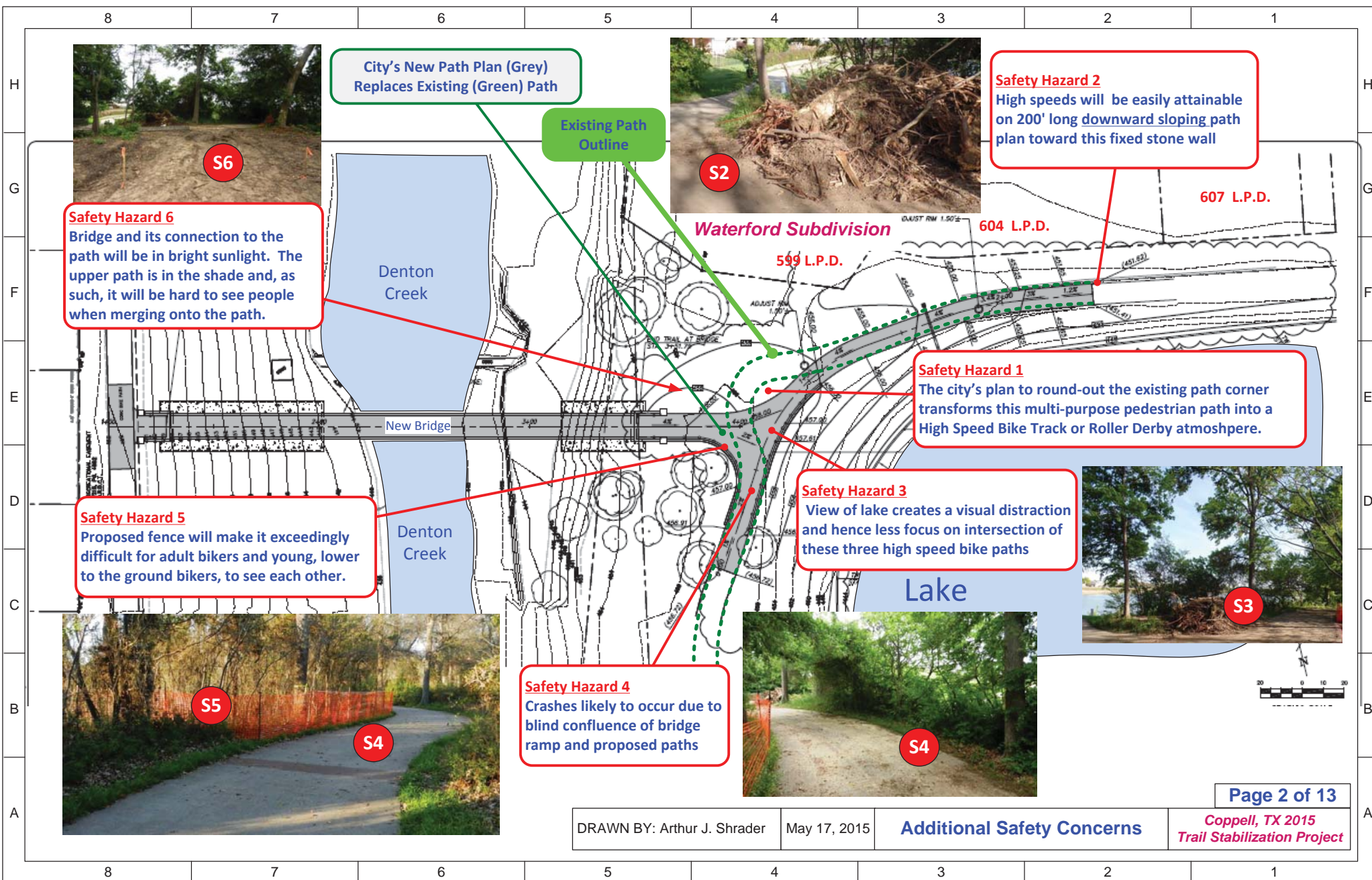
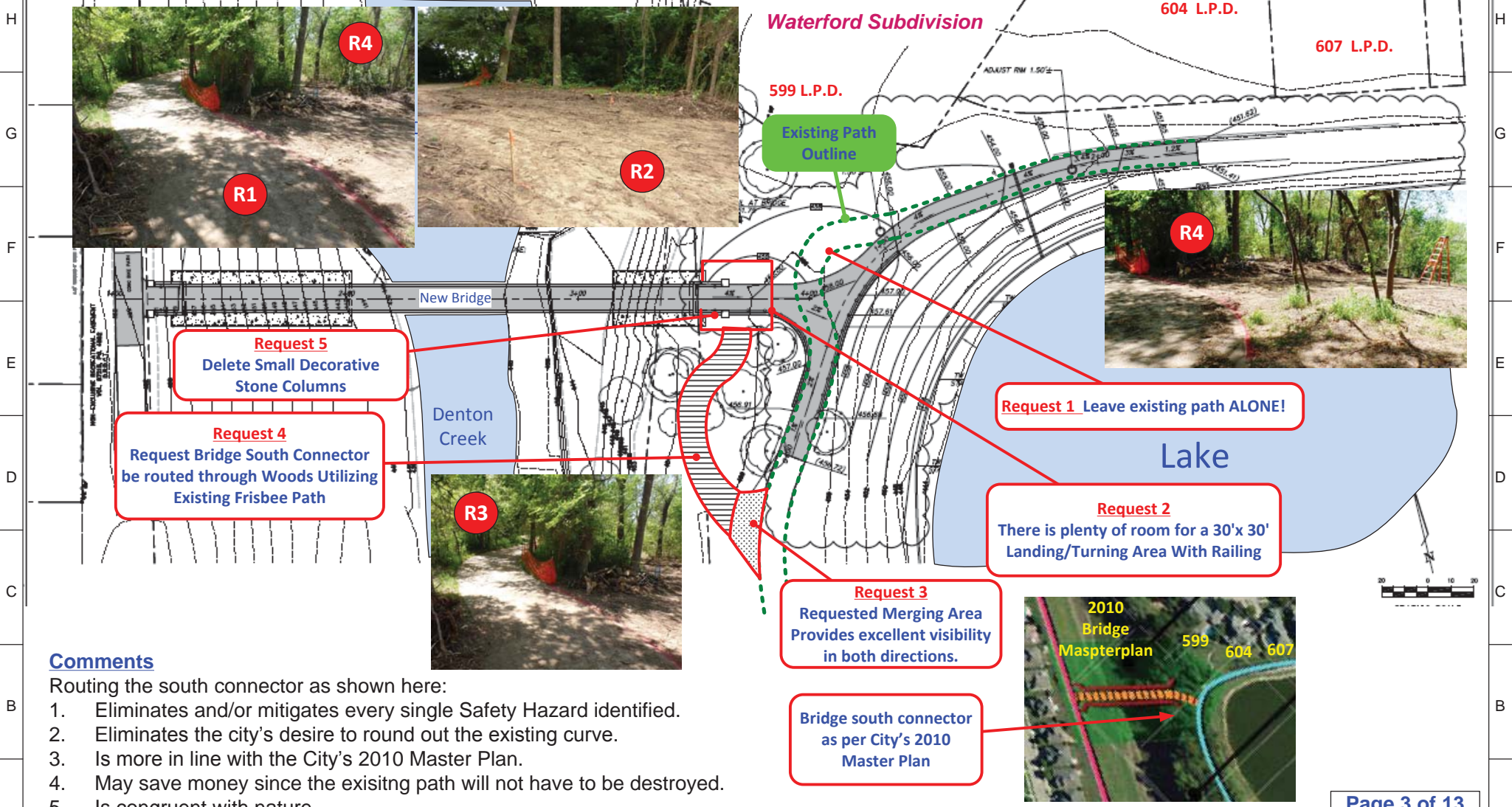


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G	<p>All,</p> <p>This document shows a couple fresh sketches (May 4/17, 2015) Page 2/13 and 3/13 of which clearly identify what we perceive the safety hazards to be as well as original sketches and diagrams.</p> <p>We believe the existing design exacerbates an existing safety problem, creates additional hazards, lowers property values and unnecessarily disturbs the directly impacted residents.</p> <p>We are requesting that due to safety and liability concerns The City of Coppell leave the existing path intact and reroute the bridge’s south connector through the woods as described herein.</p> <p>We are not happy about the bridge being placed so close to our back yard yet we are not even complaining about that!</p> <p>Our issue is with the city’s desire to modify the existing path. At first we were under the impression that the existing path had to be modified to merge with the bridge. We were wrong. Based upon meetings with the city the existing path is being modified to round out the corner to make it “safer”. But in reality their plan makes it much more hazardous by increasing speed, creating a serious blind spot, adding visual distractions at the intersection, creating light and shadow problems, and turning a nice peaceful area and natural speed deterrent of the path into a Bike Track and Roller Derby atmosphere. The city’s plan to modify the existing path will no doubt be the subject of many, many lawsuits and consternation.</p> <p>All we are asking is that The City of Coppell gets their design firm, or finds another, to figure out a way to push the bridge south connector westward through the woods at least to the extent depicted in their 2010 Master-Plan and leave the existing path alone.</p> <p>Please, please do not forget that the people who use this bridge will be happy enough that they have a bridge.</p> <p>The location of the ramp makes no difference to them. The bridge alone is a generous enough gift to non-Lake Park Drive path walkers.</p> <p>The city will never hear a complaint from any of them that the ramp goes through the woods.</p> <p>The City will always hear complaints from US AND ALL OF OUR VOTING NEIGHBORS if they place the desires of strangers who do not live here above the needs of those who live within 60 feet of this project.</p> <p>We appreciate your help in this matter</p> <p>Art Shrader P.E. 599 Lake Park Drive Coppell, TX 75019 C: 214-497-4797</p>								G								
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A	<table><tr><td colspan="3">DRAWN BY: Arthur J. Shrader</td><td>May 17, 2015</td><td colspan="3">Agenda Item for May 26, 2015 Coppell City Council Meeting</td><td>Page 1 of 13  Coppell, TX 2015 Trail Stabilization Project</td></tr></table>								DRAWN BY: Arthur J. Shrader			May 17, 2015	Agenda Item for May 26, 2015 Coppell City Council Meeting			Page 1 of 13  Coppell, TX 2015 Trail Stabilization Project	A
DRAWN BY: Arthur J. Shrader			May 17, 2015	Agenda Item for May 26, 2015 Coppell City Council Meeting			Page 1 of 13  Coppell, TX 2015 Trail Stabilization Project										
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**Image 1**  
Original  
Backyard  
View 1999

**Image 5**  
Stick Top Elevation  
of Proposed Path  
Modifications



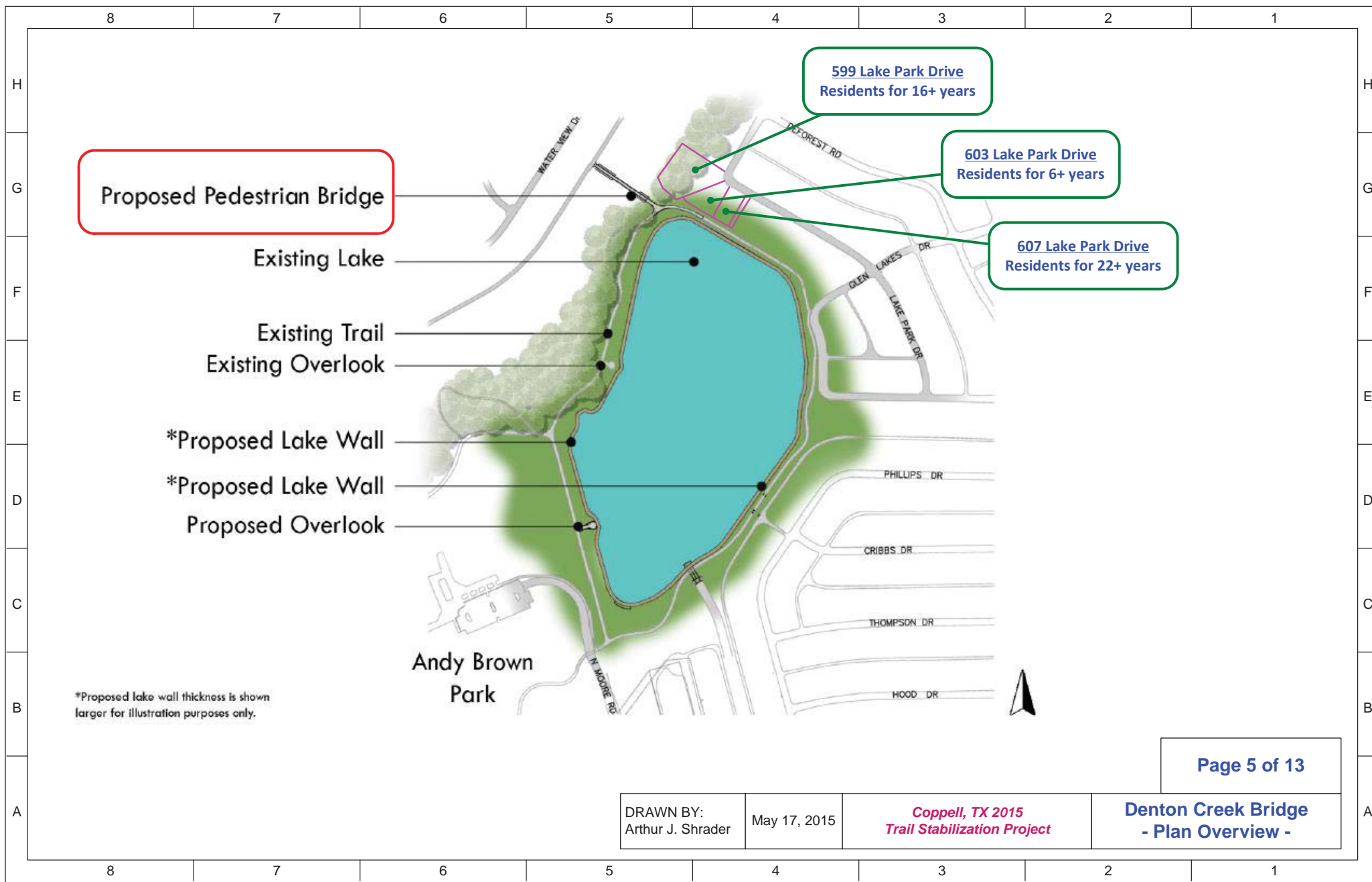
**Image 3**  
Top Elevation of  
Proposed Path  
Modifications

**Image 4**  
Shows existing  
path that is going  
to be demolished  
and replaced.



**Image 2**  
Current Backyard View 2015  
shows view already  
diminished by +/- 2 feet due  
to existing path

**Image 6**  
View of north side  
of Creek Where  
Bridge will be



Proposed Pedestrian Bridge

Existing Lake

Existing Trail  
Existing Overlook

\*Proposed Lake Wall

\*Proposed Lake Wall

Proposed Overlook

599 Lake Park Drive  
Residents for 16+ years

603 Lake Park Drive  
Residents for 6+ years

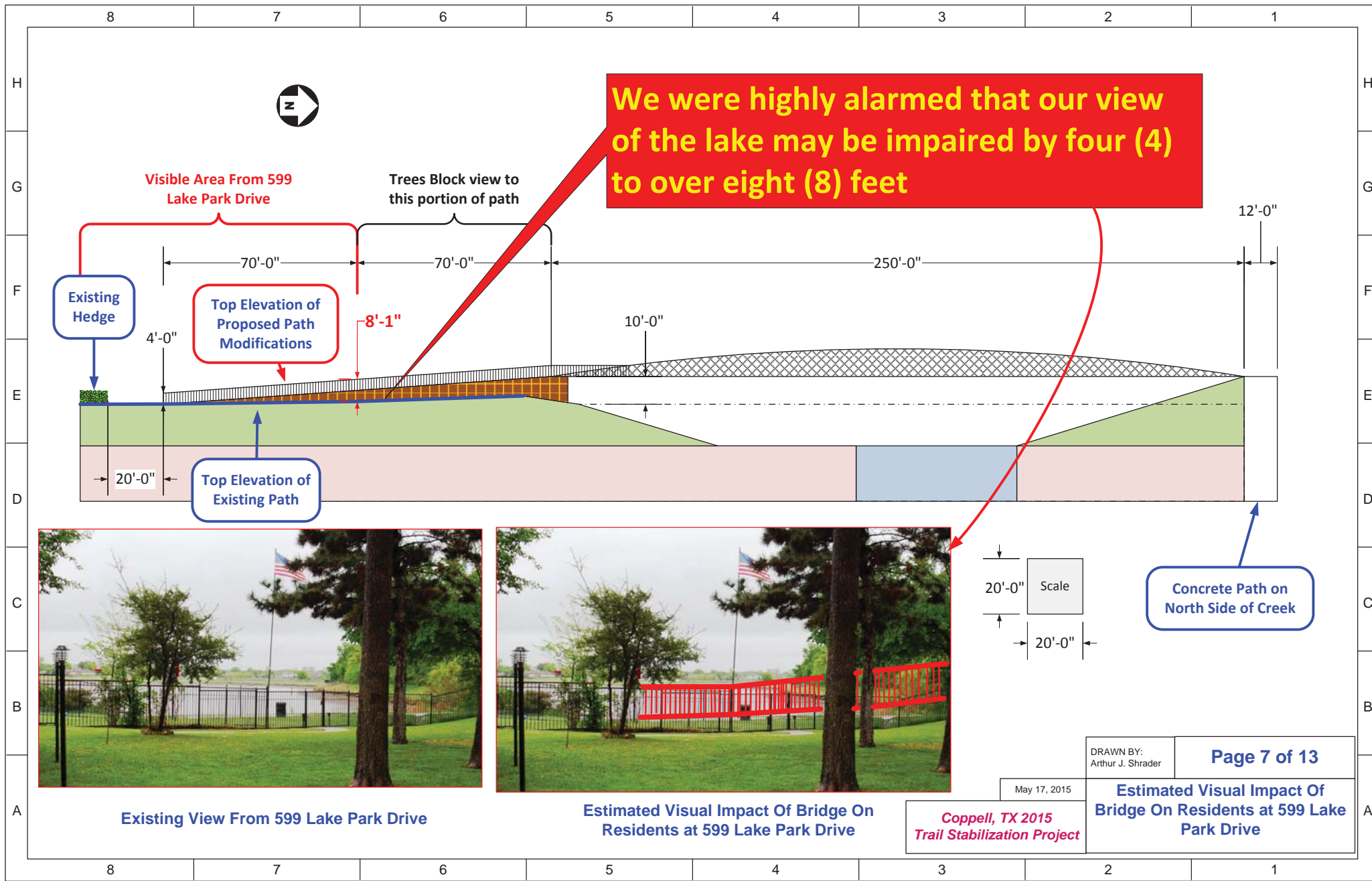
607 Lake Park Drive  
Residents for 22+ years

\*Proposed lake wall thickness is shown  
larger for illustration purposes only.

Andy Brown  
Park







We were highly alarmed that our view of the lake may be impaired by four (4) to over eight (8) feet

Visible Area From 599 Lake Park Drive

Trees Block view to this portion of path

Existing Hedge

Top Elevation of Proposed Path Modifications

Top Elevation of Existing Path

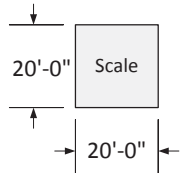
Concrete Path on North Side of Creek



Existing View From 599 Lake Park Drive



Estimated Visual Impact Of Bridge On Residents at 599 Lake Park Drive



DRAWN BY:  
Arthur J. Shrader

May 17, 2015

Coppell, TX 2015  
Trail Stabilization Project

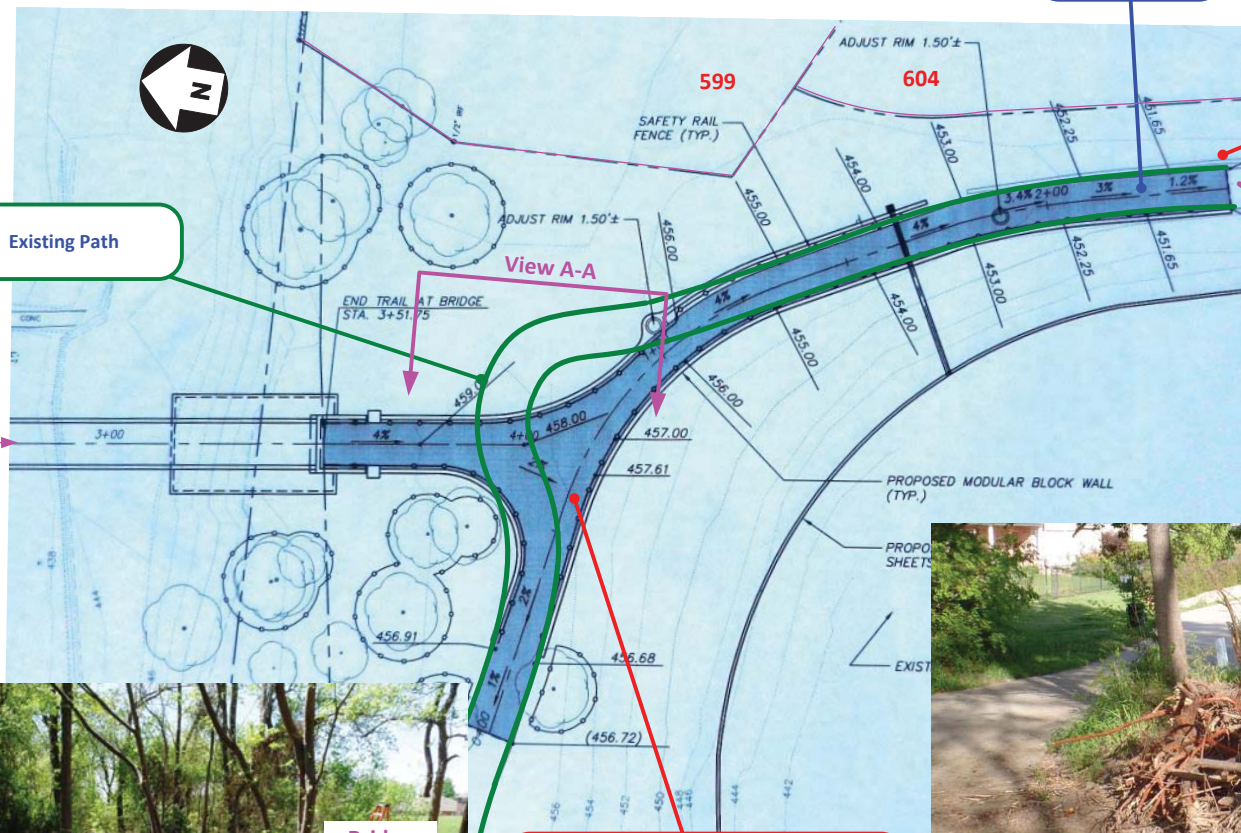
Estimated Visual Impact Of  
Bridge On Residents at 599 Lake  
Park Drive

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We feel obliged to express the following comments, concerns and recommendation related to this project:

1. We appreciate the effort The City of Coppel is putting forth to get this new pedestrian bridge installed. It's going to be nice.
2. We appreciate the responsiveness by The City of Coppel when we ask to meet.
3. (I hope I'm wrong on this) but we are extremely disappointed that the architectural firm did not make a special and recurring effort to communicate with and/or seek input from the handful of homeowners directly impacted by this project. We are the ones who will be living with this 365 days per year.
4. We believe that the design creates a couple safety hazards that may increase exposure to the City of Coppel.
5. We believe that the existing, slight, drainage problem between 599, 603 and the existing path will be worsened.
6. We believe that the overall natural appeal of the lake will be diminished if so many trees are removed and replaced with railing and landscape blocks.
7. We believe the property values of the homes closest to the bridge will decrease.
8. We believe that a significant amount of tax dollars can be saved by not demolishing and reworking so much of the existing path.
9. Fortunately we are early enough in this project to respectfully request that the city consider a slight reroute of the bridge's south connection ramp.
10. We believe that this recommendation will remedy all the aforementioned concerns.
11. If the ramp plan cannot be altered as requested it would be nice to know if it is a question of technical details or will-power.





## Existing Path Modification Plan

Safety Hazard 1  
High speeds are attainable on 200' long  
sloped path plan toward fixed wall

### Existing Path

← **New Bridge** →

**Safety Hazard 2**  
Crashes likely to occur due to blind confluence of bridge ramp and proposed paths

View from planned path of point where new path meets existing



## Bridge

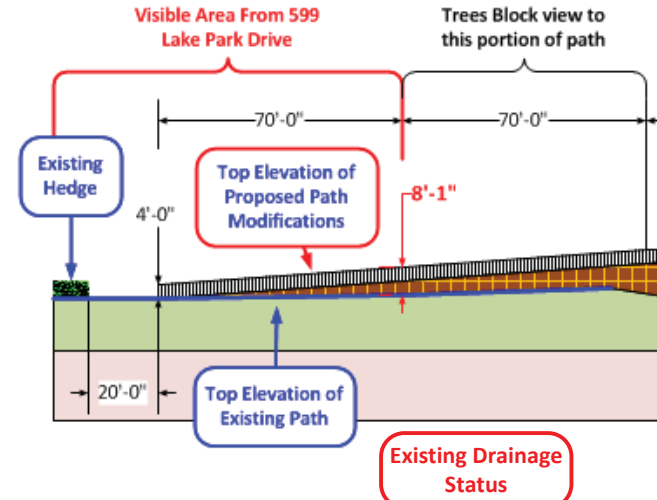
proposed  
Path

View A-A





Any increase in the height of the existing path will make a bad drainage situation worse.



If path height is raised, these grades may need to be adjusted to these points as well as the fences.





1) These trees slated for removal.

4) These two trees are 25 feet apart. Enough to get a crane and bridge between them (I would think)

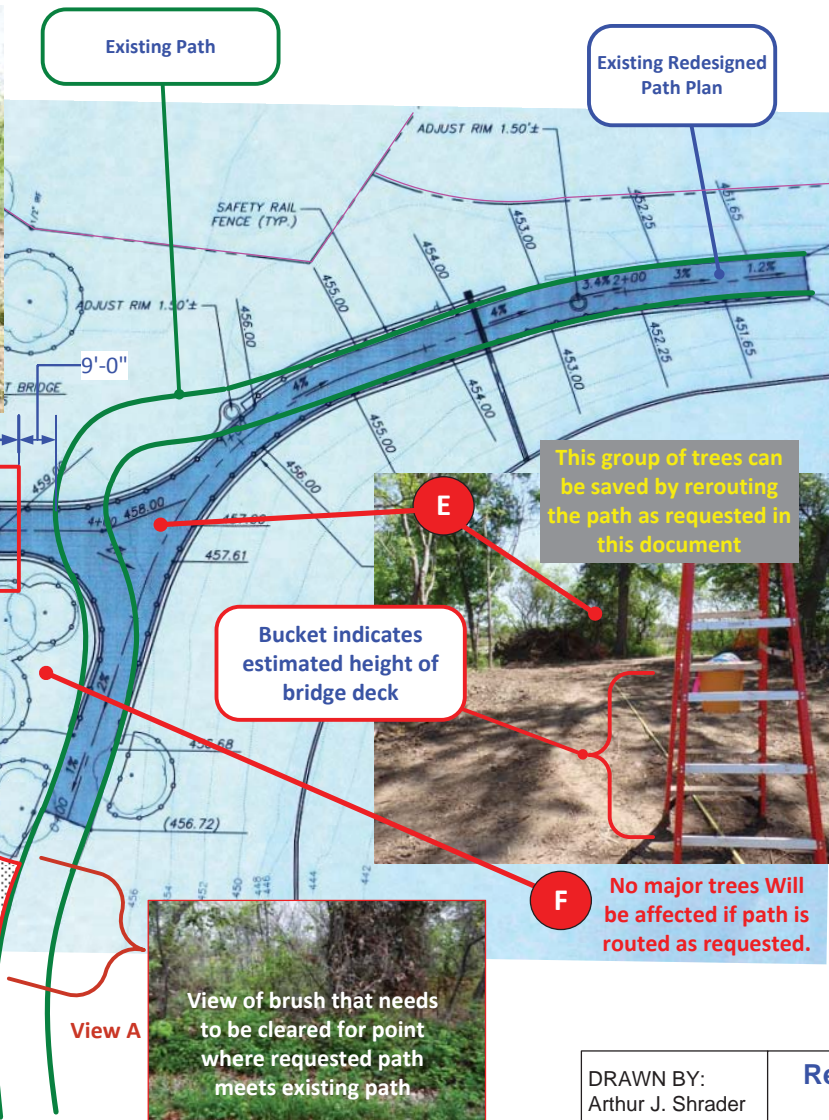
5) If left in place these two trees would give the new bridge a majestic, gateway look.



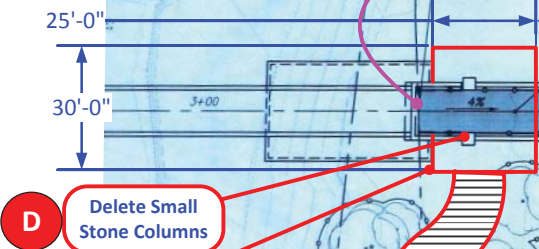
3) Manmade railings and blocks.

2) Manmade blocks.





Route ramp through woods.



**B** Requested 25'x 30' Landing Area

**A** Requested Path Modification Plan

**C** Requested Landing Area

Existing path = 36' from identified bridge station 3+51.75



Bucket indicates estimated height of bridge deck



This group of trees can be saved by rerouting the path as requested in this document

**F** No major trees Will be affected if path is routed as requested.



DRAWN BY: Arthur J. Shrader	<b>Requested Path Route Modification</b>
May 17, 2015	<i>Coppell, TX 2015 Trail Stabilization Project</i>



