwesterly along said curve to the right having a central angle of $03^{\circ}02'43''$, a chord bearing of $S 78^{\circ}51'24'' W$, a chord distance of 32.43 feet, and an arc distance of 32.43 feet to a point;

$S 09^{\circ}37'15'' E$, a distance of 4.50 feet to the beginning of a non-tangent curve to the right having a radius of 614.67 feet;

Westerly along said curve to the right having a central angle of $14^{\circ}40'43''$, a chord bearing of $S 87^{\circ}43'07'' W$, a chord distance of 157.04 feet, and an arc distance of 157.47 feet to the point of tangency;

$N 84^{\circ}56'32'' W$, a distance of 33.51 feet to the **POINT OF BEGINNING** of the tract herein described described:

THENCE $S 69^{\circ}01'00'' W$, a distance of 531.48 feet to a point for a corner;

THENCE $N 21^{\circ}29'55'' W$, a distance of 244.08 feet to a point for a corner;

THENCE $N 84^{\circ}56'32'' W$, a distance of 17.77 feet to a point for a corner;

THENCE $N 05^{\circ}03'28'' E$, a distance of 6.00 feet to a point in the proposed southerly ROW line of Keller Springs Road;

THENCE along the southerly ROW line of Keller Springs Road as follows:

S 84°56'32" E, a distance of 177.73 feet to a point for a corner;

N 05°03'28" E, a distance of 8.00 feet to a point for a corner;

S 84°56'32" E, a distance of 274.00 feet to a point for a corner;

N 05°03'28" E, a distance of 11.00 feet to a point for a corner;

S 84°56'32" E, a distance of 126.00 feet to a point for a corner;

S 05°03'28" W, a distance of 10.00 feet to a point for a corner;

S 84°56'32"E, a distance of 26.69 feet to the **POINT OF BEGINNING**, containing 68,911 square feet, or 1.582 acres of land, more or less.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 7/10/96



Approval:
Texas Turnpike Authority _____

**FIELD NOTE DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT NO. 2
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 8**

Being 3,400 square feet or 0.078 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows:(Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD 83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD 83)

COMMENCING at a 5/8" iron rod found in the south line of the Wm. Lomax Survey, said point being in the westerly right-of-way (ROW) line of Addison Road and being at the beginning of a curve to the left having a radius of 746.30 feet;

THENCE, Southerly, along said ROW line and along said curve to the left having a central angle of 00°07'43", a chord bearing of S 24°44'05" E, a chord distance of 1.67 feet, and an arc distance of 1.67 feet to a point in the proposed northerly ROW line of Keller Springs Road;

THENCE, Southwesterly and Westerly along said northerly ROW line of Keller Springs Road as follows:

S 69°09'04" W, a distance of 2.15 feet to a point;

S 20°42'56" E, a distance of 8.82 feet to a point;

S 68°46'01" W, a distance of 124.95 feet to a point;

S 86°11'56" W, a distance of 46.07 feet to the **POINT OF BEGINNING** of the tract herein described:

THENCE, continuing along said proposed northerly ROW line of Keeler Springs Road as follows:

S 86°11'56" W, a distance of 8.27 feet to a point for corner;

N 11°43'16" W, a distance of 4.50 feet to a point for corner at the beginning of a curve to the right having a radius of 491.17 feet;

Westerly, along said curve to the right having a central angle of 14°04'12", a chord bearing S 85°18'50" W, a chord distance of 120.31 feet, and an arc distance of 120.62 feet to a point for a corner;

N 02°20'56" E, a distance of 4.50 feet to a point at the beginning of a curve to the right having a radius of 486.67 feet;

Westerly, along said curve to the right having a central angle of $02^{\circ}42'31''$, a chord bearing of $N 86^{\circ}17'48'' W$, a chord distance of 23.01 feet, and an arc distance of 23.01 feet to the point of tangency;

$N 84^{\circ}56'32'' W$, a distance of 186.20 feet to a point for a corner;

THENCE, departing said proposed ROW line, $N 05^{\circ}03'28'' E$, a distance of 10.00 feet to a point for a corner;

THENCE, $S 84^{\circ}56'32'' E$, a distance of 186.20 feet to the beginning of a tangent curve to the left having a radius of 476.67 feet;

THENCE, Easterly, along said curve to the left having a central angle of $02^{\circ}42'31''$, a chord bearing of $S 86^{\circ}17'48'' E$, a chord distance of 22.54 feet, and an arc distance of 22.54 feet to a point for a corner;

THENCE, $S 02^{\circ}20'56'' W$, a distance of 4.50 feet to a point for a corner, said point being at the beginning of a curve to the left having a radius of 481.17 feet;

THENCE, Easterly, along said curve to the left having a central angle of $15^{\circ}00'54''$, a chord bearing $N 84^{\circ}50'29'' E$, a chord distance of 125.74 feet, and an arc distance of 126.10 feet to a point for a corner;

THENCE, $S 12^{\circ}39'58'' E$, a distance of 15.71 feet to the POINT OF BEGINNING, containing 3,405 square feet, or 0.078 acres of land, more or less.

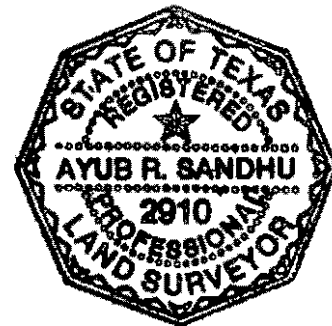
This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu

Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 9/10/96

Approval:
Texas Turnpike Authority _____



FIELD NOTE DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT NO. 3
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 8

Being 4,902 square feet or 0.113 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows:(Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD 83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD 83)

COMMENCING at a 5/8" iron rod found in the south line of the Wm. Lomax Survey, said point being in the westerly right-of-way (ROW) line of Addison Road and being at the beginning of a curve to the left having a radius of 746.30 feet;

THENCE, Southerly, along said ROW line and along said curve to the left having a central angle of $00^{\circ}07'43''$, a chord bearing of $S 24^{\circ}44'05'' E$, a chord distance of 1.67 feet, and an arc distance of 1.67 feet to a point in the proposed northerly ROW line of Keller Springs Road;

THENCE, Southwesterly and Westerly along said northerly ROW line of Keller Springs Road as follows:

S $69^{\circ}09'04'' W$, a distance of 2.15 feet to a point;

S $20^{\circ}42'56'' E$, a distance of 8.82 feet to a point;

S $68^{\circ}46'01'' W$, a distance of 124.95 feet to a point;

S $86^{\circ}11'56'' W$, a distance of 54.34 feet to a point;

N $11^{\circ}43'16'' W$, a distance of 4.50 feet to a point at the beginning of a curve to the right having a radius of 491.17 feet;

Westerly, along said curve to the right having a central angle of $14^{\circ}04'12''$, a chord bearing $S 85^{\circ}18'50'' W$, a chord distance of 120.31 feet, and an arc distance of 120.62 feet to a point for a corner;

N $02^{\circ}20'56'' E$, a distance of 4.50 feet to a point at the beginning of a curve to the right having a radius of 486.67 feet;

Westerly, along said curve to the right having a central angle of $02^{\circ}42'31''$, a chord bearing of $N 86^{\circ}17'48'' W$, a chord distance of 23.01 feet, and an arc distance of 23.01 feet to the point of tangency;

N $84^{\circ}56'32'' W$, a distance of 186.20 feet to a point for a corner;

N 05°03'28" E, a distance of 11.00 feet to the POINT OF BEGINNING of the tract herein described:

THENCE along the proposed northerly ROW line of Keller Springs Road as follows:

N 84°56'32" W, a distance of 274.00 feet to a point for a corner;

N 05°03'28" E, a distance of 8.00 feet to a point for a corner;

N 84°56'32" W, a distance of 177.73 feet to a point for corner;

N 05°03'28" E, a distance of 6.00 feet to a point for a corner;

THENCE, S 84°56'32" E, departing said ROW line, a distance of 451.73 feet to a point for corner;

THENCE, S 05°03'28" W, a distance of 14.00 feet to the POINT OF BEGINNING, containing 4,902 square feet, or 0.113 acres of land, more or less

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu

DATE: 9/10/96

Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

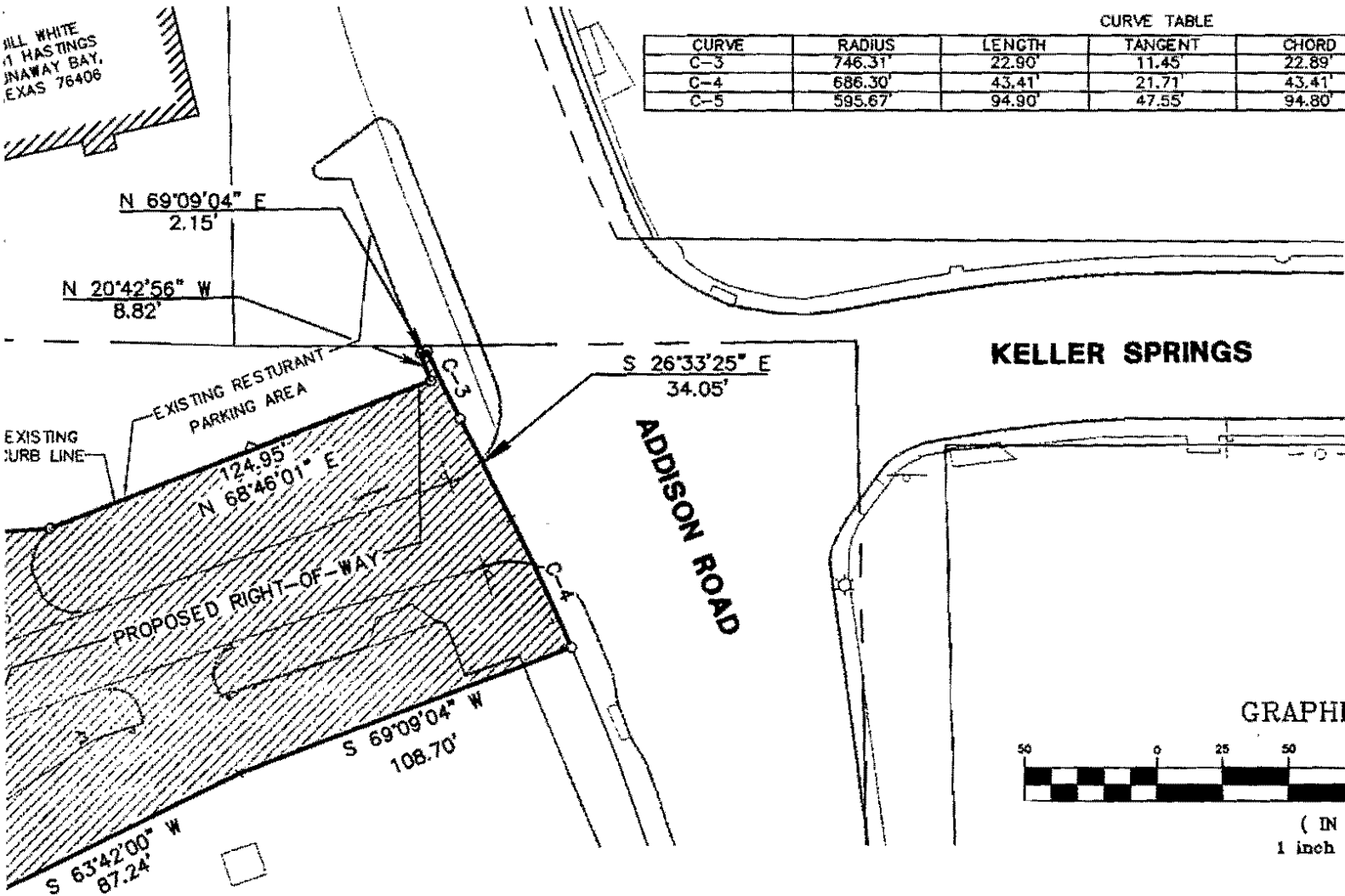


Approval:
Texas Turnpike Authority _____

HILL WHITE
 11 HASTINGS
 INWAY BAY,
 TEXAS 76406

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C-3	746.31'	22.90'	11.45'	22.89'	S 25°40'41" E	01°45'28"
C-4	686.30'	43.41'	21.71'	43.41'	S 24°44'41" E	03°37'28"
C-5	595.67'	94.90'	47.55'	94.80'	S 73°42'54" W	09°07'41"



KELLER SPRINGS

ADDISON ROAD



GRAPHIC SCALE



(IN FEET)
 1 inch = 50 ft.

LEGEND

- 1/2" IRON ROD SET
- × "X" SET IN CONCRETE

N 37°15' E
 4.50'

**PROPOSED RIGHT-OF-WAY ALIGNMENT
 NORTHWESTERLY CORNER
 KELLER SPRINGS AT ADDISON ROAD**



4342 N. Central Expressway, Suite 200
 Dallas, Texas 75206
 (214) 632-3800 Fax (214) 632-0214

OCTOBER 31, 1996

**FIELD NOTE DESCRIPTION
SUB SURFACE AREA
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 3**

Being 195,683 square feet or 4.492 acres out of a called 365.34 acre tract as conveyed to the City of Addison, by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particular described as follows: (Bearings based on USC&GS Station "ARP 1966", with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon", with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83)

BEGINNING, at a set 5/8" iron rod on the Easterly line of Dooley Road (width varies), said iron rod being S56°37'15"E, a distance of 64.79 feet from the Northerly cut-back corner at the northeast corner of the intersection of said Dooley Road with Keller Springs Road (50 feet wide);

THENCE, N00°43'52"W, departing the Easterly line of said Dooley Road, a distance of 18.61 feet to a point for corner;

THENCE, N89°16'08"E, a distance of 174.25 feet to a point for corner at the beginning of a tangent curve to the right, said curve having a radius of 1763.00 feet;

THENCE, continuing along said curve to the right, having a central angle of 05°47'20", a chord bearing of S87°50'12"E, a chord distance of 178.05 feet, and an arc distance of 178.13 feet to a point of tangency;

THENCE, S84°56'32"E, a distance of 1,301.25 feet to a point for corner;

THENCE, S05°03'28"W, a distance of 126.00 feet to a point for corner;

THENCE, N84°56'32" W, a distance of 1,301.25 feet to a point for corner at the beginning of a tangent curve to the left having a radius of 1,637.00 feet;

THENCE, continuing along said curve to the left, having a central angle of 05°47'20", a chord bearing of N87°50'12"W, a chord distance of 165.33 feet, and an arc distance of 165.40 feet to the point of tangency;

THENCE, S89°16'08"W, a distance of 48.34 feet to a point for corner on the Easterly line of Dooley Road;

THENCE, N00°12'22"W, continuing along said Easterly line 92.32 feet to a corner on the Northerly line of Dooley Road;

THENCE, S89°42'54"W, continuing along said Northerly line of Dooley Road, a distance of 105.72 feet to a point for corner;

THENCE, N56°37'15"W, continuing along the Northerly line of Dooley Road, a distance of 25.41 feet to the POINT OF BEGINNING, and containing 195,683 square feet or 4.492 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 7/10/96



Approval:
Texas Turnpike Authority _____

**FIELD NOTE DESCRIPTION
SURFACE RIGHT-OF WAY EASEMENT
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 4**

Being 127,111 square feet or 2.918 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows: (Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83);

COMMENCING at a found 5/8 inch iron rod at an eastern corner of said called 365.34 acre tract and on the Westerly line of Addison Road (width varies), said corner lying on the apparent North line of said E. Cook Survey, same being the apparent South line of the said Wm. Lomax Survey as called for in the said City of Addison deed, said corner also being at the beginning of a curve to the left, said curve having a radius of 746.30 feet, having a central angle of 00°07'43", a chord bearing of S24°44'05"E, a chord distance of 1.67 feet;

THENCE, along said curve to the left and said Westerly line of Addison Road, an arc distance of 1.67 feet to a set 5/8 inch iron rod, a point for corner, said corner being the **POINT OF BEGINNING**;

THENCE, continuing along said curve to the left and said Westerly line of Addison Road, in a Southerly direction, an arc distance of 22.90 feet to a set 5/8" iron rod, the point of tangency;

THENCE, S26°33'25"E, continuing along the Westerly line of said Addison Road, a distance of 34.05 feet to a set x-cut in concrete, a point for corner at the beginning of a tangent curve to the right having a radius of 686.30 feet;

THENCE, continuing along the Westerly line of said Addison Road, along said curve to the right having a central angle of 03°37'28", a chord bearing of S24°44'41"E, a chord distance of 43.41 feet, and an arc distance of 43.41 feet to a set 5/8" iron rod, a point for corner;

THENCE, S69°09'04"W, departing the Westerly line of said Addison Road, a distance of 108.70 feet to a found x-cut in concrete, a point for corner;

THENCE, S63°42'00"W, 87.24 feet to a set x-cut in concrete, a point for corner at the beginning of a non-tangent curve to the right, said curve having a radius of 610.17 feet;

THENCE, along said curve to the right, having a central angle of 03°02'43", a chord bearing of S78°51'24"W, a chord distance of 32.43 feet, and an arc distance of 32.43 feet to a set x-cut in concrete, a point for corner;

THENCE, S09°37'15"E, a distance of 4.50 to set x-cut in concrete, a point for corner at the beginning of a non-tangent curve to the right, said curve having a radius of 614.67 feet;

THENCE, continuing along said curve to the right, having a central angle 14°40'43", a chord bearing of

S87°43'07"W, a chord distance of 157.04 feet, and an arc distance of 157.47 feet to a set x-cut in concrete, at the point of tangency;

THENCE, N84°56'32"W, a distance of 60.20 feet to a set 5/8" iron rod, a point for corner;

THENCE, N05°03'28"E, a distance of 10.00 feet to a set 5/8" iron rod, a point for corner;

THENCE, N84°56'32"W, a distance of 126.00 feet to a set x-cut on concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 11.00 feet, to a set x-cut on concrete, a point for corner;

THENCE, N84°56'32"W, a distance of 274.00 feet to a set x-cut on concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 8.00 feet to a set x-cut on concrete, a point for corner;

THENCE, N84°56'32"W, a distance of 177.73 feet to a set x-cut in concrete, a point for corner;

THENCE, N05°03'28"E, a distance of 156.00 feet to a set x-cut in concrete, a point for corner;

THENCE, S84°56'32"E, a distance of 177.73 feet to set x-cut in concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 8.00 feet to set x-cut in concrete, a point for corner;

THENCE, S84°56'32"E, a distance of 274.00 feet to a set x-cut in concrete, a point for corner;

THENCE, S05°03'28"W, a distance of 11.00 feet to a set x-cut in concrete, a point for corner;

THENCE, S84°56'32"E, a distance of 186.20 feet to a set x-cut in concrete, a point at the beginning of a tangent curve to the left having a radius of 486.67 feet;

THENCE, along said curve to the left, having a central angle of 02°42'31", a chord that bears S86°17'48"E, 23.01 feet, and an arc distance of 23.01 feet, to a set x-cut in concrete, a point for corner;

THENCE, S02°20'56"W, a distance of 4.50 feet to a set x-cut in concrete, a point for corner, the beginning of a non-tangent curve to the left having a radius of 491.17 feet;

THENCE, along said curve to the left, having a central angle of 14°04'12", a chord that bears N85°18'50"E, a chord distance of 120.31, and an arc length of 120.62 feet to a set x-cut in concrete, a point for corner;

THENCE, S11°43'16"E, a distance of 4.50 feet, to a set x-cut in concrete, a point for corner;

THENCE, N86°11'56"E, a distance of 54.34 feet, to a set 5/8 inch iron rod, a point for corner;

THENCE, N68°46'01"E, a distance of 124.95 feet, to a set 5/8 inch iron rod, a point for corner;

THENCE, N20°42'56"W, a distance of 8.82 feet, to a set 5/8 inch iron rod, a point for corner;

THENCE, N69°09'04"E, a distance of 2.15 feet to the POINT OF BEGINNING, and containing 127,111

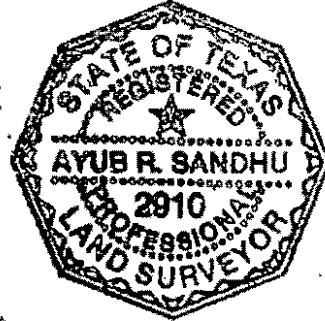
square feet or 2.918 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu

Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 11/5/96



Approval:
Texas Tumpike Authority _____

**FIELD NOTE DESCRIPTION
PERMANENT SURFACE EASEMENT PSE-1
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 5**

Being 2,211 square feet or 0.051 acres out of a called 365.34 acre tract as conveyed to the City of Addison, by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particular described as follows: (Bearings based on USC&GS Station "ARP 1966", with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon", with coordinates of N 7,039,062.68-E 2,478,167,73 NAD83)

COMMENCING, at a set 5/8" iron rod on the Easterly line of Dooley Road (width varies), at the north corner of a corner-clip, at the northeast intersection of said Dooley Road and Keller Springs Road (50 feet wide);

THENCE, S56°37'15"E, along the Easterly line of said Dooley Road, 40.96 feet to a point for corner;

THENCE, S89°16'08"E, departing the Easterly line of said Dooley Road, a distance of 19.73 feet to the **POINT OF BEGINNING**;

THENCE, N00°43'52"W, a distance of 5.25 feet to a point for corner;

THENCE, N89°16'08"E, a distance of 174.25 feet to a point for corner;

THENCE, S00°43'52"E, a distance of 13.00 feet to a point for corner;

THENCE, S89°16'08"W, a distance of 167.25 feet to a point for corner;

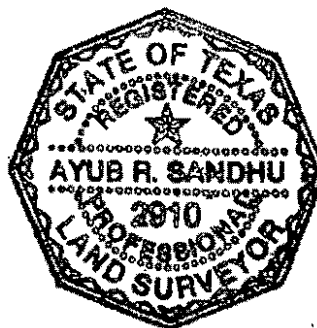
THENCE, N00°43'52"W, a distance of 7.75 feet to a point for corner;

THENCE, S89°16'08"W, a distance of 7.00 feet to the **POINT OF BEGINNING**, containing 2,211 square feet, or 0.051 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 9/10/96



Approval:
Texas Turnpike Authority _____

**FIELD NOTE DESCRIPTION
PERMANENT SURFACE EASEMENT PSE-2
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 5**

Being 628 square feet or 0.014 acres out of a called 365.34 acre tract as conveyed to the City of Addison, by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particular described as follows: (Bearings based on USC&GS Station "ARP 1966", with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon", with coordinates of N 7,039,062.68-E 2,478,167,73 NAD83)

COMMENCING, at the Southerly cut-back corner at the northeast corner of the intersection of Dooley Road (width varies) with Keller Springs Road (50 feet wide);

THENCE, Easterly and Southerly along the Easterly ROW line of said Dooley Road as follows:

N89°42'54"E, a distance of 105.72 feet to a point;

S00°12'22"E, a distance of 79.31 feet to the **POINT OF BEGINNING** of the tract herein described:

THENCE, N89°16'08"E, leaving said Easterly ROW line of Dooley Road, 48.22 feet to a point for corner;

THENCE, S00°43'52"E, a distance of 13.00 feet to a point for corner;

THENCE, S89°16'08"W, a distance of 48.34 feet to a point for corner on said Easterly ROW line of Dooley Road;

THENCE, N00°12'22"W, a distance of 13.00 feet, along said Easterly ROW line of Dooley Road, to the **POINT OF BEGINNING**, and containing 628 square feet, or 0.014 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu DATE: 9/10/96
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

Approval:
Texas Turnpike Authority _____



**FIELD NOTE DESCRIPTION
TEMPORARY EASEMENT
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 6**

Being 16,516 square feet or 0.379 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm. Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows: (Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD83)

BEGINNING, at a set 5/8" iron rod on the Easterly line of Dooley Road (width varies), at the north corner of a corner-clip, at the northeast intersection of said Dooley Road and Keller Springs Road (50 feet wide);

THENCE, N00°21'59"W, along said Easterly line of Dooley Road, 242.40 feet to a set 5/8 inch iron rod, a point for corner at the beginning of a non-tangent curve to the left having a radius of 247.63 feet;

THENCE, leaving said Easterly line of Dooley Road, along said curve to the left having a central angle of 48°02'24", a chord bearing of S24°23'11"E, a chord distance of 201.60 feet, and an arc distance of 207.63 feet to a set 5/8 inch iron rod, a point for corner at the beginning of a tangent curve to the right having a radius of 309.17 feet;

THENCE, along said curve to the right having a central angle of 24°55'01", a chord bearing of S35°56'52"E, a chord distance of 133.39 feet, and an arc distance of 134.45 feet to a set 5/8 inch iron rod, a point for corner on said Easterly line of Dooley Road;

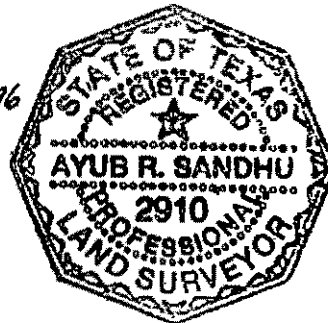
THENCE, along said Easterly line of Dooley Road, S89°42'54"W, a distance of 84.68 feet to a set 5/8 inch iron rod, a point for corner;

THENCE, continuing along said Easterly line of Dooley Road, N56°37'15"W, a distance of 90.20 feet to the **POINT OF BEGINNING**, and containing 16,516 square feet or 0.379 acres in the metes and bounds recited.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu
Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

DATE: 11 / 4 / 196



Approval:
Texas Turnpike Authority _____

FIELD NOTE DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT NO. 1
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 8

Being 68,911 square feet or 1.582 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows:(Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD 83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD 83)

COMMENCING at a 5/8" iron rod found in the south line of the Wm. Lomax Survey, said point being in the westerly right-of-way (ROW) line of Addison Road and being at the beginning of a curve to the left having a radius of 746.30 feet;

THENCE along the westerly ROW line of Addison Road as follows:

Southerly along said curve to the left, a central angle of 01°53'11", a chord bearing of S 25°36'50" E, a chord distance of 24.57 feet, and an arc distance of 24.57 feet to the point of tangency;

S 26°33'25" E, a distance of 34.05 feet to the beginning of a curve to the right having a radius of 686.30 feet;

Southerly along said curve to the right having a central angle of 03°37'28", a chord bearing of S 24°44'41" E, a chord distance of 43.41 feet, and an arc distance of 43.41 feet to a point in the proposed southerly ROW line of Keller Springs Road;

THENCE along the southerly ROW line of Keller Springs Road as follows:

S 69°09'04" W, a distance of 108.70 feet;

S 63°42'00" W, a distance of 87.24 feet to the beginning of a non-tangent curve to the right having a radius of 610.17 feet;

Southwesterly along said curve to the right having a central angle of 03°02'43", a chord bearing of S 78°51'24" W, a chord distance of 32.43 feet, and an arc distance of 32.43 feet to a point;

S 09°37'15" E, a distance of 4.50 feet to the beginning of a non-tangent curve to the right having a radius of 614.67 feet;

Westerly along said curve to the right having a central angle of 14°40'43", a chord bearing of S 87°43'07" W, a chord distance of 157.04 feet, and an arc distance of 157.47 feet to the point of tangency;

N 84°56'32" W, a distance of 33.51 feet to the **POINT OF BEGINNING** of the tract herein described described:

THENCE S 69°01'00" W, a distance of 531.48 feet to a point for a corner;

THENCE N 21°29'55" W, a distance of 244.08 feet to a point for a corner;

THENCE N 84°56'32" W, a distance of 17.77 feet to a point for a corner;

THENCE N 05°03'28" E, a distance of 6.00 feet to a point in the proposed southerly ROW line of Keller Springs Road;

THENCE along the southerly ROW line of Keller Springs Road as follows:

S 84°56'32" E, a distance of 177.73 feet to a point for a corner;

N 05°03'28" E, a distance of 8.00 feet to a point for a corner;

S 84°56'32" E, a distance of 274.00 feet to a point for a corner;

N 05°03'28" E, a distance of 11.00 feet to a point for a corner;

S 84°56'32" E, a distance of 126.00 feet to a point for a corner;

S 05°03'28" W, a distance of 10.00 feet to a point for a corner;

S 84°56'32"E, a distance of 26.69 feet to the **POINT OF BEGINNING**, containing 68,911 square feet, or 1.582 acres of land, more or less.

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu

DATE: 9/10/96

Ayub R. Sandhu, P.E., R.P.L.S.

Texas Surveyor Registration No. 2910

Approval:

Texas Turnpike Authority _____



FIELD NOTE DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT NO. 2
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 8

Being 3,400 square feet or 0.078 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows:(Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD 83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD 83)

COMMENCING at a 5/8" iron rod found in the south line of the Wm. Lomax Survey, said point being in the westerly right-of-way (ROW) line of Addison Road and being at the beginning of a curve to the left having a radius of 746.30 feet;

THENCE, Southerly, along said ROW line and along said curve to the left having a central angle of 00°07'43", a chord bearing of S 24°44'05" E, a chord distance of 1.67 feet, and an arc distance of 1.67 feet to a point in the proposed northerly ROW line of Keller Springs Road;

THENCE, Southwesterly and Westerly along said northerly ROW line of Keller Springs Road as follows:

S 69°09'04" W, a distance of 2.15 feet to a point;

S 20°42'56" E, a distance of 8.82 feet to a point;

S 68°46'01" W, a distance of 124.95 feet to a point;

S 86°11'56" W, a distance of 46.07 feet to the **POINT OF BEGINNING** of the tract herein described:

THENCE, continuing along said proposed northerly ROW line of Keeler Springs Road as follows:

S 86°11'56" W, a distance of 8.27 feet to a point for corner;

N 11°43'16" W, a distance of 4.50 feet to a point for corner at the beginning of a curve to the right having a radius of 491.17 feet;

Westerly, along said curve to the right having a central angle of 14°04'12", a chord bearing S 85°18'50" W, a chord distance of 120.31 feet, and an arc distance of 120.62 feet to a point for a corner;

N 02°20'56" E, a distance of 4.50 feet to a point at the beginning of a curve to the right having a radius of 486.67 feet;

Westerly, along said curve to the right having a central angle of $02^{\circ}42'31''$, a chord bearing of $N 86^{\circ}17'48'' W$, a chord distance of 23.01 feet, and an arc distance of 23.01 feet to the point of tangency;

$N 84^{\circ}56'32'' W$, a distance of 186.20 feet to a point for a corner;

THENCE, departing said proposed ROW line, $N 05^{\circ}03'28'' E$, a distance of 10.00 feet to a point for a corner;

THENCE, $S 84^{\circ}56'32'' E$, a distance of 186.20 feet to the beginning of a tangent curve to the left having a radius of 476.67 feet;

THENCE, Easterly, along said curve to the left having a central angle of $02^{\circ}42'31''$, a chord bearing of $S 86^{\circ}17'48'' E$, a chord distance of 22.54 feet, and an arc distance of 22.54 feet to a point for a corner;

THENCE, $S 02^{\circ}20'56'' W$, a distance of 4.50 feet to a point for a corner, said point being at the beginning of a curve to the left having a radius of 481.17 feet;

THENCE, Easterly, along said curve to the left having a central angle of $15^{\circ}00'54''$, a chord bearing $N 84^{\circ}50'29'' E$, a chord distance of 125.74 feet, and an arc distance of 126.10 feet to a point for a corner;

THENCE, $S 12^{\circ}39'58'' E$, a distance of 15.71 feet to the POINT OF BEGINNING, containing 3,405 square feet, or 0.078 acres of land, more or less.

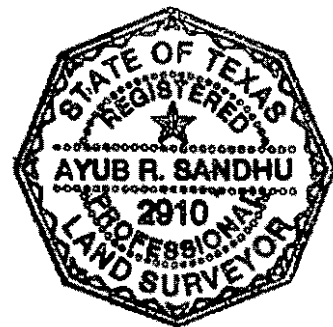
This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu

DATE: 9/10/96

Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

Approval:
Texas Turnpike Authority _____



**FIELD NOTE DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT NO. 3
A PORTION OF ADDISON AIRPORT
Wm. LOMAX SURVEY, ABSTRACT 792
E. COOK SURVEY, ABSTRACT 326
ADDISON, DALLAS COUNTY, TEXAS
EXHIBIT 8**

Being 4,902 square feet or 0.113 acres out of a called 365.34 acre tract as conveyed to the City of Addison by deed recorded in Volume 77010, Page 1391, Deed Records, Dallas County, Texas, said called 365.34 acre tract being out of the Wm Lomax Survey, Abstract 792 and the E. Cook Survey, Abstract 326, all in the City of Addison, Dallas County, Texas and being more particularly described as follows:(Bearings based on USC&GS Station "ARP 1966" with coordinates of N 7,038,355.36-E 2,478,877.80 NAD 83 and USC&GS Station "Airport Beacon" with coordinates of N 7,039,062.68-E 2,478,167.73 NAD 83)

COMMENCING at a 5/8" iron rod found in the south line of the Wm. Lomax Survey, said point being in the westerly right-of-way (ROW) line of Addison Road and being at the beginning of a curve to the left having a radius of 746.30 feet;

THENCE, Southerly, along said ROW line and along said curve to the left having a central angle of 00°07'43", a chord bearing of S 24°44'05" E, a chord distance of 1.67 feet, and an arc distance of 1.67 feet to a point in the proposed northerly ROW line of Keller Springs Road;

THENCE, Southwesterly and Westerly along said northerly ROW line of Keller Springs Road as follows:

S 69°09'04" W, a distance of 2.15 feet to a point;

S 20°42'56" E, a distance of 8.82 feet to a point;

S 68°46'01" W, a distance of 124.95 feet to a point;

S 86°11'56" W, a distance of 54.34 feet to a point;

N 11°43'16" W, a distance of 4.50 feet to a point at the beginning of a curve to the right having a radius of 491.17 feet;

Westerly, along said curve to the right having a central angle of 14°04'12", a chord bearing S 85°18'50" W, a chord distance of 120.31 feet, and an arc distance of 120.62 feet to a point for a corner;

N 02°20'56" E, a distance of 4.50 feet to a point at the beginning of a curve to the right having a radius of 486.67 feet;

Westerly, along said curve to the right having a central angle of 02°42'31", a chord bearing of N 86°17'48" W, a chord distance of 23.01 feet, and an arc distance of 23.01 feet to the point of tangency;

N 84°56'32" W, a distance of 186.20 feet to a point for a corner;

N 05°03'28" E, a distance of 11.00 feet to the **POINT OF BEGINNING** of the tract herein described:

THENCE along the proposed northerly ROW line of Keller Springs Road as follows:

N 84°56'32" W, a distance of 274.00 feet to a point for a corner;

N 05°03'28" E, a distance of 8.00 feet to a point for a corner;

N 84°56'32" W, a distance of 177.73 feet to a point for corner;

N 05°03'28" E, a distance of 6.00 feet to a point for a corner;

THENCE, S 84°56'32" E, departing said ROW line, a distance of 451.73 feet to a point for corner;

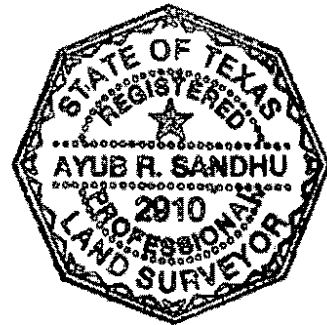
THENCE, S 05°03'28" W, a distance of 14.00 feet to the **POINT OF BEGINNING**, containing 4,902 square feet, or 0.113 acres of land, more or less

This is to certify that the above description was prepared from an on the ground survey conducted under my supervision.

Ayub R. Sandhu

Ayub R. Sandhu, P.E., R.P.L.S.
Texas Surveyor Registration No. 2910

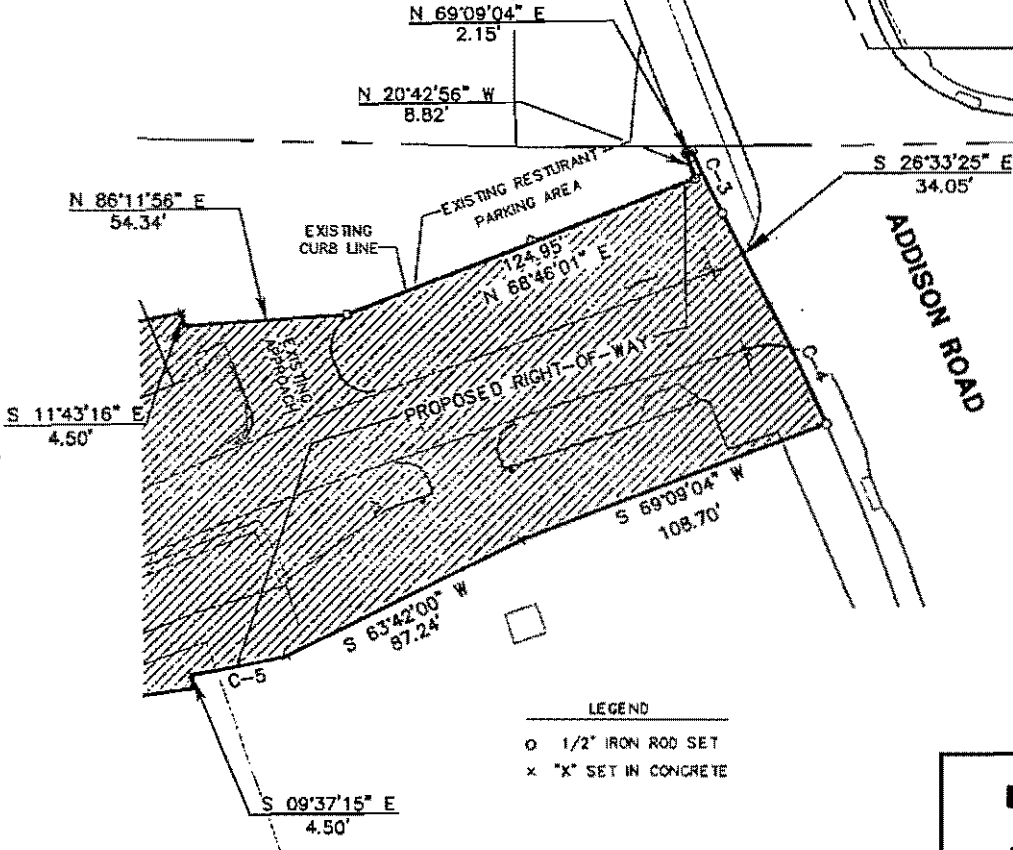
DATE: 9/10/96



Approval:
Texas Turnpike Authority _____

BILL WHITE
201 HASTINGS
RUNAWAY BAY,
TEXAS 75406

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C-3	746.31	22.90'	11.45'	22.89'	S 25°40'41" E	01°48'28"
C-4	688.30'	43.41'	21.71'	43.41'	S 24°44'41" E	03°37'28"
C-5	595.67'	94.90'	47.55'	94.80'	S 73°42'54" W	09°07'41"



**PROPOSED RIGHT-OF-WAY ALIGNMENT
NORTHWESTERLY CORNER
KELLER SPRINGS AT ADDISON ROAD**

ARS
Engineers, Inc.

11111 N. Loop East, Suite 200
Dallas, Texas 75243
(972) 442-9999 Fax (972) 442-4414

OCTOBER 31, 1996

COPY



CITY MANAGER'S DEPARTMENT

• (214) 450-7000 • FAX (214) 960-7681

Post Office: Box 144 Addison, Texas 75001-0144

5300 Belt Line Road

July 3, 1996

Mr. James W. Griffin, P.E.
Executive Director
Texas Turnpike Authority
3015 Raleigh Street
Dallas, Texas 75219

Dear Mr. Griffin:

Thank you for your continued patience regarding the right-of-way acquisition for Addison Airport Toll Tunnel. This is the single most important project for the Town of Addison and is essential for mobility in our area.

After reviewing your June 14 letter, we have amended our request to eliminate any further obligation for the TTA to provide replacement land in addition to the monetary proposal. The following summarizes our position regarding the outstanding issues related to the right-of-way taking:

1. Additional Right-of-Way for Dooley Road Work: The Town of Addison continues to support the concept of using part of the airport to facilitate the construction of the tunnel on a temporary basis. However, the proposal to route Dooley Road onto the airport as a permanent facility is in conflict with the minimum FAA design requirements regarding building setback from the runway and part 77 protected surfaces.

We want to encourage the TTA to develop a permanent solution and provide access to the Dooley Road properties north of Keller Springs. It appears that the connection to Kellway Circle is the most viable alternative. If the TTA will implement this solution or another permanent solution for reconfiguring Dooley Road, the affiliated right-of-way goes away and this issue is resolved.

2. Damages at Concourse Plaza for Replacing Parking: Our study of this issue concludes re-striping the parking along the right-of-way will not replace the lost parking. Approximately 3,600 square feet of parking area must be added to the leasehold at Concourse Plaza to make it whole after the right-of-way is taken. Unfortunately, Mr. Duffy's estimate of the cost to replace the 3,600 feet of paving is somewhat low. The following estimate identifies what we believe is the true value of this cost to cure:

3,600 square feet of 6" concrete paving @ \$2.50/sq =	\$9,000.00
Landscaping, irrigation & striping =	<u>\$2,000.00</u>
	\$11,000.00

Mr. Griffin
July 3, 1996
Page Two

3. Damages at Ultimate Sports Grill for Future Loss of Parking if R.O.W. is Utilized: The simple solution to this issue is to relocate the right-of-way line so the parking is not lost. If it is necessary to provide for the future expansion of the intersection, then we feel obligated to develop a cost to cure the impact of eliminating parking during a later phase. This would involve drainage improvements, paving, landscaping and reconfiguring the two leaseholds.

We would appreciate the TTA's consideration of our request of \$25,000 to cover our cost to cure the effects of the tunnel on this property.

- 4 & 5. Parcels C, D, E, F, G, H, J, K, & L: In lieu of segregating these parcels, we have consolidated our concerns into one issue that we wish the Texas Turnpike Authority consider. When the land acquisition is complete the remainders of parcels C, D, E, F, G, H, J, K, & L contain an area of 218,376.6 square feet, according to Mr. Miller. These combined remainders are configured in two triangular tracts, and when re-developed by the Town leaseholder, will require special engineering, due to their shape. Even with special engineering, they will be impossible to fully utilize. Mr. Miller placed an aggregate value of \$763,251 on the combined remainders before the taking. A modest claim of 20% damage to these tracts would result in additional compensation of \$152,650 that we would appreciate the TTA consider.

6. Temporary Construction Easement Area: After further review of the appraisal reports, it appears that Mr. Miller has addressed 74,588 square feet of the construction easement area. Our miscalculation of the area is based on an inconsistency in his appraisal report on Parcel F. On Page 6-A of his report, he refers to this area as containing 2,375 square feet; whereas, on the following un-numbered page he has revised the area to 4,175 square feet. This would leave 2,625 square feet of area not addressed in the reports. Attached herewith is a table reflecting our calculations. We would respectfully request that the TTA consider increasing the proposed compensation by \$1,654 for this item.

7. Parcels E and M: As stated in our previous communication, these parcels are of similar size, both in land and improvement area. Our major concern in these properties lies in the appraiser's conclusion of value of the improvements. In the Cost Approach of both parcels, he reports a unit reproduction cost of \$15.00 per square foot with depreciation estimated at forty percent. However, in the Income Approach, the contributory value of these improvements ranges from \$1.04 per square foot to \$1.15 per square foot. This would indicate depreciation of ninety-two to ninety-three percent. In his appraisal reports on these parcels, Mr. Miller states that these improvements have a remaining economic life of 25 years. How could they be depreciated in excess of ninety percent with this amount of economic life remaining? Mr. Miller bases these values on annual gross revenues of \$21,000 on each parcel.

In his opinion, these improvements are worth less than one year of gross annual income. Mr. Stuart's records reflect current income of \$25,200 and, using this income, would result in improvement values of \$48,000 to \$49,000 for the improvements.

Mr. Griffin
July 3, 1996
Page Three

Additionally, there appears to be a mathematical error in his Income Approach on Parcel M. The management expense should be \$714, not \$816. This would result in an upward adjustment of \$2,141 for the improvements, based on his analysis. It does not seem fair to us that these improvements are worth less than one year's gross income stream in view of their remaining economic life.

We would suggest the TTA consider increasing the proposed compensation by \$10,924 for Parcel E, and \$30,700 for Parcel M.

The following table represents our summary of the compensation items we request the TTA consider.

Addison Airport Compensation Summary

#	DESCRIPTION	AMOUNT
	Base Offer	\$1,291,059
1	Dooley Road work	0*
2	Concourse Plaza	11,000
3	Ultimate Sports Grill	25,000**
4, & 5	Parcels C, D, E, F, G, H, J, K, & L	152,650
6	Damages temporary construction easement	1,654
7	Parcels E, & M	41,624
	TOTAL	\$1,522,987

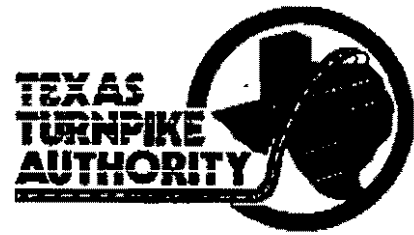
- * Assumes a permanent off airport solution is developed.
- ** Assumes relocation of the right-of-way is not possible.

We appreciate your diligence in working on our project for the benefit of the citizens in the Addison Carrollton and North Dallas area. Please call me if you have any questions or need additional information.

Sincerely Yours,



Ron Whitehead
City Manager

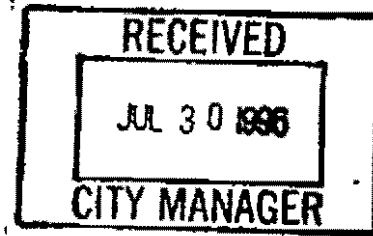


3015 Raleigh Street • P.O. Box 190369
 Dallas, Texas 75219
 Phone 214/522-6200
 Fax 214/528-4826

July 29, 1996

Town of Addison
 P. O. Box 144
 Addison, Texas 75001

Attn: Mr. Ron Whitehead
 City Manager



RE: DNT 237 Acquisition of Right-of-Way
 Addison Airport Toll Tunnel

Ladies and Gentlemen:

We have been analyzing the property purchase counteroffer of the Town dated July 3 since July 8 and, based upon these detailed analyses, hereby are tendering a supplemented purchase proposal. Our initial purchase offer of \$1,291,059 tendered on February 22, 1996 for fee and easements between the east portal of the Addison Airport Toll Tunnel and Addison Road is increased as summarized below. We will discuss our new value assessment in the numerical order in which they were presented to us in your July 3 letter.

1. Dooley Road Relocation. We assess the comments of the Town as meaning that it approves the TTA providing a temporary relocation of Dooley Road generally parallel to its current location but shifted eastward to a point east of the east portal of the Tunnel. If this is the position of the Town, it allows us to proceed with bidding of the Tunnel this fall.

We recognize that this temporary relocation of Dooley Road could be in conflict with the FAA building setback from the runway and/or the new west side taxiway. Recognizing this, the TTA will continue analyzing a more permanent location by connecting Dooley Road to

Mr. Ron Whitehead
Page 2

July 29, 1996

Kellway Circle. Any information the Town has as to property Surveys in the area and land sales value in the area will aid us in our analyses of this alternative. We will proceed with the Kellway Circle analyses immediately and in greater detail than we have previously.

\$ -0-

- 2. Concourse Plaza. TTA hereby approves the estimate of cost and the equitability of additional concrete paving, landscaping, irrigation, and striping as requested.

\$ 11,000

- 3. Alternate Sports Grill. The TTA will reconfigure its right-of-way requirements to avoid compensating for lost parking. From the traffic volumes predicted for the Tunnel, the TTA does not believe that a free right-turn lane is justified. If such requirements develop in the future, the TTA can revisit this question jointly with the Town and perhaps will have a more clear indication of its ability to fund the requested right-turn lane.

\$ -0-

- 4 & 5. Areas C, D, E, F, G, H, J, K, & L. We believe these areas must be segregated to a degree and have prepared Exhibit 1 enclosed with this letter, showing our segregation concept.

Please refer to Area F. We do not agree that all of the land north of the Tunnel right-of-way cannot be utilized in the future. However, we can understand that the leaseholder would be inclined to claim damage for the remaining portion of the green hangar. We believe that the leasehold owner could continue to operate in most of the remaining portion of the hangar, but we do not care to pursue that question through litigation.

Reanalysis indicates that fair damage compensation to the leaseholder should be \$62,874 and we are tendering that offer.

\$ 62,874

Mr. Ron Whitehead
Page 3

July 29, 1996

The Town's appraiser calculated additional damage for a 2400 square foot remainder at \$7,200. We believe that remainder is usable for taxiway or apron purposes; however we are willing to accept the Addison request for \$7,200 as damages.

\$ 7,200

We have indicated the remainder on the south side of the Tunnel right-of-way which we colored in yellow on Exhibit 1 and on which we desire to acquire a temporary construction easement. Our appraiser values the fee underlying temporary easement No. 1 at \$3.00 per square foot maximum, but we believe much of the area is usable for hangar, warehouse, taxiway, or apron purposes after completion of construction. Therefore, we have valued the area of the temporary construction easement No. 1 at 10% damage of the fee and are tendering an offer on this basis.

\$ 20,673

6. Temporary Construction Easement. Your calculations indicate that the TTA omitted from its prior offer 2,625 square feet of temporary construction easement area. We can accept your position on this matter and its value.

\$ 1,654

7. Areas E & M. The Town has not provided enough information concerning the lease agreements on these areas for us to analyze properly. Our appraiser has reviewed his analyses on Areas E & M vis-a-vis information supplied by the Town. We do not see any basis for an adjustment in the initial offer.

However, we would like to bring this overall negotiation to conclusion and are hereby tendering an offer in compromise for these areas.

\$20,000

Mr. Ron Whitehead
Page 4

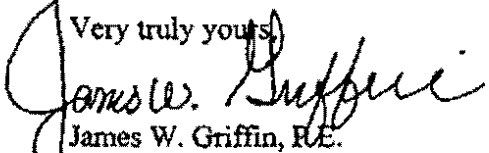
July 29, 1996

Our appraiser has rechecked his calculations and concurs there was a mathematical error made. We will meet your request for an upward adjustment in value.

\$ 2,141

TOTAL \$ 125,000

We are increasing the offer to purchase all rights-of-way and easements east of the east portal of the Tunnel from the Town of Addison to the total amount of \$ 1,416,601. We hope these adjustments allow us to conclude these negotiations and proceed with advertising the Tunnel for bids.

Very truly yours,

James W. Griffin, P.E.
Executive Director

ek
Enc.

cc: LPRH
Ginn Coporation
Engineering

PROPOSED ACQUISITIONS

<u>PARCEL</u>	<u>ROW EASEMENT AREA</u>	<u>TEMPORARY CONSTRUCTION EASEMENT AREA</u>	<u>SUBSURFACE EASEMENT AREA</u>
A	4,694 SF	0	0
B	4,752 SF	0	0
C	1,489 SF	0	0
D	3,515 SF	1,100 SF	0
E	10,428 SF	1,400 SF	0
F	17,887 SF	4,175 SF	0
G	23,407 SF	11,600 SF	0
H	24,350 SF	0	0
I	709 SF	17,340 SF	0
J, K AND L	0	13,780 SF	0
M	2,000 SF	10,125 SF	10,262 SF
N	36,876 SF	15,068 SF	0
TOTAL AREAS	130,107 SF	74,588 SF	10,262 SF
TOTAL REQUIRED	130,107 SF	77,213 SF	195,683 SF
DEFICIENCY	0	2,625 SF	185,421 SF

Addison Airport Compensation Summary

August 1, 1996

#	DESCRIPTION	Addison Response 7/3/96 Amount	TTA Response 7/29/96 Amount
	Base Offer	\$1,291,059	\$1,291,059
1	Dooley Road work	0*	0*
2	Concourse Plaza	11,000	11,000
3	Ultimate Sports Grill	** n/a	0
4, & 5	Parcels C, D, E, F, G, H, J, K, & L	152,650	90,747
6	Damages temporary construction easement	1,654	1,654
7	Parcels E, & M	41,624	22,141
	TOTAL	\$1,497,987	\$1,416,601

* Assumes a permanent off airport solution is developed.

** TTA has modified their plans so parking at the Ultimate Sports Grill is not affected.

AGENDA

TEXAS TURNPIKE AUTHORITY AND THE TOWN OF ADDISON

MARCH 1, 1996

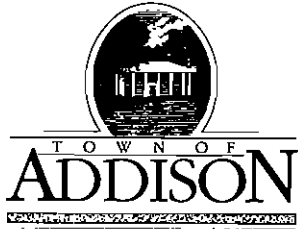
- I. Keller Springs Tunnel**
 - A. Land Acquisition**
 - B. Dooley Road Alignment**

- II. North Dallas Tollway/Keller Springs Northbound to Eastbound Right Turn Lane**

- III. North Dallas Tollway Landscaping**

- IV. North Dallas Tollway Southbound Exit - Sojourn/Westgrove**

- V. Belt Line Road/North Dallas Tollway - Single Point Urban Interchange**



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

MEMORANDUM

February 28, 1996

To: Ron Whitehead
City Manager

From: John R. Baumgartner, P.E. *JRB*
Director of Public Works

Re: North Dallas Tollway/Keller Springs Right Turn Lane - Northbound To Southbound

Jim Duffy and I are working with the affected parties (City of Dallas, Folsum Properties, and the Texas Turnpike Authority) regarding the implementation of the referenced project.

We are trying to reach an agreement with Folsum regarding the acquisition of land. It appears approximately 5400 square feet of land is necessary. Folsum has indicated a willingness to sell the property to Addison for \$50,000 to \$60,000 -- if we can close prior to March 26, 1996. Because of this schedule, we are proceeding with this acquisition.

Other costs may involve the relocation of utilities, including the existing electrical switch gear and overhead power line, which could cost approximately \$60,000. Please note that actual cost is dependant upon the final project design.

The following table is my best guess of the project steps, cost, schedule, and funding source.

	<u>Step</u>	<u>Est. Cost</u>	<u>Schedule</u>	<u>Funding Source</u>
1.	Land Acquisition	\$60,000	04/01/96	Addison
2.	Utility Relocation	\$60,000	12/01/96	Addison, Dallas, TTA, and/or TU Electric
3.	Engineering	\$15,000	Completed By 5/97	TTA
4.	Construction	\$135,000	Started By 8/97	TTA

February 27, 1996

Mr. John R. Baumgartner, P.E.
Director of Public Works
Town of Addison
Addison, TX 75001-0144

Dear Mr. Baumgartner:

We have reviewed the 75 percent grading, drainage, and paving plans for the proposed Keller-Springs Tunnel under Addison Airport. The plans are for tunnel approaches and do not address tunnel details. Our review focused on impact to the airport and the aviation community utilizing the airport. We considered both current conditions and potential future implications.

We have a concern regarding the proposed extension and or modification to Dooley Road near Station 10+00. Currently, Dooley Road, south of Keller-Springs, crosses the building restriction line, established at 550 feet from the runway centerline. The drawings indicate this portion of the road will be extended over the tunnel to connect with the northern portion of Dooley Road. The modification, it appears, will cause Dooley Road to be even closer to the runway (and proposed parallel taxiway) centerline. Previous preliminary plans did not indicate this alignment. Additionally, the proposal appears to require relocation of the electrical vault. We prefer this facility not be relocated, but if necessary, we suggest it not be moved closer to the runway.

As previously discussed, we support the tunnel and will continue to work with the Town of Addison to develop the much needed thoroughfare enhancement. However, we cannot support features that cause additional encroachments within protected areas. In fact, we view this project as an opportunity to improve the airport environment.

Prior to our final approval, the Town is required to submit a revised Airport Layout Plan showing the proposed modifications caused by the tunnel. Based on the proposed alignment, we will not be able to support the modification to Dooley Road.

To-date we have not seen any plans addressing tunneling, please forward preliminary plans as soon as they are available to avoid any potential delay. If you have questions, or desire further clarification, please feel free to contact me at (817) 222-5607.

Sincerely,

ORIGINAL SIGNED BY:
OTIS T. WELCH FOR

G. Thomas Wade, P.E.
Program Manager
Airports Division

ASW-653B:GTWade:X5607:dsc:2/27/96:tta_plan.doc

AGENDA

TEXAS TURNPIKE AUTHORITY AND THE TOWN OF ADDISON

MARCH 1, 1996

- I. Keller Springs Tunnel**
 - A. Land Acquisition**
 - B. Dooley Road Alignment**

- II. North Dallas Tollway/Keller Springs Northbound to Eastbound Right Turn Lane**

- III. North Dallas Tollway Landscaping**

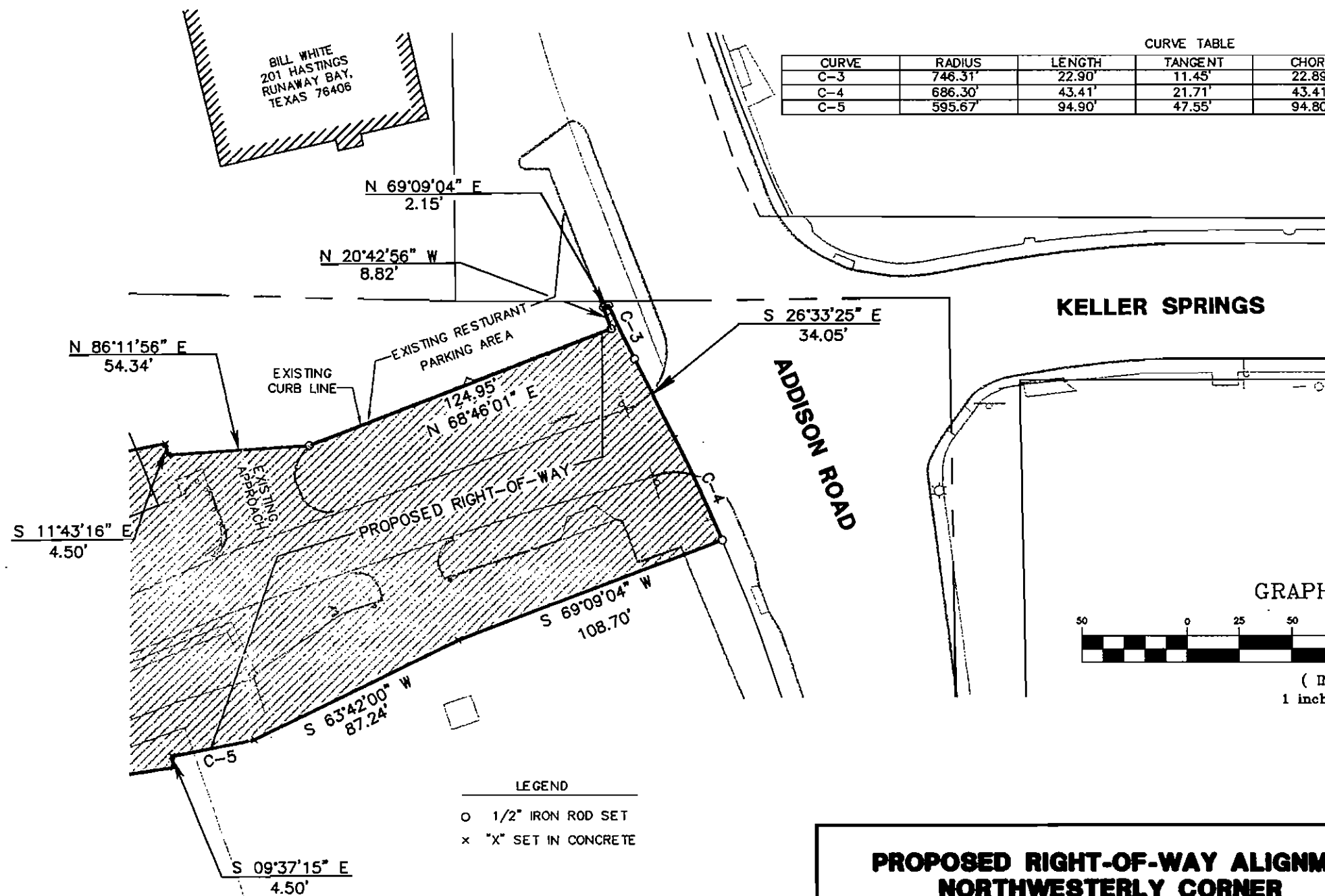
- IV. North Dallas Tollway Southbound Exit - Sojourn/Westgrove**

- V. Belt Line Road/North Dallas Tollway - Single Point Urban Interchange**

BILL WHITE
201 HASTINGS
RUNAWAY BAY,
TEXAS 76406

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C-3	746.31'	22.90'	11.45'	22.89'	S 25°40'41" E	01°45'28"
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C-5	595.67'	94.90'	47.55'	94.80'	S 73°42'54" W	09°07'41"



**PROPOSED RIGHT-OF-WAY ALIGNMENT
NORTHWESTERLY CORNER
KELLER SPRINGS AT ADDISON ROAD**

ARS
Engineers, Inc.
4346 N. Central Expressway, Suite 100
Dallas, Texas 75206
(214) 622-8888 Fax (214) 621-9214

OCTOBER 31, 1996

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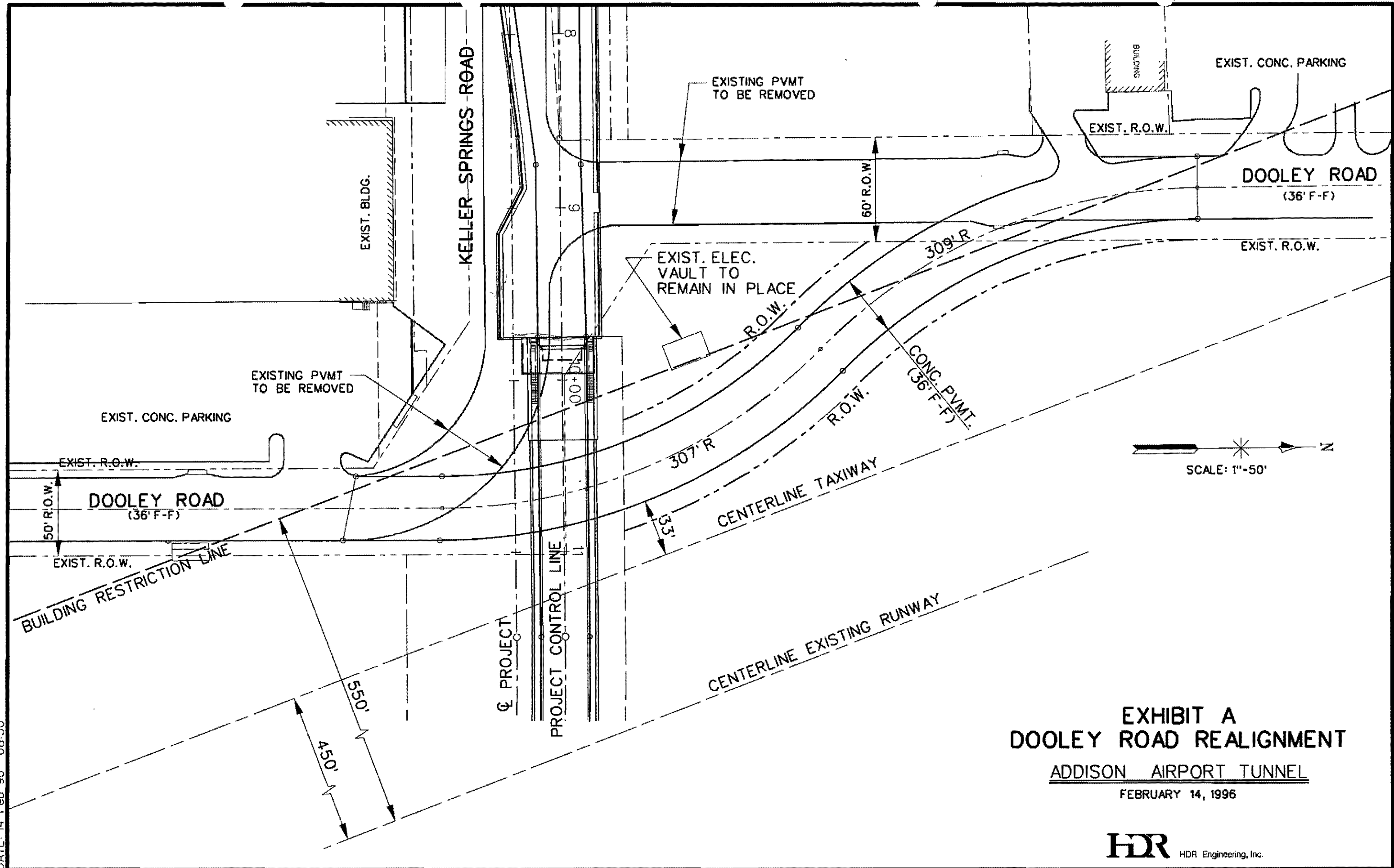
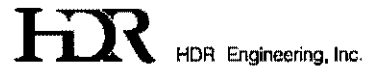


EXHIBIT A DOOLEY ROAD REALIGNMENT

ADDISON AIRPORT TUNNEL

FEBRUARY 14, 1996



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DATE: 14-Feb-96 09:00

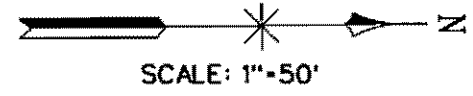
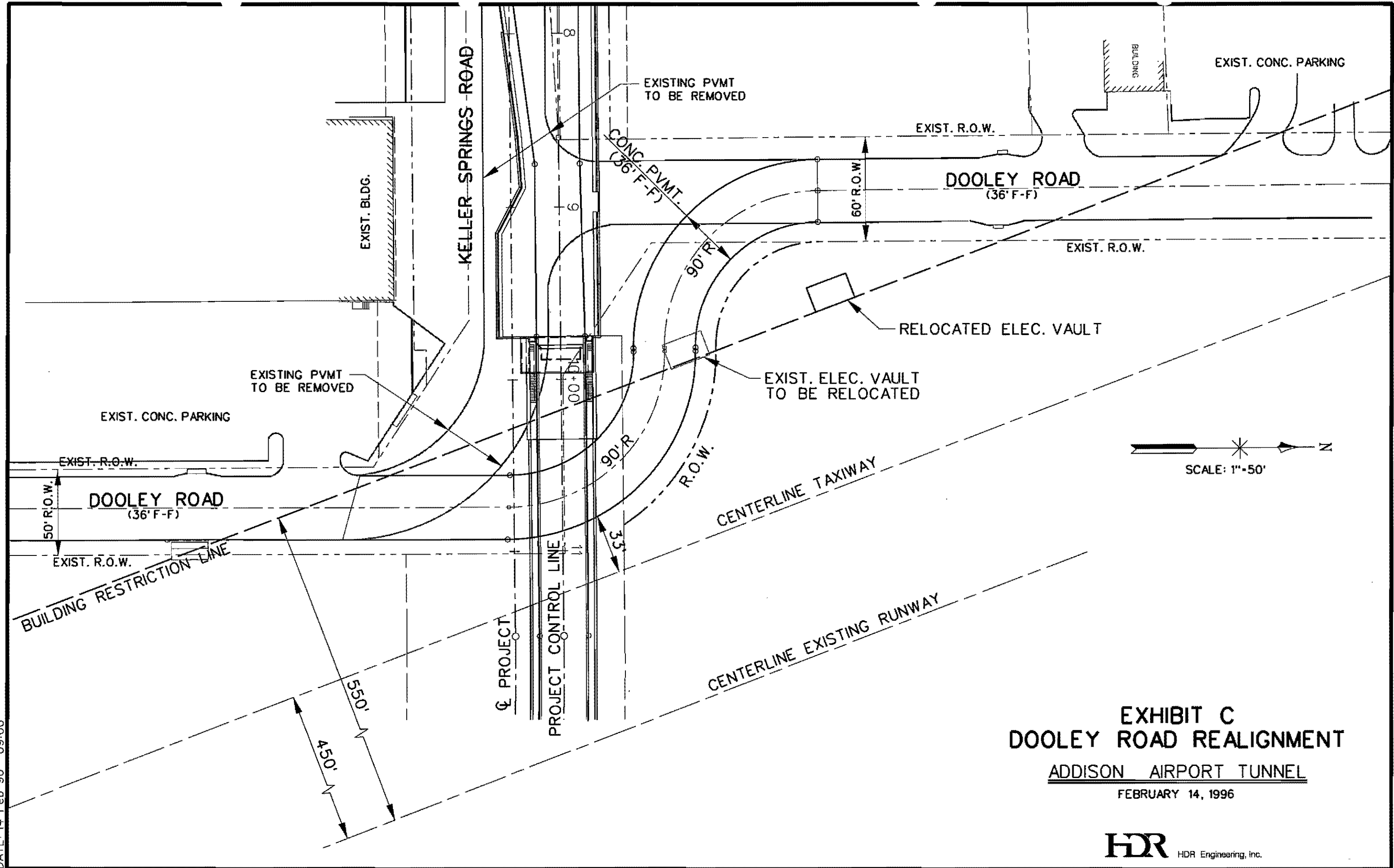


EXHIBIT C
DOOLEY ROAD REALIGNMENT
ADDISON AIRPORT TUNNEL
FEBRUARY 14, 1996



FILE: d:\addtun\dgn\dor dex_b.dgn
DATE: 14-Feb-96 08:58

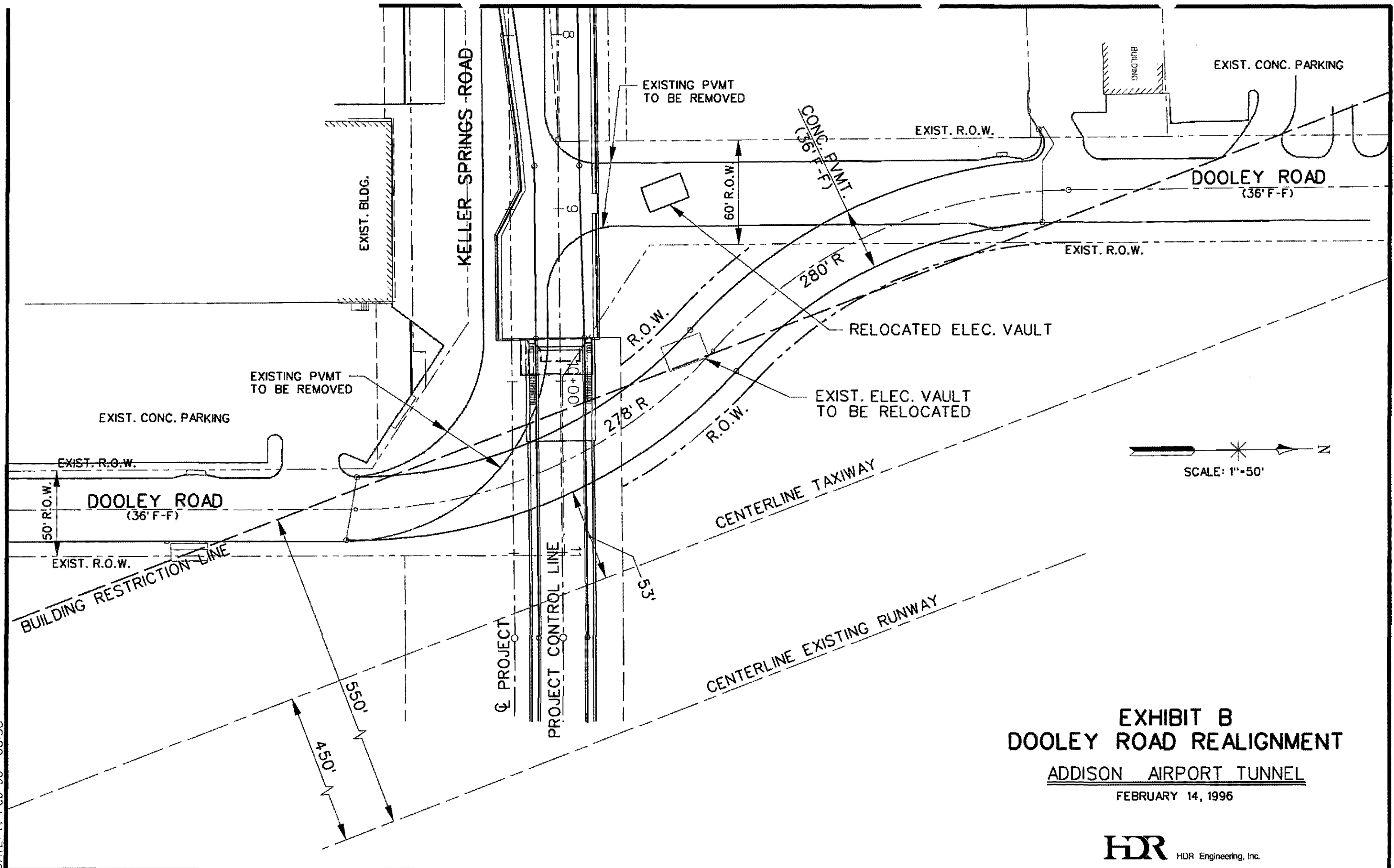


EXHIBIT B DOOLEY ROAD REALIGNMENT

ADDISON AIRPORT TUNNEL

FEBRUARY 14, 1996

HDR HDR Engineering, Inc.