

Memorandum

DATE December 4, 2009

TO Trinity River Committee Members:
David Neumann (Chair)
Steve Salazar (Vice-Chair)
Mayor Pro Tem Dwaine Caraway
Deputy Mayor Pro Tem Pauline Medrano
Carolyn R. Davis

Vonciel Jones Hill
Delia Jasso
Linda Koop



CITY OF DALLAS

SUBJECT **Margaret Hunt Hill Bridge
Approval to Proceed**

On December 1, 2009, the City of Dallas and the Texas Department of Transportation (TxDOT) received the attached letter from the U.S. Army Corps of Engineers (Corps) regarding the results of the levee remediation plan for the Margaret Hunt Hill Bridge. The Corps has determined that the construction activities of the bridge will not adversely affect the function of the Dallas Floodway, and that the recommended remediation measures are satisfactory. Therefore, construction on the approaches to the bridge may proceed.

The remediation measures, to be performed by TxDOT and Oncor, include the following items (see attached for locations and construction drawings):

- A two tiered berm to provide reinforcement of the East Levee side slope
- A seepage collar at one Oncor tower to prevent water from percolating up around the tower foundation
- Seepage collars for three existing sets of bridge piers to prevent water from percolating up around the piers

In addition to this work, the Trinity Watershed Management Department will perform work on both the east and west levees to restore the levee height in this area to the original design elevation. This work is needed as part of the overall Levee Remediation Plan for the Dallas Floodway, but is being done now in order to coordinate with the above mentioned remediation measures.

Please let me know if you have any additional questions.



Jill A. Jordan, P.E.
Assistant City Manager



THE TRINITY
DALLAS

Attachments

c: Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Ryan S. Evans, First Assistant City Manager
A. C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
David K. Cook, Chief Financial Officer
Deborah A. Watkins, City Secretary
Thomas P. Perkins, Jr., City Attorney
Craig D. Kinton, City Auditor
Judge C. Victor Lander
Helena Stevens-Thompson, Asst. to the City Manager
Frank Libro, Director, Public Information Office



DEPARTMENT OF THE ARMY
FORT WORTH DISTRICT, CORPS OF ENGINEERS
P. O. BOX 17300
FORT WORTH, TEXAS 76182-0300

NOV 30 2009

REPLY TO
ATTENTION OF

Programs and Project Management Division

Mr. William Hale, P.E.
District Engineer
Texas Dept of Transportation
Dallas District Office
P.O. Box 133067
Dallas, Texas 75313-3067

Ms. Jill Jordan, P.E.
Assistant City Manager
City of Dallas, Texas
Dallas City Hall
1500 Marilla Street, Room 4DN
Dallas, Texas 75201

Dear Mr. Hale and Ms. Jordan:

This letter is in response to the most recent submittal of plans, specifications, and engineering report for levee remediation measures associated with the Margaret-Hunt Hill (MHH) Bridge, which is being constructed partially within the limits of the Dallas Floodway in Dallas, Texas.

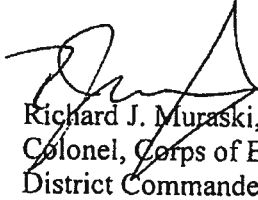
My staff has indicated that our review of the plans, specifications, and engineering report is now complete. We have determined that the proposed work will not adversely affect the operation and maintenance of the Dallas Floodway, that it provides the required remediation of the levees, and is hereby authorized for construction as an added component of the previously approved MHH Bridge. After construction has commenced, any changes to the proposed remediation measures must be submitted to the U.S. Army Corps of Engineers (Corps), Fort Worth District, for review and approval.

As you know, a recent inspection of the Dallas Floodway revealed that both the East Levee and the West Levee have undergone varying degrees of settlement over the years, resulting in the levee crest being lower than the original design elevation in some areas. It is my understanding that the city of Dallas, in consultation with the Texas Department of Transportation (TxDOT), has agreed to immediately restore the levee crest to the original design elevation within the limits of the MHH Bridge project area, and that this work will be coordinated to coincide with construction of the above mentioned remediation features by TxDOT.

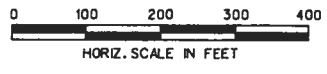
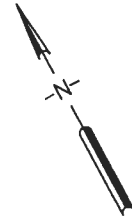
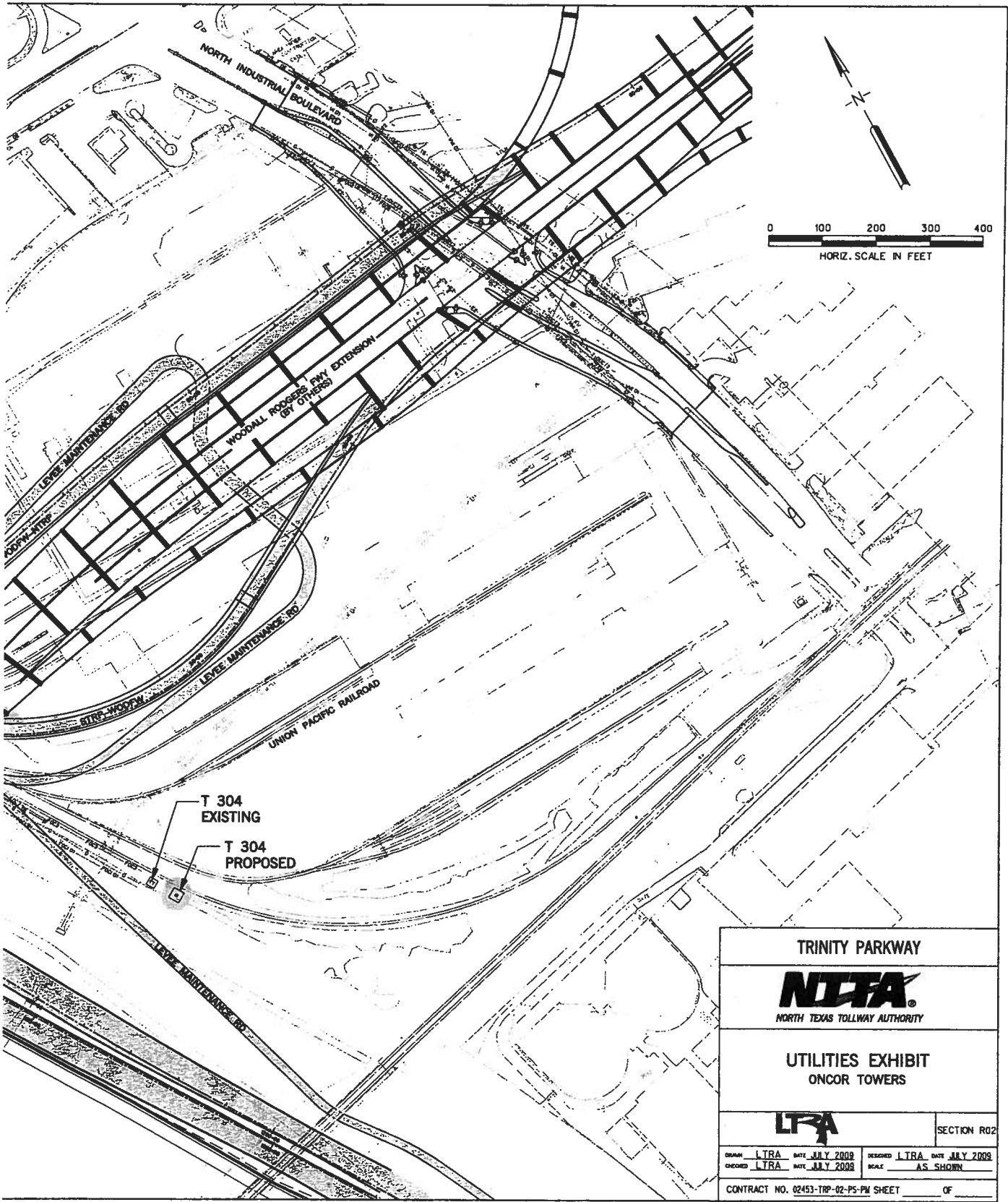
The MHH Bridge project was previously reviewed for compliance with Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899 and the Trinity River Corridor Development Certificate (CDC) process, as detailed in the CDC Manual, 3rd Edition. Additionally, the proposed project has been reviewed under the preconstruction notification (PCN) procedures of Nationwide Permit General Condition 13 (Federal Register, Vol.67, No.10, Tuesday, January 15, 2002; Vol.67, No.30, Wednesday, February 13, 2002; and Vol.67, No.37, Monday, February 25, 2002), and was determined to be authorized by Nationwide Permit 14 for Linear Transportation Crossings. My staff has also indicated that the proposed remediation measures and the restoration of the levee crest will not require any additional permitting or modification of the existing permit.

Thank you for your interest in our nation's water resources. If you have any questions related to this matter, please call Mr. Kevin L. Craig, P.E., at (817) 897-1339 or contact him by email at Kevin.L.Craig@usace.army.mil.

Sincerely,





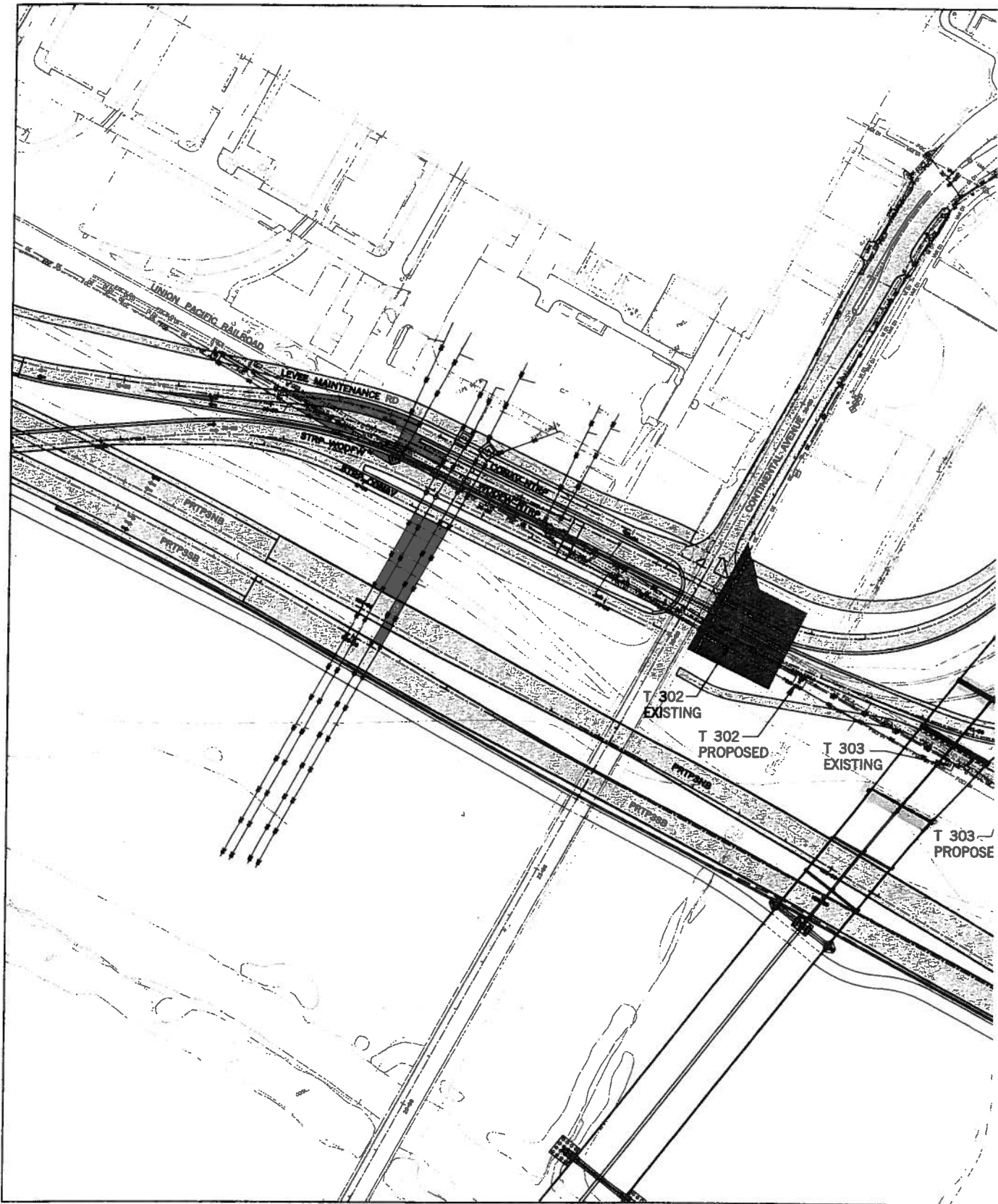
Richard J. Muraski, Jr.
Colonel, Corps of Engineers
District Commander



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T 304
PROPOSED

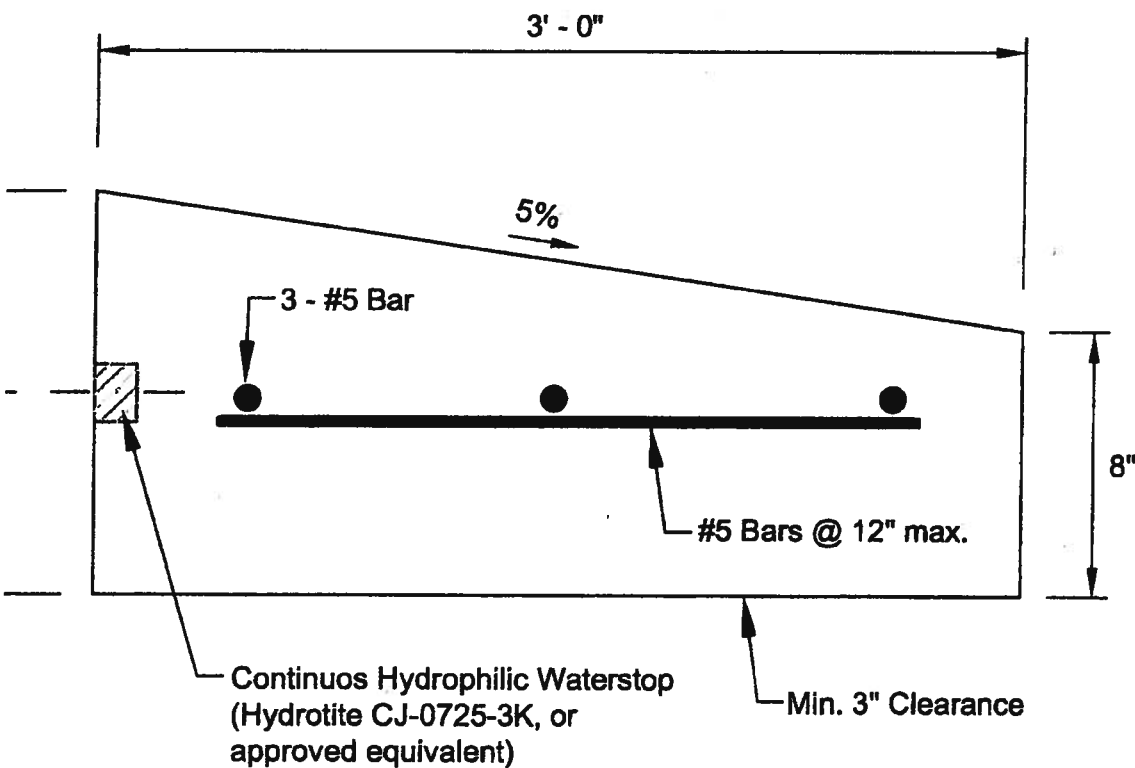
TRINITY PARKWAY	
 NORTH TEXAS TOLLWAY AUTHORITY	
UTILITIES EXHIBIT ONCOR TOWERS	
	
SECTION R02	
DRAWN <u>LTRA</u> DATE <u>JULY 2008</u> CHECKED <u>LTRA</u> DATE <u>JULY 2008</u>	DESIGNED <u>LTRA</u> DATE <u>JULY 2008</u> SCALE <u>AS SHOWN</u>
CONTRACT NO. 02453-TRP-02-PS-PM SHEET _____ OF _____	



and concrete seepage collar / mow strip. Concrete shall conform to Item 421, Class A, and concrete construction should conform to Item 420. Reinforcing steel should conform to TxDOT Item 440.

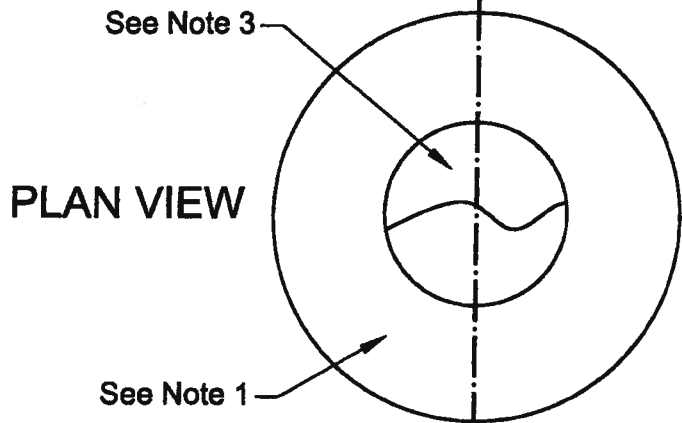
aggregates granular filter. Material shall conform to ASTM C33-07, Fine Aggregate.

drilled shaft foundations constructed as per project plans and specifications.

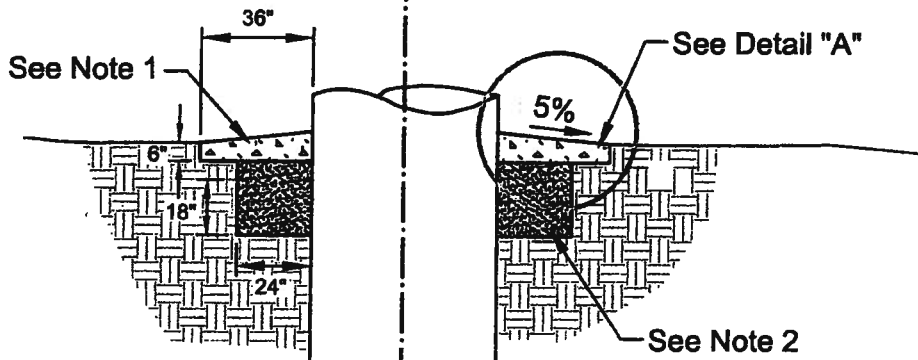


DETAIL "A"

	PROJECT NO. 101495	SEEPAGE COLLAR / MOW STRIP DETAIL FOR TOWER 304 LOCATION	PLATE 1
	DRAWN: NOV 2009		
	DRAWN BY: JAG	ONCOR TOWER RELOCATION LEVEE EVALUATION DALLAS, TEXAS	
	CHECKED BY: MTM		
FILE NAME: Seepage Collar 2.dwg			



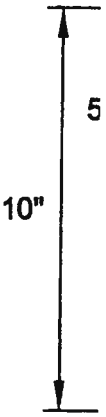
PLAN VIEW



PROFILE VIEW

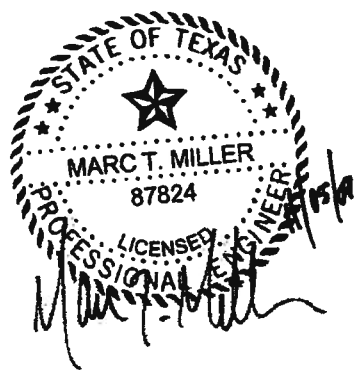
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1. Reint to T TxD
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PLOTTED: 05 Nov 2009, 2:30pm, jgordon

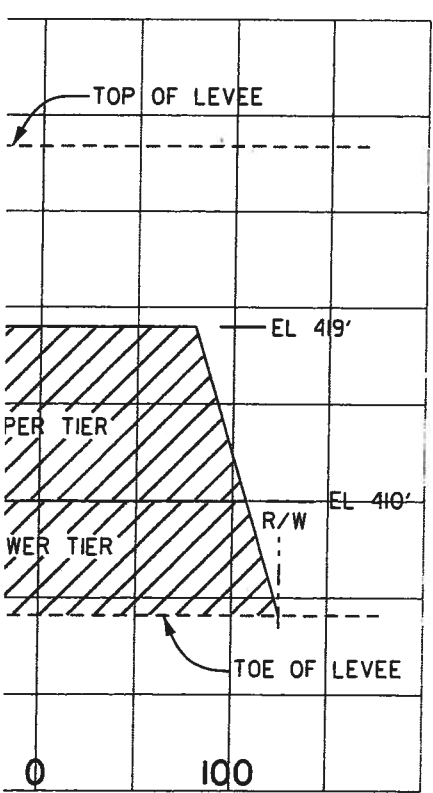
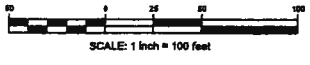
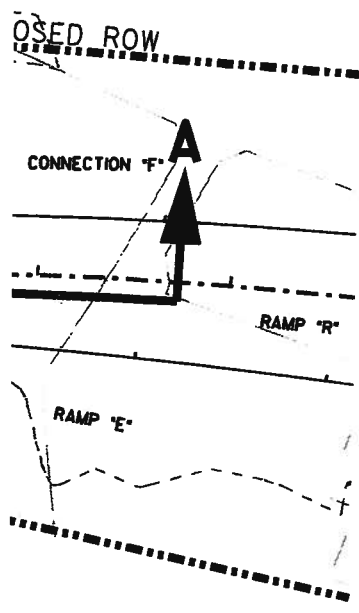
The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. It is intended for use as a land survey product and is not designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or relying on the information.



DRILLED
SHAFT

NOTES:

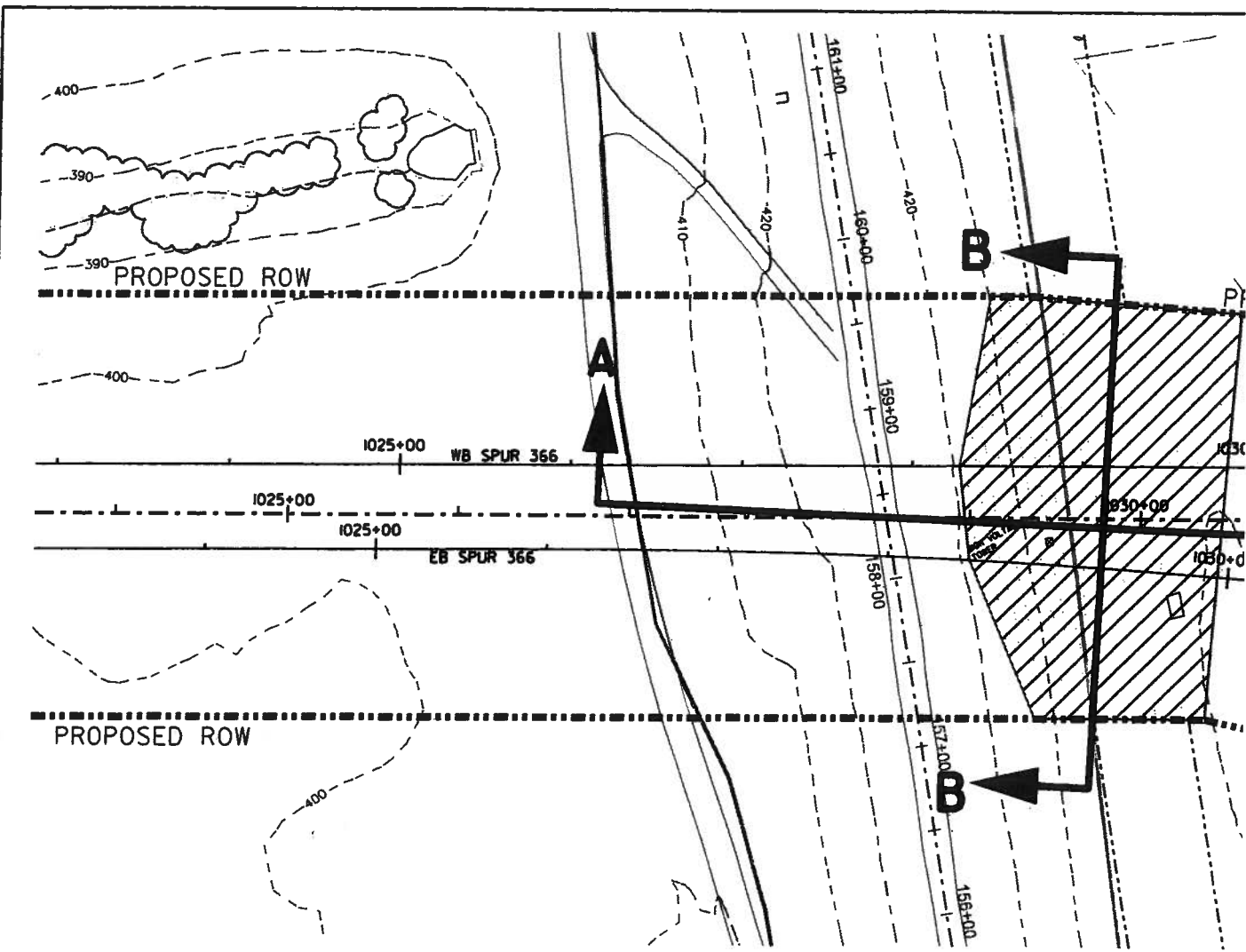
1. Subsurface and overhead utilities and obstructions to be verified by Contractor.
2. Fill material for the stability berm shall be soil that is free of organic and/or deleterious material, with a plasticity index between 5 and 30, with 100 percent of the material passing a 3/8-inch sieve, a minimum of 80 percent passing a size 4 sieve, and a maximum of 85 percent passing a size 200 sieve. Fill shall have soluble sulfates concentrations less than 150 parts per million.
3. Prior to fill placement, the existing fill slope shall be stripped to a depth of 6 inches to remove topsoil.
4. Soil shall be placed in compaction controlled lifts with a loose lift thickness no greater than 9 inches, and compacted to a minimum density of 95 percent of Test Method TEX-114-E. The moisture content during compaction shall be between the optimum moisture content and 4 percent above the optimum moisture content (Opt. to +4).
5. Before placing a new lift, the previous lift should be scarified to a depth of 3 inches with disc equipment. This step may occur after loose fill has been placed provided the Contractor can demonstrate that the disc is penetrating the previous lift the specified amount, and that this can be independently verified by TxDOT or the Testing Laboratory.
6. Fill lifts shall be benched into the existing slope. The bench height shall be equal to the height of two compacted lifts.
7. Fill placed within five feet of existing columns shall be placed and compacted with "walk-behind" equipment.
8. Place topsoil and erosion control on exposed surfaces of stability berm at completion per TxDOT Item 459, Gablon Mattress.



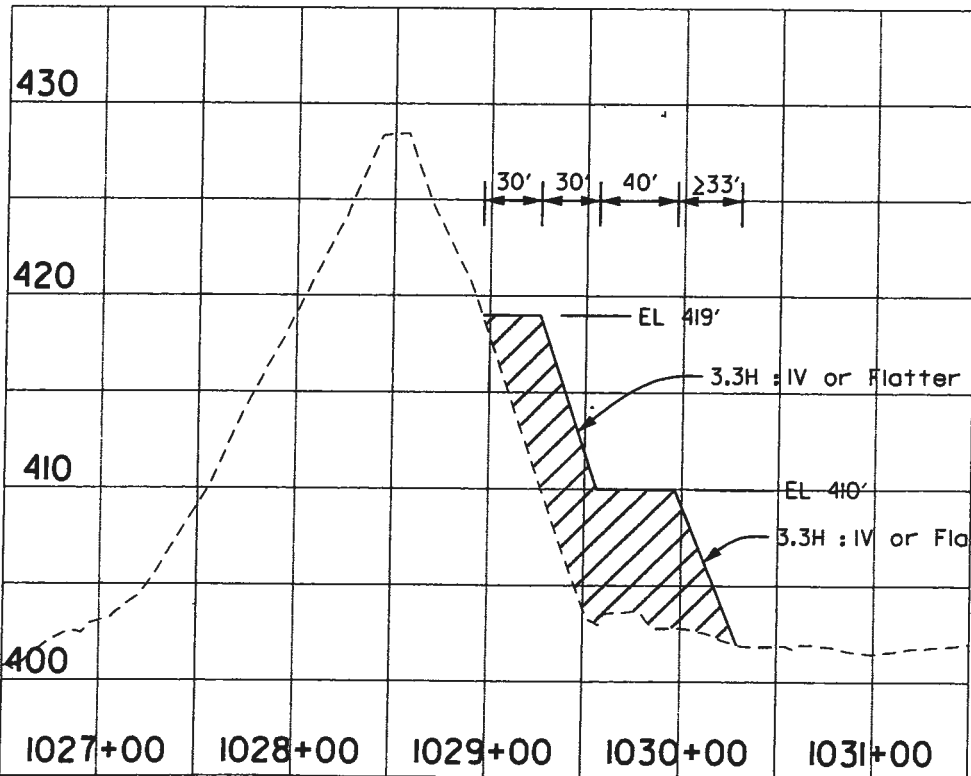
Signature of Registrant & Date
Marc T. Miller

DALLAS DISTRICT
**SPUR 366 EXTENSION
 STABILITY BERM DETAIL**
 TEMPLATE REVISION DATE: 10/23/09

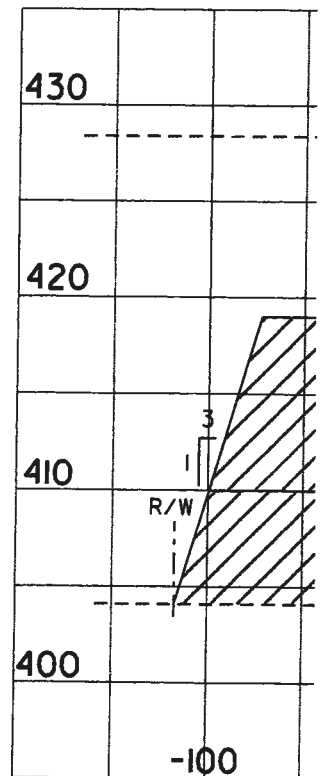
DESIGN SMM	FED. RD. DIV. NO. 6	FEDERAL AID PROJECT NO. XXX XXXX XX		HIGHWAY NO. SP 366
GRAPHICS JAG	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MTM	TEXAS	DALLAS	DALLAS	A
CHECK MMS	CONTROL	SECTION	JOB	
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PLAN VIEW



SECTION A-A



SECTION B-B