

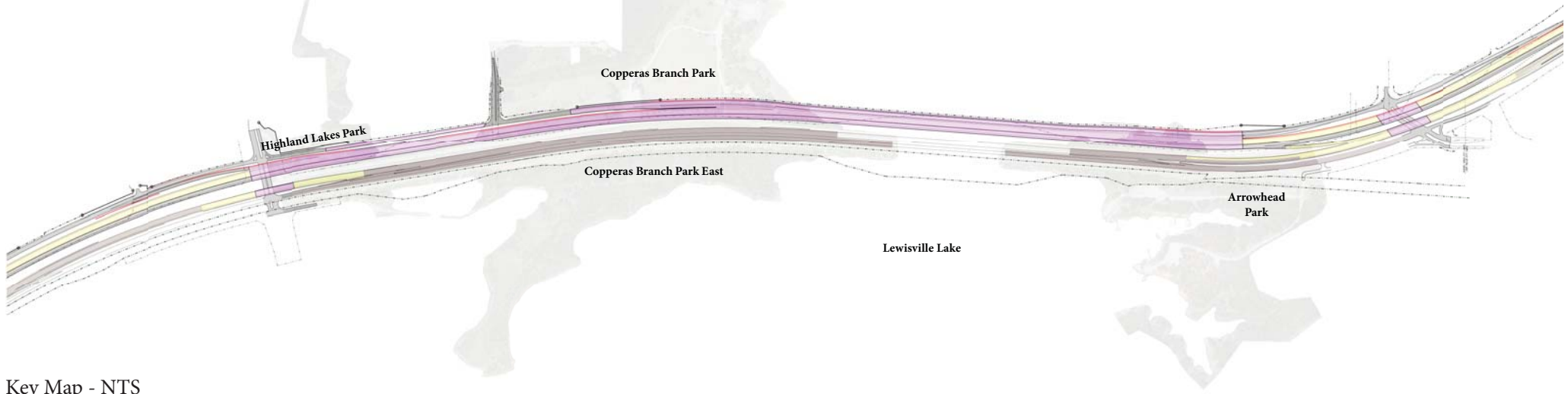
**Texas Department of Transportation
Book 2 - Technical Provisions**

IH 35E Managed Lanes Project

Attachment 4-4

Section 4(f) Mitigation Master Plan

ATTACHMENT 4-4 IH 35E MANAGED LANES PROJECT MITIGATION ELEMENTS

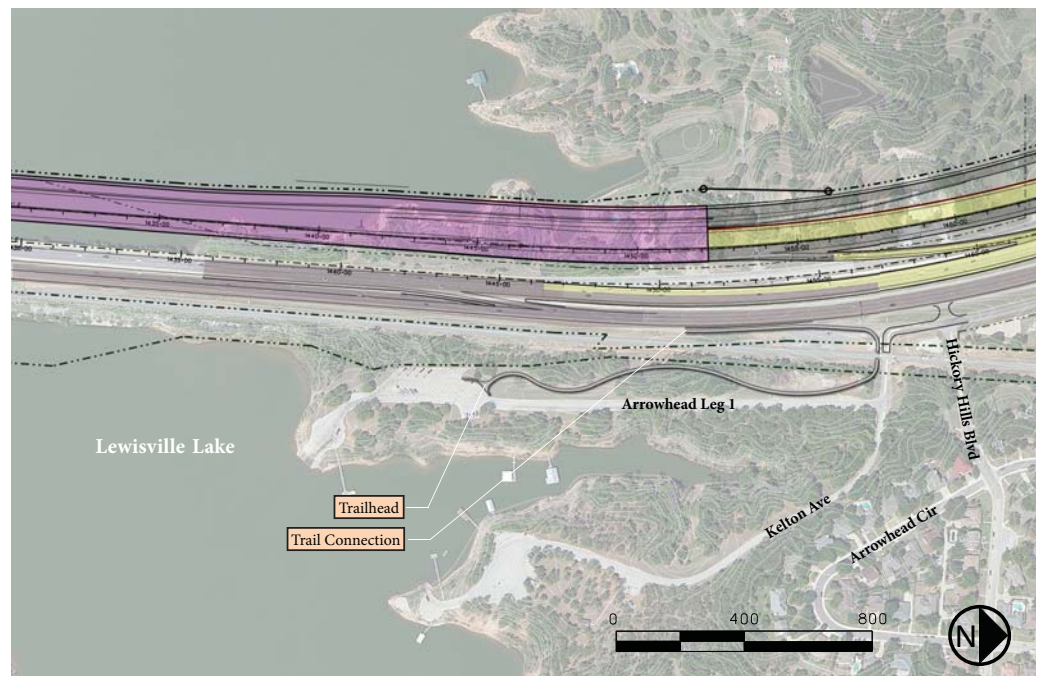


Key Map - NTS



Mitigation Elements Key

Copperas Branch Park	Copperas Branch Park East
2.b: Park Roads	2.o Parking Access at Trailhead
2.c Signage	2.p Copperas Branch Park East Trail
2.d Parking	2.q Primary Trailhead
2.g Precast Picnic Tables with Grills	2.r Minimum Sanitary Facilities
2.h Metal Rail Fencing, Barrier Posts and Gates	2.s Buoys
2.i Landscaping (stand of hardwoods in picnic area)	2.v Connector Trail to Copperas Branch Park East
2.k Beach	
2.l Buoys	
	Arrowhead Park
	Trailhead
	Trail Connection



Arrowhead Park

IH35E Managed Lanes Project Mitigation Elements Report*

Developer Mitigation

Copperas Branch Park

2.b₂ Park Roads – approximately 930 LF [update quantity] of primary park access road will be constructed within Copperas Branch Park connecting from behind the Gatehouse to the parking lot area under the proposed southbound IH 35E and around to the limits of the construction easement. This access road shall be comprised of a 24' wide concrete section with curb/gutter per TxDOT standard. Refer to the master plan document for layout of the drive.

2.c Signage – two (2) entry signs are to be constructed. The City of Highland Village sign shall be located at the northwest corner of Highland Village Road and the proposed southbound frontage road for IH35E. The Copperas Branch Park entry sign shall be located at the northeast corner of Highland Village Road and Copperas Creek Court. Both shall be double sided cast stone panels supported by a concrete foundation with limestone veneer in a random ashlar pattern. The desired architectural style is illustrated in sketches supporting the master plan document. Refer to the master plan document for approximate locations.

2.d Parking – parking for one hundred and eighty (180) spaces shall be provided under the proposed southbound IH 35E. Standard spaces shall be 9'x20' with 24' wide two-way drives in between bays. ADA compliance is required for all parking areas including grading and accessible spaces. Oversized spaces for buses, RV's or boat trailers should also be included. All parking areas shall be concrete section with curb/gutter per TxDOT standard. Refer to the master plan document for layout of the parking area.

2.g Precast Picnic Tables with Grills – six (6) precast concrete picnic tables and six (6) ground mounted metal grills shall be provided and installed. The picnic tables shall be ADA compliant. Refer to the master plan document for approximate location.

2.h Metal Rail Fencing, Barrier Posts and Gates – Approximately 1,300 LF of post and cable barriers shall be provided around the perimeter of the park to prevent vehicular access to the site where it is not desired. Refer to the master plan document for approximate layout.

2.i Landscaping – every reasonable effort should be made to preserve the existing trees in this area. If existing trees are impacted, native hardwood species shall be planted and established in accordance with USACE and City of Highland Village requirements. These canopy trees that are replaced must be maintained and warrantied for a period of one (1) year after acceptance. If any individual tree expires during this period, it must be replaced immediately and the warranty resets for that tree. Refer to the master plan document for approximate location of existing hardwoods.

2.k Beach – impacts to the beach complex shall be restored along the north shore of the park in accordance with USACE Design Guideline document for Beaches, Beach Complexes And Designated Swim Areas for the Elm Fork Project.

2.l Buoys – a buoy system shall be installed and maintained throughout the duration of the developer contract. “NO WAKE” regulatory buoys (12”) shall be placed no more than 300’ apart along the full extent of the IH 35E bridge structure. Coordination with USACE and adherence to their guidelines is required for installation and maintenance details..

Copperas Branch Park East

2.o Parking Access at Sanitary Facilities and Trailhead – parking for twenty (20) spaces shall be provided at the trailhead for access to Copperas Branch East. Standard spaces shall be 9’x18’ with 24’ wide two-way drives. ADA compliance is required for all parking areas including grading and accessible spaces. All parking areas shall be concrete section with curb/gutter per TxDOT standard. Refer to the master plan document for layout of the parking area.

2.p Copperas Branch Park East Trail – approximately one (1) mile of 10’ wide concrete trail shall be provided as a loop around Copperas Branch East. ADA compliance is required. The 6” concrete section should have a 4’ clear buffer on each side for maintenance and security. Refer to the master plan document for layout.

2.q Primary Trailhead – near the parking area, there shall be a trailhead to consist of a small concrete plaza, a precast concrete bench and a stone monument sign with the name of the park/trail. Refer to the master plan document for approximate location.

2.r Minimum Sanitary Facilities – a self-contained, precast concrete restroom facility shall be provided with a drinking fountain. The restroom shall be a double vault, fully accessible building approximately 175 SF. ADA compliance is required. Water supply shall be provided to support these elements. Refer to the master plan document for approximate location.

2.s Buoys – a buoy system shall be installed and maintained throughout the duration of the developer contract. “NO WAKE” regulatory buoys (12”) shall be placed no more than 300’ apart along the full extent of the IH 35E bridge structure. Installation and maintenance shall comply with USACE guidelines. Refer to the master plan document for approximate location.

2.v Connector Trail – a 2,350 LF, 12’ wide concrete trail shall be provided to connect the primary trailhead to the loop trail at Copperas Branch Park East. This trail shall be installed along the embankment between the DCTA tracks and Lewisville Lake which may require some sections be designed as elevated structure. The concrete section should be designed to support emergency and maintenance vehicles in addition to the pedestrian users. ADA compliance is required. Refer to the master plan document for layout.

Arrowhead Park

Trailhead – near the parking area, there shall be a trailhead to consist of a small concrete plaza, a precast concrete bench and a stone monument sign with the name of the park/trail. Refer to the master plan document for approximate location.

Trail Connection – a 2,000 LF, 10' wide concrete trail shall be provided to connect the trailhead to the shared use path on the reconfigured IH 35E northbound bridge. This trail shall be installed between the frontage road and the DCTA tracks north to the existing crossing over the DCTA tracks, then south to the trailhead. ADA compliance is required. Refer to the master plan document for layout.

* The Draft Master Plan and Mitigation Elements Report indicates design intent. Location of all elements is approximate and subject to final approval. All take-offs and quantities are best estimation. Existing site conditions may require design modification and quantity adjustment. Coordination with the U.S. Army Corps of Engineers and the cities of Highland Village and Lewisville will be required in order to confirm and finalize design elements before construction.