



**US Army Corps
of Engineers** ®
Fort Worth District

Public Notice

Applicant: City of Dallas

Project No.: SWF-2014-00207

Date: February 26, 2016

The purpose of this public notice is to inform you of a proposal for work in which you might be interested. It is also to solicit your comments and information to better enable us to make a reasonable decision on factors affecting the public interest. We hope you will participate in this process.

Regulatory Program

Since its early history, the U.S. Army Corps of Engineers has played an important role in the development of the nation's water resources. Originally, this involved construction of harbor fortifications and coastal defenses. Later duties included the improvement of waterways to provide avenues of commerce. An important part of our mission today is the protection of the nation's waterways through the administration of the U.S. Army Corps of Engineers Regulatory Program.

Section 10

The U.S. Army Corps of Engineers is directed by Congress under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) to regulate *all work or structures in or affecting the course, condition or capacity of navigable waters of the United States*. The intent of this law is to protect the navigable capacity of waters important to interstate commerce.

Section 404

The U.S. Army Corps of Engineers is directed by Congress under Section 404 of the Clean Water Act (33 USC 1344) to regulate the *discharge of dredged and fill material into all waters of the United States, including wetlands*. The intent of the law is to protect the nation's waters from the indiscriminate discharge of material capable of causing pollution and to restore and maintain their chemical, physical and biological integrity.

Contact

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Phone Number: 817-886-1743

JOINT PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT

AND

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

SUBJECT: Application for a Department of the Army Permit under Section 404 of the Clean Water Act (CWA) and for water quality certification under Section 401 of the CWA to discharge dredged and fill material into waters of the United States (WOUS) associated with the AT&T Trail and Joppa Trail Connector by the City of Dallas.

APPLICANT: City of Dallas
Trinity Watershed Management
1500 Marilla, Room 6B South
Dallas, Texas 75201
Attn: Ms. Sarah Standifer

APPLICATION NUMBER: SWF-2014-00207

DATE ISSUED: February 26, 2016

LOCATION: The AT&T Trail and Joppa Trail Connector is located within the Great Trinity Forest and north of the Joppa Preserve located in the city of Dallas, Dallas County, Texas. The AT&T Trail begins near the Trinity River Audubon Center at latitude 32.7088 and longitude -96.7087, travels through the Great Trinity Forest and ends north of Loop 12 at latitude 32.7199 and longitude -96.7292. The Joppa Trail Connector begins at an existing parking lot on the north side of the Joppa Preserve (south of Loop 12) at latitude 32.7062 and longitude -96.7377, and travels 1.94 miles to the north and east ultimately crossing the Trinity River at latitude 32.7196 and longitude -96.7318. The Joppa Trail Connector would connect to the AT&T Trail at latitude 32.7199 and longitude -96.7293. The trails are located on Hutchins 7.5-minute USGS quadrangle map in the USGS Hydrologic Unit 12030105.

OTHER AGENCY AUTHORIZATIONS: State Water Quality Certification

BACKGROUND: This trail alignment was to be Phase III of the U.S. Army Corps of Engineers (USACE) Dallas Floodway Extension (DFE) Floodplain Protection Project and City of Dallas Trinity Trails system. Phase I of the trails system included the construction of the Audubon Trail, which is east of the Trinity River Audubon Center, then travels south and west to Simpson Stuart Road. Phase II included the Joppa Preserve Trail, which connected to the Audubon Trail just east and north of the trailhead at Simpson Stuart Road, and travels north to the trailhead, just south of Great Trinity Forest Way (Loop 12). However, the City withdrew Phase III from the

DFE when it received private funding and began constructing the trails prior to obtaining the requisite Section 404 of the Clean Water Act permit. In May 2014, the USACE Regulatory Division received an after-the-fact project application from the City requesting review of the AT&T trail project. Shortly following receipt of that application, USACE Regulatory learned of the proposed Joppa Trail Connector and requested the City provide a combined submittal encompassing both trail segments. In March 2015, USACE Regulatory received the combined submittal. Additional information was requested from the Corps and ultimately a complete permit submittal was received on February 11, 2016.

PROJECT DESCRIPTION: The AT&T Trail has been constructed in its entirety and impacts to WOUS have occurred. The Joppa Trail Connector has not been constructed; however, the forested areas in which the alignment is proposed have been cleared. According to the City, they would discharge approximately 1,209 cubic yards of dredged and fill material into approximately 1.9 acres of WOUS in conjunction with the construction of the AT&T Trail and Joppa Trail Connector combined.

I. INTRODUCTION: The City constructed the AT&T Trail, and is proposing to construct the Joppa Trail Connector. The trails would provide recreational, maintenance and emergency vehicle access to the Trinity River Floodplain. The project's purpose is to provide a trail that can be utilized for recreational activities by the adjacent residential communities, as well as the entire metropolitan population. It provides another portion of the Great Trinity Forest Trails system with its connection to the existing 5-mile trail network at the Trinity River Audubon Center to the Joppa Preserve trail system on the western side of the Trinity River, south of Great Trinity Forest Way (Loop 12). The City has stated the trails are also an integral access component for maintenance activities associated with the DFE project activities.

II. EXISTING CONDITIONS: Much of the AT&T Trail is depicted as extending largely through forested areas surrounding the Trinity River. Just north and south of Great Trinity Forest Way (Loop 12), the AT&T Trail is illustrated bisecting large areas, formerly strip mines. The project site is shown with a maximum elevation of approximately 420 feet above mean sea level at the initiation of the AT&T Trail and a minimum elevation of approximately 390 feet above mean sea level.

The *Soil Survey of Dallas County, Texas* illustrated 10 soil map units within the limits of the trails, including: Arents, loamy, hilly; Gowen loam, frequently flooded; Silawa fine sandy loam, 1 to 3 percent slopes; Silawa fine sandy loam, 2 to 8 percent slopes, eroded; Silawa-Urban land complex, 2 to 6 percent slopes; Silstid loamy fine sand, 0 to 3 percent slopes; Silstid-Urban land complex, 0 to 6 percent slopes; Trinity clay, occasionally flooded; Trinity clay, frequently flooded; and water. These soils are cumulatively characterized as sandy, loamy, and clayey alluvial soils generally positioned on stream terraces and within floodplains. These soils are somewhat poorly drained. Two of soil map units, Trinity clay, occasionally flooded and Trinity clay, frequently flooded, which are illustrated within the limits of the trails are listed on the Hydric Soils of Texas list prepared by the National Technical Committee for Hydric Soils (revised December 2015; Dallas County). Hydric soils are described as those soils that are sufficiently wet in the upper part to develop anaerobic conditions during the growing season.

The FEMA FIRM (Dallas County, Map Panel 48113C0505J, effective 23 August 2001) illustrated the majority of the trails within hatched Zone AE (Floodway areas in Zone AE). Small portion of the AT&T Trail and Joppa Trail Connection lie within Zone AE (Special Flood Hazard Areas subject to inundation by the 1% annual chance flood; Base flood elevation determined) and Zone X (areas determined to be outside the 500-year floodplain). The FEMA FIRM illustrated the same water features as the USGS topographic map.

III. ADVERSE IMPACTS TO WOUS: Due to the location and nature of the WOUS along these trail alignments, unavoidable impacts equal 1.69 acres of forested wetlands, 0.04 acre of pond, and 0.22 acre of herbaceous/emergent wetlands, according to the City.

IV. ALTERNATIVES: Publically available concept drawing for the Great Trinity Forest Trails, including the AT&T Trail and the Joppa Trail Connector, have been in circulation since the development of the DFE EIS, with refinements included in the BVP, and more concrete alignments presented by the USACE and the City of Dallas (21 August 2013 and 13 November 2013) for the Trinity River Corridor Project Update. The City has stated that these trails are necessary to provide connectivity of the existing trails and plan for future trail expansion toward the overall Great Trinity Forest Trails. To create this portion of the Great Trinity Forest Trail system, which is a large interconnected trail complex, the proposed trails must create a continuous loop, which will connect the Joppa community with the remainder of the City of Dallas and provide maintenance access for the DFE, while minimizing impacts to waters of the United States and maximizing the overall length. To achieve the desired length of trail and the overall trail network design, the trail must pass underneath Great Trinity Forest Way (Loop 12), limiting the routing options.

The selection criteria included the following:

1. A loop alignment through the Great Trinity Forest that would (a.) connect the existing Great Trinity Forest Trail at the Longacre Trailhead to the next trailhead point planned at Elam Road at the intersection of Texas Horse Park at the Trinity and Trinity Forest Golf Course, (b.) connect the existing Joppa Preserve Trail to the South Central/Joppa Gateway Park Trailhead (intersection of Saipan Street and Fellows Lane), (c.) connect the Community of Joppa with the Lower Chain of Wetlands and the planned trailhead at Elam Road for access to the overall trail system and Downtown Dallas, and (d.) provide vehicular access for maintenance activities associated with the various project components of the DFE.
2. Alignment that use the existing underpasses below the Great Trinity Forest Way (Loop 12);
3. To construct a trail that would (a.) meet the minimum width of 12 feet associated with the requirements of the North Texas Veloweb standards for multiple flows of pedestrian and cycling traffic and (b.) wide enough and strong enough to support the weight and width of maintenance and emergency service vehicles to the remote areas.
4. A desired loop alignment length of at least eight to 12 miles when integrated into the existing Great Trinity Forest Trail and Joppa Preserve Trail.

5. An alignment that allows visitors to experience being surrounded by nature and the plants and animals commonly associated with the Blackland Prairie ecosystem, as well as, indulge in the beauty of the largest hardwood bottomland urban forest in the United States.
6. A trail alignment, which to the maximum practicable extent avoids and minimizes impacts to WOUS, given the desired location within a bottomland hardwood forest and emergent floodplain wetlands.

NO ACTION ALTERNATIVE

Under a No Action Alternative, the City would have to eliminate the proposed trail projects from consideration. There are no build alternatives that would completely avoid the direct loss of WOUS, except for a fully bridged or elevated boardwalk trail on footers, which would have the indirect effect of fill; thereby, also being considered a loss of WOUS. Due to the amount of forested and emergent wetlands within the Trinity River floodplain and the desire to provide access to this natural resource there are no alternatives that could cost-effectively fully avoid impacts to these floodplain wetlands. Additionally, the No Action Alternative would not satisfy the selection criteria, which primarily includes the linkage of the Great Trinity Forest Trails.

ALTERNATIVE TRAIL ALIGNMENTS

The City of Dallas has developed seven trail alignment concepts for the proposed project; each of which had impacts to waters of the United States due to the location of the wetland complexes throughout the Trinity River floodplain.

Preferred Trail Alignment: Under this preferred concept, the AT&T Trail and Joppa Trail Connector would be approximately 3.52 miles and 1.94-miles, respectively. These trail alignments would create an approximately 9.64-mile loop alignment of the southern Great Trinity Forest Trail. Due to the location and nature of the WOUS along these proposed trail alignments, unavoidable impacts to WOUS totaled 1.90 acres, which includes 1.69 acres of forested wetlands, 0.04 acre of pond, and 0.22 acre of herbaceous, emergent wetlands. This design utilized existing features, such as existing underpass locations to cross the Great Trinity Forest Way (Loop 12) for both trails and, where feasible, existing disturbance corridors (e.g., utility alignment north of Great Trinity Forest Way paralleling Elam Road) and older trail like features/alignments (e.g., old cart path alignments for the former Sleepy Hollow Golf Course adjacent to the Joppa community). This trail alignment provides access for the Joppa community at the South Central/Joppa Gateway Park to the Lower Chain Wetlands Cells F and G, the Trinity River, and a Trinity River crossing to the southern Great Trinity Forest Trail system. This alignment also allows for the trail to be built to the design criteria for the North Texas Veloweb and for emergency vehicle access.

Preferred Alignment with Bridge. This alignment follows the same alignment as the preferred alternative, except it contained elevated sections to avoid and minimize wetland features. The bridges in this previous design were sized to support emergency traffic and as such, were supported by paired concrete columns. Although, conceptually, the design would avoid/wetlands, the trail alignment would result in a wider footprint for construction (i.e., more trees would be removed to facilitate the crane and drilling rig) and maintenance (i.e., no trees would be allowed to revegetate in

the corridor to maintain the trail). This alternative would have resulted in more impacts to the wetlands and would have a larger construction footprint. It was determined that the removal of the elevated sections would save \$813,000 in construction costs.

Alternative Trail Alignment #1: Under this alternative concept, the AT&T Trail alignment extends further south before turning back to the west and along the Trinity River. This alignment was shortened to reduce the overall length by crossing the Trinity River south of Great Trinity Forest Way (Loop 12); thereby, reducing the impacts to WOUS. The total estimated impact to WOUS is 1.24 acres; however, this trail alignment does not meet the selection criteria or overall purpose and need. As this trail alignment's length was greatly reduced, it would not (a.) provide connection for the Great Trinity Forest Trails north of Great Trinity Forest Way (Loop 12), (b.) connect the Joppa Preserve to the Joppa Community, (c.) reconnect the Joppa Community with Dallas, and (d.) meet the desired trail loop length. As this alternative alignment would not meet the selection criteria or fully meet the purpose and need for the project, it was eliminated as a reasonable alternative.

Alternative Trail Alignment #2: This alternative alignment extends north from the existing Longacre Trailhead to the intersection of Longacre Lane and Great Trinity Forest Way (Loop 12), then travels westward along the northern limits of the Trinity Forest Golf Course before crossing under Great Trinity Forest Way (Loop 12) at Elam Road, continuing westward crossing the Trinity River, and then connecting to the Joppa Preserve Trail south of Wetland Cell G. Although this alignment is much shorter, the impacts to WOUS are approximately 2.23 acres. As this trail alignment's length was greatly reduced, it would not (a.) provide connection for the Great Trinity Forest Trails north of Great Trinity Forest Way (Loop 12), (b.) connect the Joppa Preserve to the Joppa Community, (c.) reconnect the Joppa Community with Dallas, (d.) provide the interaction between the user and the natural environment within the Trinity River floodplain as it completely follows roadways, and (e.) meet the desired trail loop length. Also, this alignment would have greater impacts to WOUS. As this alternative alignment would not meet the selection criteria or fully meet the purpose and need for the project, it was eliminated as a reasonable alternative.

Alternative Trail Alignment #3: Under this alternative alignment, the Joppa Trail Connector alignment has remained the same as the Preferred Alternative; however, the AT&T Trail is oriented along a more northern route. The AT&T Trail would begin at the Longacre Trailhead, heading south, before turning west at the southern edge of the Trinity Forest Golf Course. The trail would follow the westerly course, then turn north at the edge of the Golf Course, following the western boundary. The trail would cross under Great Trinity Forest Way (Loop 12) at Elam Road, head west, before heading north along the utility alignment to the Texas Horse Park at the Trinity. This alignment would meet all the selection criteria and the purpose and need; however, it would have approximately 2.06 acres of WOUS.

Alternative Trail Alignment #4: This alternative alignment generally follows the existing AT&T Trail alignment south of Great Trinity Forest Way (Loop 12); however, it deviates from following the utility alignment to and north of Great Trinity Forest Way (Loop 12) at Elam Road. Rather this

alternative would more closely follow the Trinity River to the north, cross the Trinity River, and travel back to the south, east of Wetland Cell G, before crossing Great Trinity Forest Way (Loop 12) at the Joppa Preserve Trailhead. The overall length of the trail would be less than the preferred alternative and would be estimated to impact 2.31 acres of wetlands. This alignment would not (a.) connect the Joppa Preserve to the Joppa Community, (b.) reconnect the Joppa Community with Dallas, and (c.) meet the desired trail loop length. Also, this alignment would have greater impacts to WOUS. As this alternative alignment would not meet the selection criteria or fully meet the purpose and need for the project, it was eliminated as a reasonable alternative.

Alternative Trail Alignment #5: This alternative alignment generally follows the existing AT&T Trail alignment south of Great Trinity Forest Way (Loop 12); however, it deviates from the preferred alignment south of the Longacre Trailhead where it would take a more direct path to the Trinity River before turning westward. This alignment would cross under Great Trinity Forest Way (Loop 12) at Elam Road, continuing westward crossing the Trinity River, and then connecting to the Joppa Preserve Trail south of Wetland Cell G. This alignment is shorter and the impacts to WOUS are approximately 1.54 acres. As this trail alignments length was reduced, it would not (a.) provide connection for the Great Trinity Forest Trails north of Great Trinity Forest Way (Loop 12), (b.) connect the Joppa Preserve to the Joppa Community, (c.) reconnect the Joppa Community with Dallas, and (d.) meet the desired trail loop length. As this alternative alignment would not meet the selection criteria or fully meet the purpose and need for the project, it was eliminated as a reasonable alternative.

Alternative Trail Alignment #6: This alternative alignment extends north from the existing Longacre Trailhead to the intersection of Longacre Lane and Great Trinity Forest Way (Loop 12), then travels westward along the northern limits of the Trinity Forest Golf Course before crossing under Great Trinity Forest Way (Loop 12) at Elam Road, continuing northward and then to the west at the utility alignment where it would meet the Joppa Trail Connector. The Joppa Trail Connector segment would follow the same alignment as the Preferred Alternative. Although this alignment is much shorter, the impacts to WOUS are approximately 2.04 acres. As this trail alignments length was greatly reduced, it would not (a.) provide the interaction between the user and the natural environment within the Trinity River floodplain as it primarily follows roadways and (b.) meet the desired trail loop length. Also, this alignment would have greater impacts to WOUS. As this alternative alignment would not meet the selection criteria or fully meet the purpose and need for the project, it was eliminated as a reasonable alternative.

Alternative Trail Alignment #7: This alternative alignment follows the general alignment of the preferred alternative, but with minor deviations. The southern side of Joppa Trail Connector borders to the west of a pond and the eastern side of the AT&T Trail extends due south to the Trinity River. The deviations associated with this alternative would increase the impacts to WOUS to 1.98 acres. This alternative alignment would fully meet the selection criteria and purpose and need for the project.

V. MITIGATION: To offset the impacts to WOUS caused and proposed by this project, the City is proposing to purchase mitigation bank credits. A mitigation bank has not yet been selected, but the City is currently considering one of three mitigation banks and will be required to make a decision prior to a permit decision.

VI. SHEETS

- Figure 1. General Location Map
- Figure 2. Topographic Map
- Figure 3. Water Features Identified within the AT&T Trail Limits
- Figure 4. Water Features Identified within the Joppa Trail Connection Limits
- Figure 5. Typical trail cross-section and bridge cross-section
- Figure 6. Plan view of the bridge crossing the Trinity River (Joppa side)
- Figure 7. Plan view of the bridge crossing the Trinity River (AT&T side)

PUBLIC INTEREST REVIEW FACTORS: This application will be reviewed in accordance with 33 CFR 320-332, the Regulatory Program of the U. S. Army Corps of Engineers (USACE), and other pertinent laws, regulations, and executive orders. Our evaluation will also follow the guidelines published by the U. S. Environmental Protection Agency pursuant to Section 404(b)(1) of the CWA. The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impact, of the proposed activity on the public interest. That decision will reflect the national concerns for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including its cumulative effects. Among the factors addressed are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the USACE in determining whether to issue, issue with modifications, or conditions, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

STATE WATER QUALITY CERTIFICATION: This project is submitted after-the-fact and as such would not fulfill Tier I criteria. Therefore, Texas Commission on Environmental Quality

(TCEQ) certification is required. Concurrent with USACE processing of this Department of the Army application, the TCEQ is reviewing this application under Section 401 of the Clean Water Act, and Title 30, Texas Administrative Code Section 279.1-13 to determine if the work would comply with State water quality standards. By virtue of an agreement between the USACE and the TCEQ, this public notice is also issued for the purpose of advising all known interested persons that there is pending before the TCEQ a decision on water quality certification under such act. **Any comments concerning this application may be submitted to the Texas Commission on Environmental Quality, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087.** The public comment period extends 30 days from the date of publication of this notice. A copy of the public notice with a description of the work is made available for review in the TCEQ's Austin Office. The complete application may be reviewed in the USACE's office. The TCEQ may conduct a public hearing to consider all comments concerning water quality if requested in writing. A request for a public hearing must contain the following information: the name, mailing address, application number, or other recognizable reference to the application; a brief description of the interest of the requestor, or of persons represented by the requestor; and a brief description of how the application, if granted, would adversely affect such interest.

ENDANGERED AND THREATENED SPECIES: The USACE has reviewed the U.S. Fish and Wildlife Service's latest published version of endangered and threatened species to determine if any species may occur in the project area. The proposed project would be located in a county where the whooping crane (*Grus americana*), least tern (*Sterna antillarum*), piping plover (*Charadrius melodus*), black-capped vireo (*Vireo atricapilla*), golden-cheeked warbler (*Dendroica chrysoparia*), and red knot (*Calidris canutus rufa*) are known to occur or may occur as migrants. The whooping crane, least tern, black-capped vireo, and golden-cheeked warbler are endangered species and the piping plover and red knot are threatened species. Our initial review indicates that the proposed work would have no effect on federally-listed endangered or threatened species.

NATIONAL REGISTER OF HISTORIC PLACES: The area of the proposed extension of the Trinity Trails (Phase III). The trail extension covers areas that have been previously impacted by a landfill and a golf course. One prehistoric scatter was recorded in the area in 1940 and has been disrupted by subsequent development. This site, 41DL84, has not been assessed for eligibility to the National Register of Historic Places. An additional 21 sites are located within a mile of the proposed work. There is no standing architecture within the APE or immediately adjacent areas. The trail construction involves shallow soil impacts and vegetation clearing along a right-of-way approximately twenty-feet wide. One potential impact to unidentified buried deposits is possible at the crossing of the Trinity River where deep piers may be installed.

FLOODPLAIN MANAGEMENT: The USACE is sending a copy of this public notice to the local floodplain administrator. In accordance with 44 CFR part 60 (Flood Plain Management Regulations Criteria for Land Management and Use), the floodplain administrators of

participating communities are required to review all proposed development to determine if a floodplain development permit is required and maintain records of such review.

SOLICITATION OF COMMENTS: The public notice is being distributed to all known interested persons in order to assist in developing fact upon which a decision by the USACE may be based. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition.

PUBLIC HEARING: Prior to the close of the comment period any person may make a written request for a public hearing setting forth the particular reasons for the request. The District Engineer will determine whether the issues raised are substantial and should be considered in his permit decision. If a public hearing is warranted, all known interested persons will be notified of the time, date, and location.

CLOSE OF COMMENT PERIOD: All comments pertaining to this Public Notice must reach this office on or before **March 27, 2016**, which is the close of the comment period. Extensions of the comment period may be granted for valid reasons provided a written request is received by the limiting date. If no comments are received by that date, it will be considered that there are no objections. Comments and requests for additional information should be submitted to ; Regulatory Division, CESWF-DE-R; U. S. Army Corps of Engineers; Post Office Box 17300; Fort Worth, Texas 76102-0300. You may visit the Regulatory Division in Room 3A37 of the Federal Building at 819 Taylor Street in Fort Worth between 8:00 A.M. and 3:30 P.M., Monday through Friday. Telephone inquiries should be directed to (817) 886-1743. Please note that names and addresses of those who submit comments in response to this public notice may be made publicly available.

DISTRICT ENGINEER
FORT WORTH DISTRICT
CORPS OF ENGINEERS

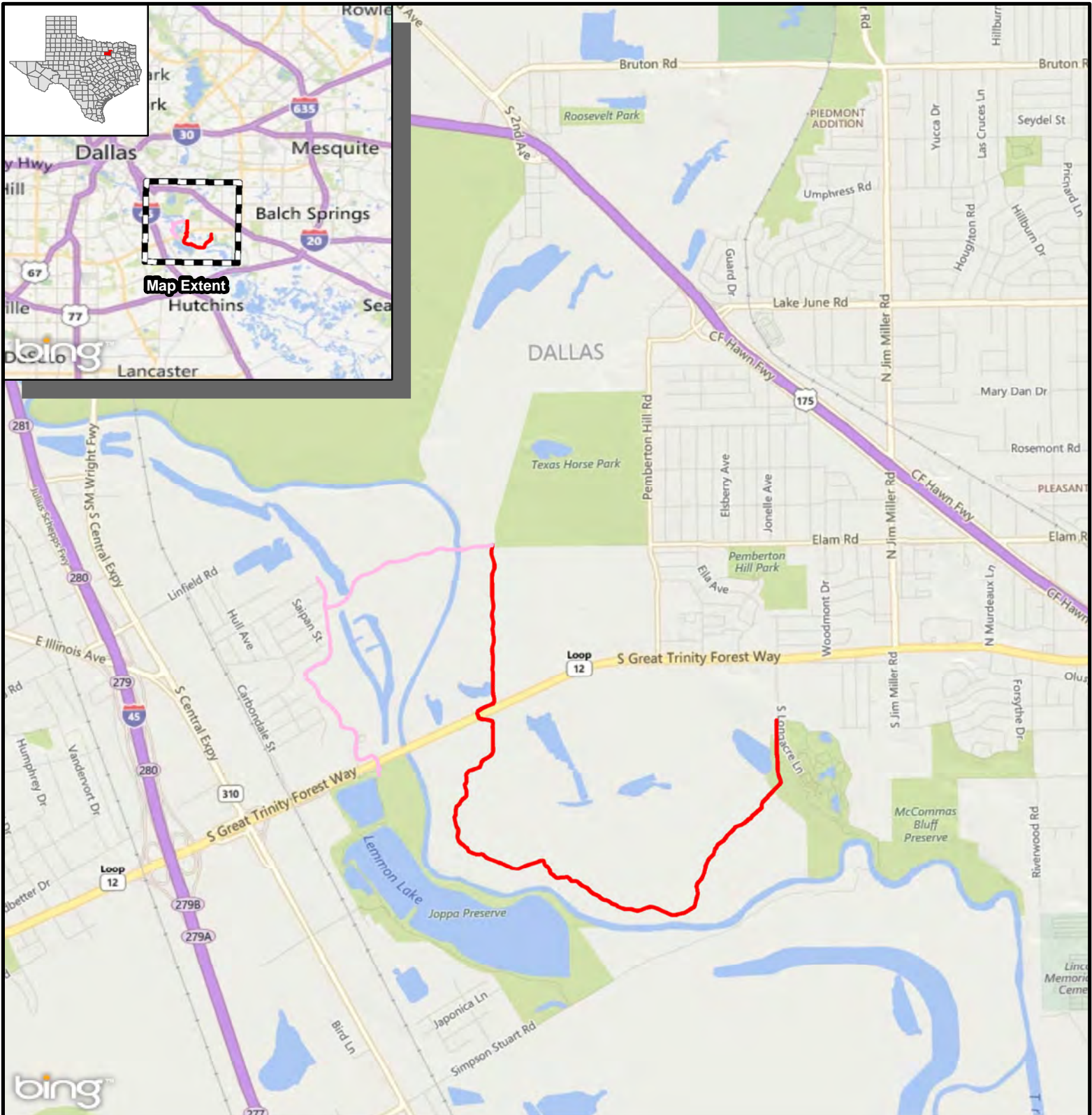


Figure 1
General Location
Map

- AT&T Trail Limits
- Joppa Trail Connection Limits



County: Dallas
 State: Texas
 Date map created: 01/26/2016
 USACE Project Number: SWF-2014-00207
 Source: (c) 2010 Microsoft Corporation
 and its data suppliers

1 inch = 3,000 feet

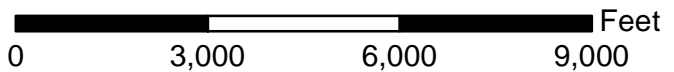




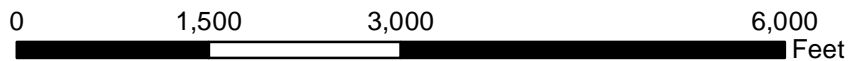
Figure 2
Topographic Setting

- AT&T Trail Limits
- Joppa Trail Connection Limits



County: Dallas
 State: Texas
 Date map created: 01/26/2016
 USACE Project Number: SWF-2014-00207
 Source: USGS Topographic Map
 Hutchins 7.5' Quadrangle, 1973

1 inch = 1,500 feet



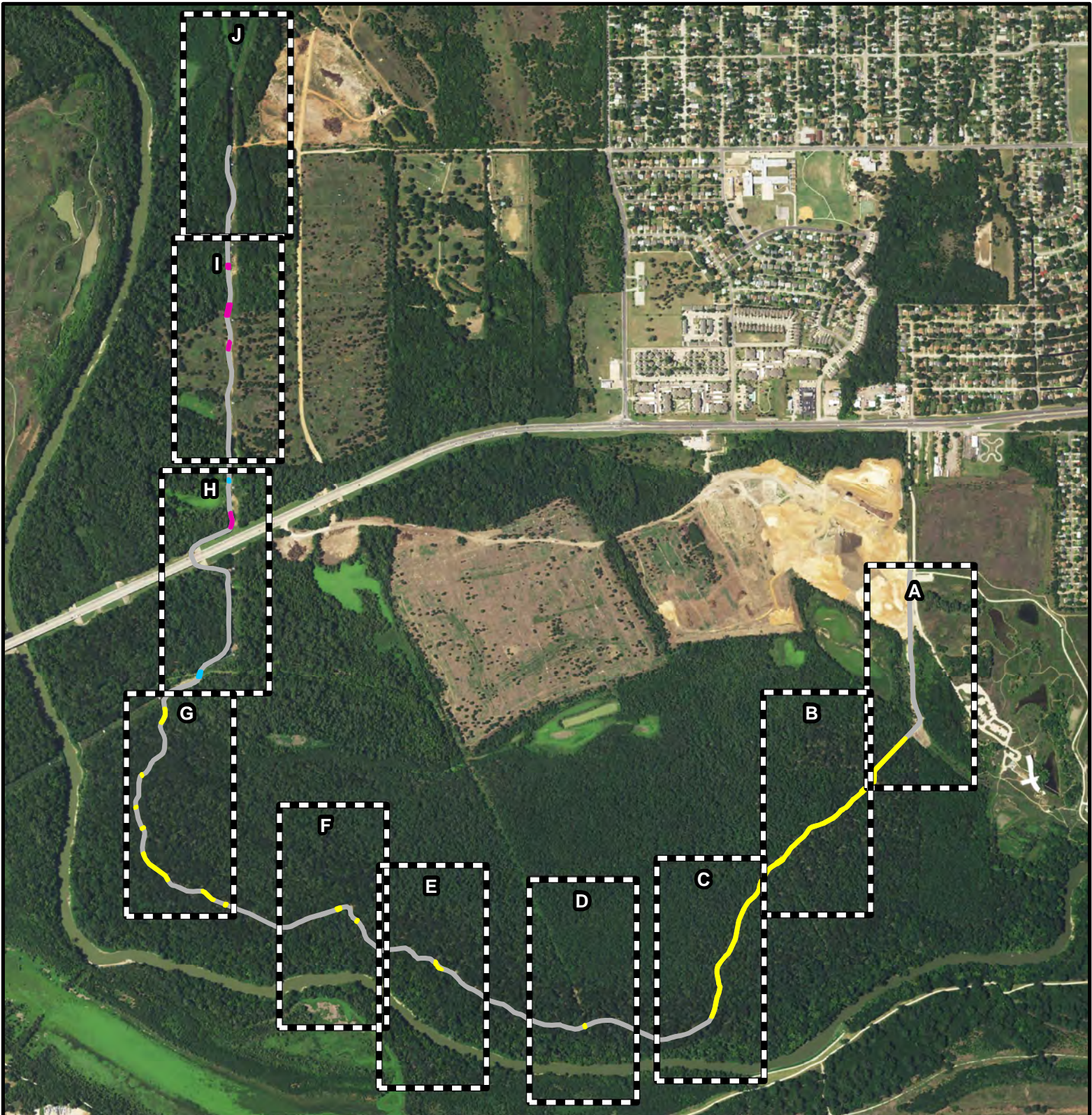
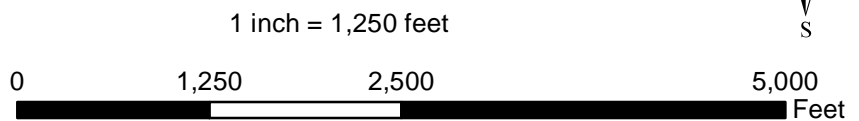


Figure 3
Water Features identified
within the AT&T Trail Limits

County: Dallas
 State: Texas
 Date map created: 01/26/2016
 USACE Project Number: SWF-2014-00207
 Source: (c) 2010 Microsoft Corporation
 and its data suppliers

- AT&T Trail Limits
- Features that meet a definition of a waters of the United States**
- Forested Wetland
- Herbaceous Wetland
- Pond



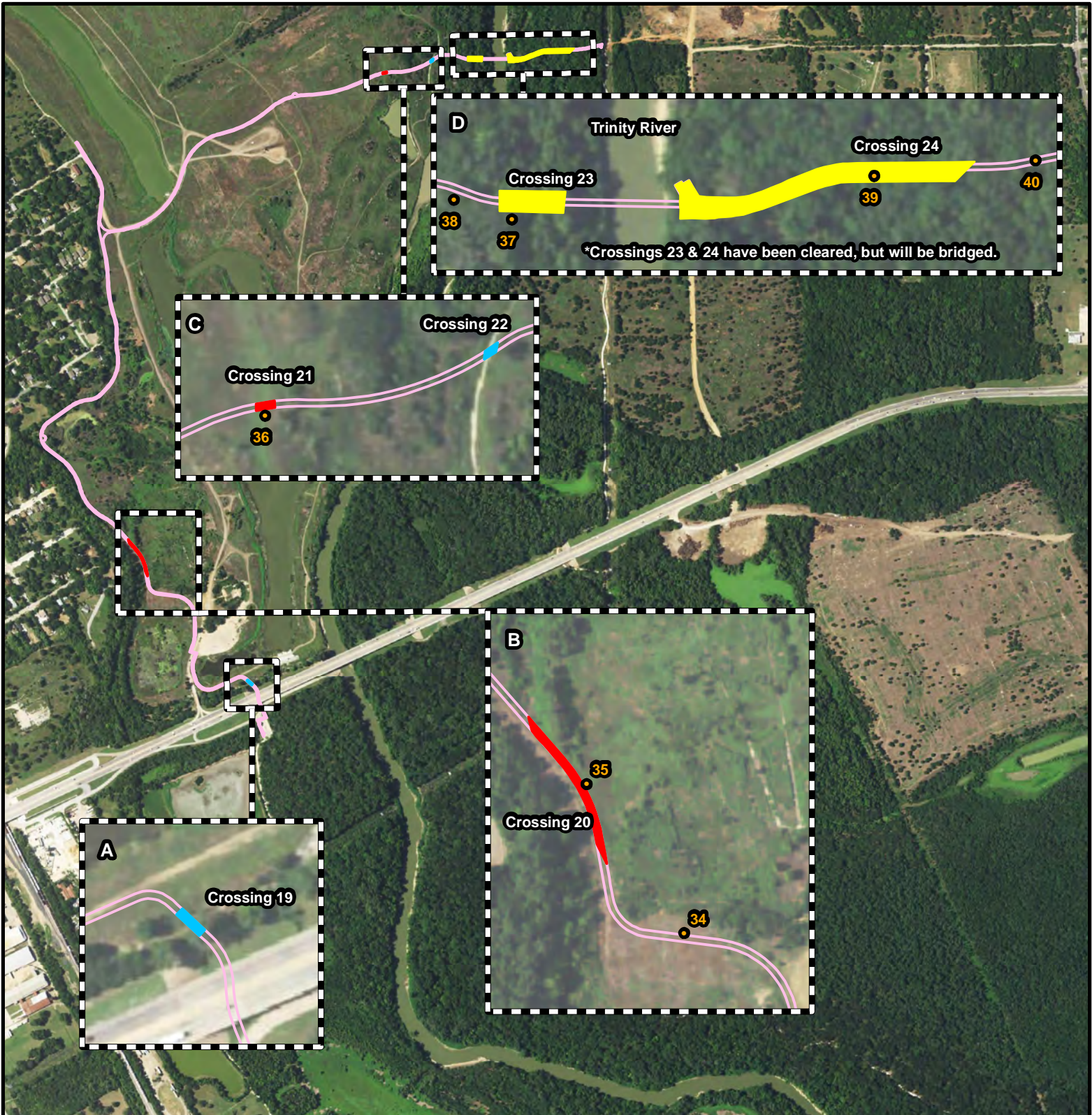



Figure 4
Water Features identified within the Joppa Trail Connection Limits

County: Dallas
 State: Texas
 Date map created: 02/01/2016
 USACE Project Number: SWF-2014-00207
 Source: (c) 2010 Microsoft Corporation and its data suppliers

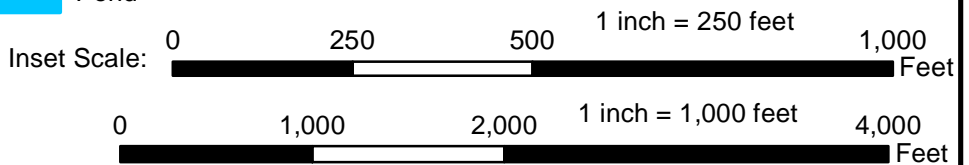
 Joppa Trail Connection Limits

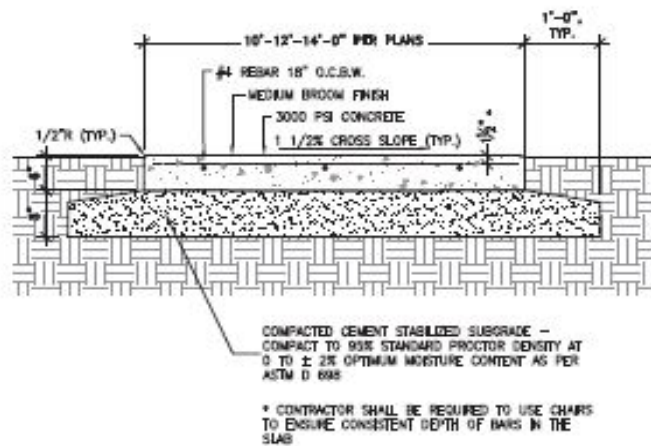
Features that meet a definition of a water of the United States

 Forested Wetland

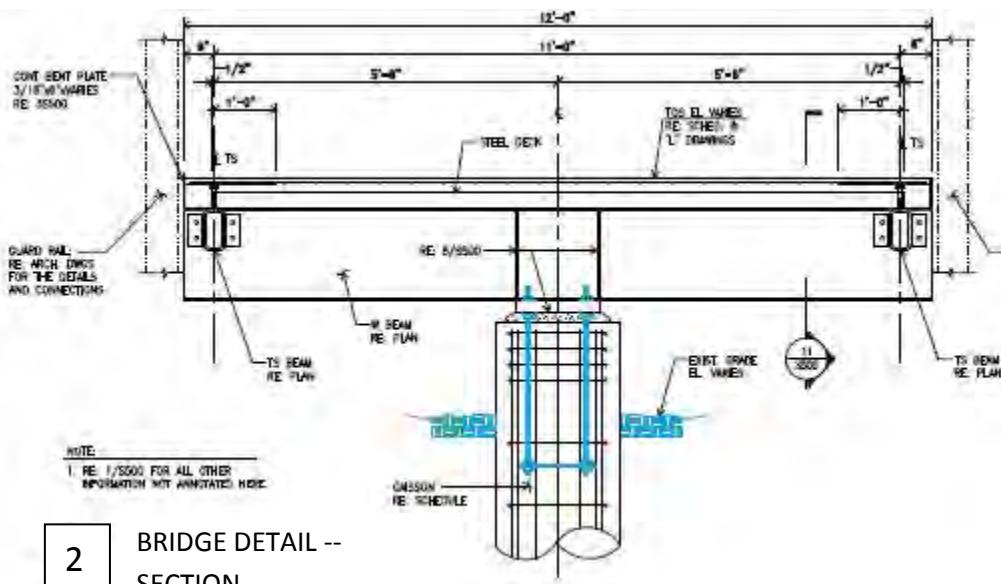
 Herbaceous Wetland

 Pond





1 TRAIL DETAIL - SECTION



2 BRIDGE DETAIL -- SECTION

Figure 5

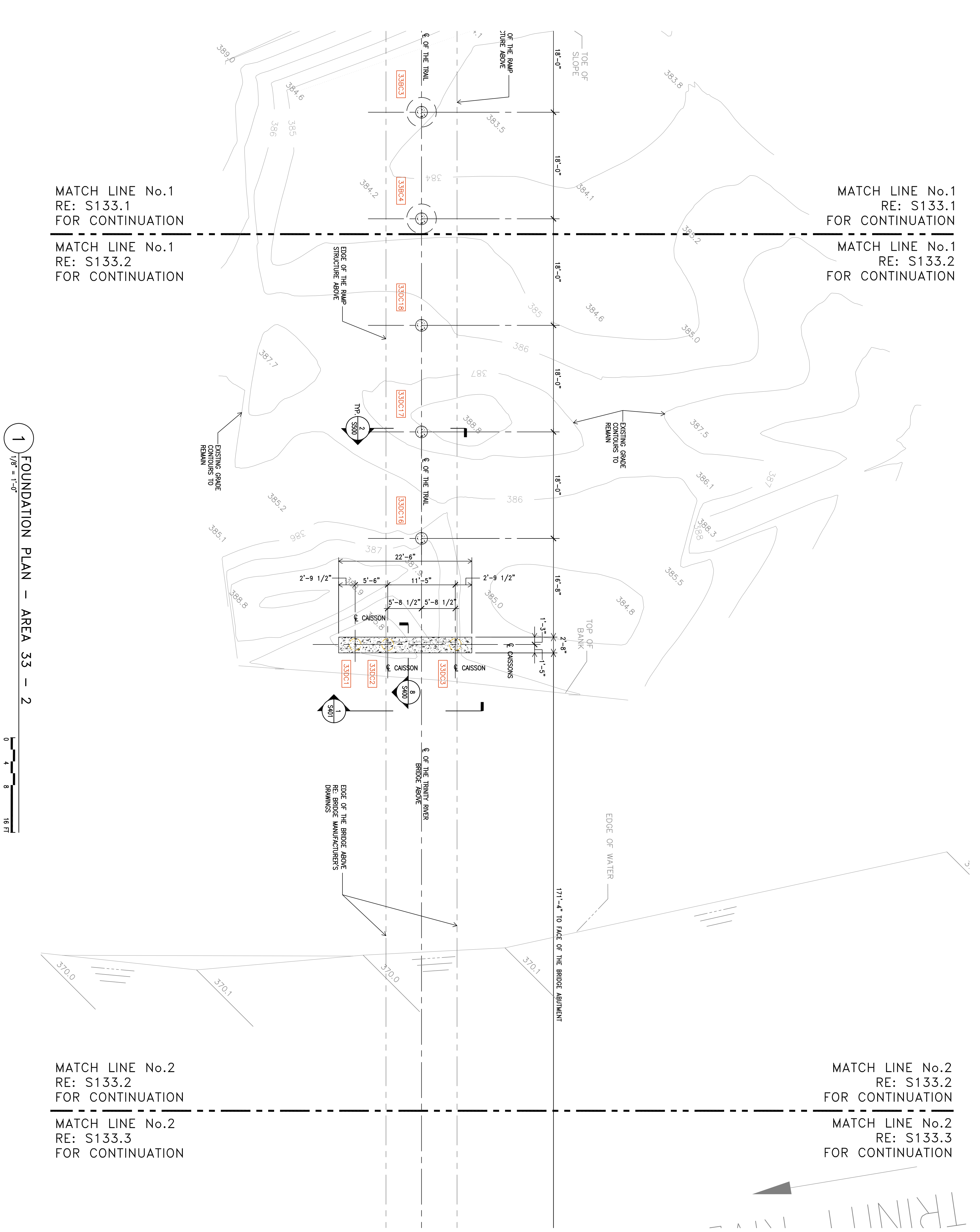


Figure 6

NEW CONSTRUCTION OF
TRINITY FOREST TRAIL
PHASE 3
Prepared for
1500 MARILLA ST.
ROOM 6B S.
DALLAS, TX 75201

Contract No. 06.02708.05

HELLMUTH, OBATA + KASSABAUM, LP.

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KEY PLAN

PLAN NORTH

No.	Issue Description	Date
1	SCHEMATIC DESIGN	04/24/2009
2	60% PRE-SUBMITTAL	06/12/2009
3	60% SUBMITTAL	09/18/2009
4	90% SUBMITTAL	05/11/2011
5	ISSUED FOR BID & CONST.	07/11/2014

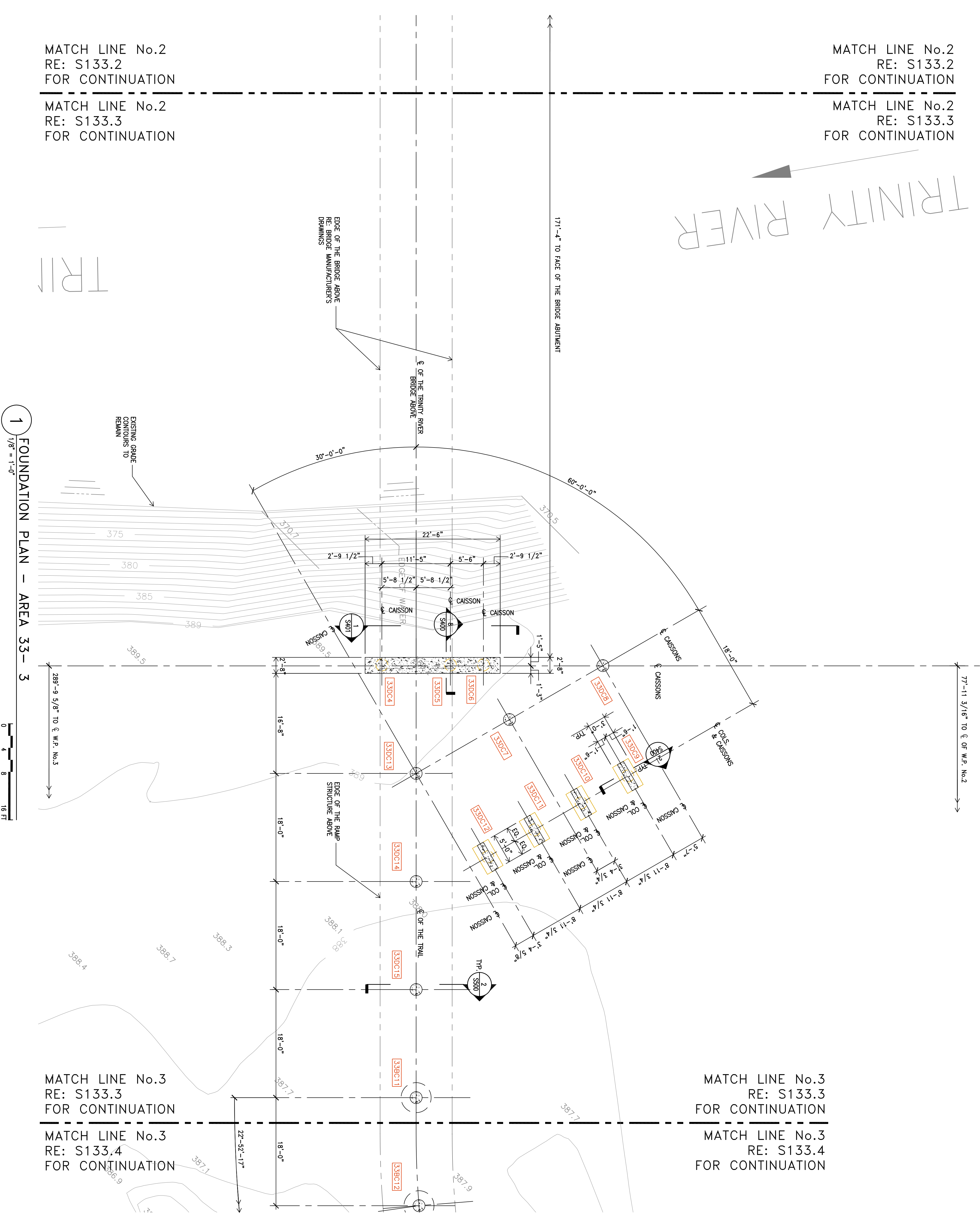
07-11-14 F5971

Drawn By: A. TAGHLEBI Reviewed By: E. ABOUD
Project No: 06.02708.05

FOUNDATION PLAN -
AREA 33-2

S133.2

Original drawing is 27" x 36" Scale unless otherwise indicated



1 FOUNDATION PLAN - AREA 33-3
1/8" = 1'-0"
0 4 8 16 FT

Figure 7

NEW CONSTRUCTION OF
TRINITY FOREST TRAIL
PHASE 3
Prepared for
1500 MARILLA ST.
ROOM 6B S.
DALLAS, TX 75201

Contract No. 06.02708.05

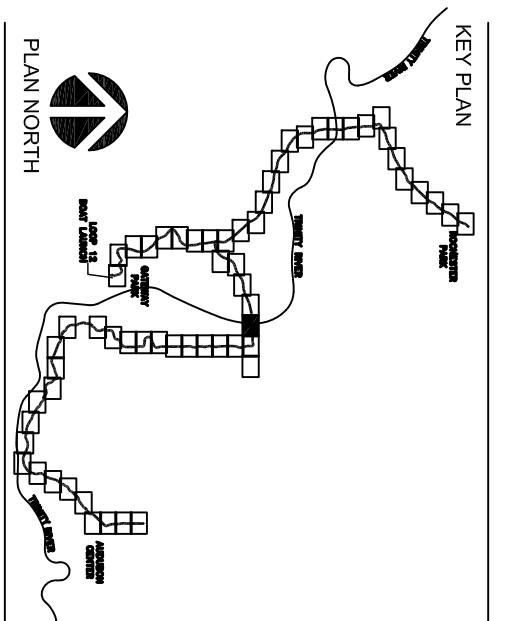
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Dallas, TX 75206-1912
972-253-5051

City of Dallas THE TRINITY DALLAS



No.	Issue Description	Date
1	SCHEMATIC DESIGN	04/24/2009
2	60% PRE-SUBMITTAL	06/12/2009
3	60% SUBMITTAL	09/18/2009
4	90% SUBMITTAL	05/11/2011
5	ISSUED FOR BID & CONST.	07/11/2014

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S133.3