



CITY OF COLEMAN

Pedestrian and Bicycle Protection Project

Final Plans · Community Improvements · What Comes Next

Diana L. Lopez, CPM City Manager · Council Meeting, September 17, 2026

Committed to our Residents · Organizational Pride · Leading by Example · Excellent Customer Service · Making a Difference · Accountable for our Actions · Never Settle for Less — We are COLEMAN

Where this project stands tonight

STATUS

This project is fully funded, fully designed, and under contract — at no cost to Coleman.

\$5,115,313

TxDOT grant awarded
to Coleman

\$2,189,860

Winning construction bid
3LW Civil LLC

\$354,860

UNDER the engineer's
estimate (13.9% under)

\$0

Required from
Coleman taxpayers

AWARDED

November 2023 — Coleman received 39% of all statewide funding in its population category, out of 465 applications.

BID

June 9, 2026 — 3LW Civil LLC, low bidder at 13.94% under the engineer's estimate.

PRE-CONSTRUCTION

August 26, 2026 — held at the TxDOT Brownwood District office. Contract time: 193 days.

Why the City pursued this grant

GOALS

GOAL ONE

Safe routes for children and pedestrians

Safer walking routes to school, parks, ballfields, Memory Lake, and the Bill Franklin Center and Rodeo Grounds. Downtown, corner curb ramps and marked crossings help children, families, and other pedestrians reach businesses and community destinations.

GOAL TWO

A safe and attractive downtown

A downtown that is safe and accessible for every resident — including those using a wheelchair, a walker, or a stroller — while keeping the character of Commercial Avenue intact.

GOAL THREE

At no cost to our residents

Deliver both with as little financial impact to local residents as possible. Coleman qualified for a full waiver of the 20% local match. The City is contributing no tax dollars to this project.

Every one of these goals is unchanged from the project's first presentation to Council in 2023.

How we got here



01

The Design

What is actually being built — now at 100% engineering, sealed by a licensed professional engineer.

Three segments — and only one is downtown

SCOPE

SEGMENT 1

5th Avenue

New ADA-compliant reinforced concrete sidewalk along 5th Avenue, from W. Walnut Street south to W. 15th Street.

Today most of this route has no sidewalk at all, so children walk and bike in the street. Over 900 cars a day use this road at certain times of year.

SEGMENT 2

W. 15th Street

New ADA-compliant reinforced concrete sidewalk along W. 15th Street, from 5th Avenue east to Commercial Avenue.

This is a direct walking route to the school, with heavy vehicle traffic on school days and no sidewalk today.

SEGMENT 3 • DOWNTOWN

Commercial Avenue

The four downtown blocks from Live Oak Street to Walnut Street.

Improved medians, crossings, lighting, and corner curb ramps. Sidewalk work beside businesses connects ramps at select corner locations. Sidewalks along the full length of each storefront block are not being replaced.

More than 80 percent of the sidewalk quantity is on 5th and 15th. Tonight's focus is primarily on downtown. Curb ramps are counted separately.

Most of this project is not downtown

SCALE

A 1.75-mile project. About a quarter mile is downtown.

4,407 sq. yd.

of new concrete sidewalk in the sealed plans, together with 1,052 square yards of ADA curb ramps, new pavement markings, and new street lighting.

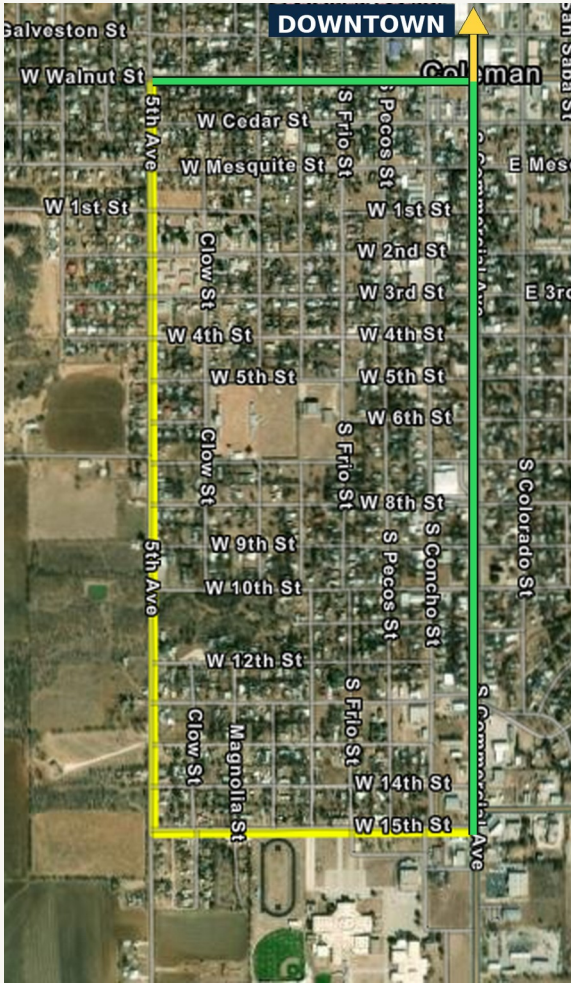
3,628 sq. yd.

of it — more than 80 percent — is on 5th Avenue and West 15th Street, connecting our neighborhoods to the school.

781 sq. yd.

of sidewalk work is on Commercial Avenue, including median and sidewalk components. Corner curb ramps are accounted for separately.

New sidewalk on 5th and 15th connects neighborhoods to the school, the ballfields, and the rodeo grounds.



- New sidewalk built by this project
- Commercial Ave. and W. Walnut St. — closing the loop

One connected loop. Downtown is the four blocks north on Commercial.

Quantities from the Summary of Pedestrian Items, sealed 100% plans (Quantity Summaries). Total project length of 1.75 miles from the Advance Funding Agreement.

5th Avenue — where our children walk today

SEGMENT 1

2,400 square yards of new ADA sidewalk from W. Walnut Street to W. 15th Street.



5th Avenue as it is today — no sidewalk and no curb, so people walk in the traffic lane.

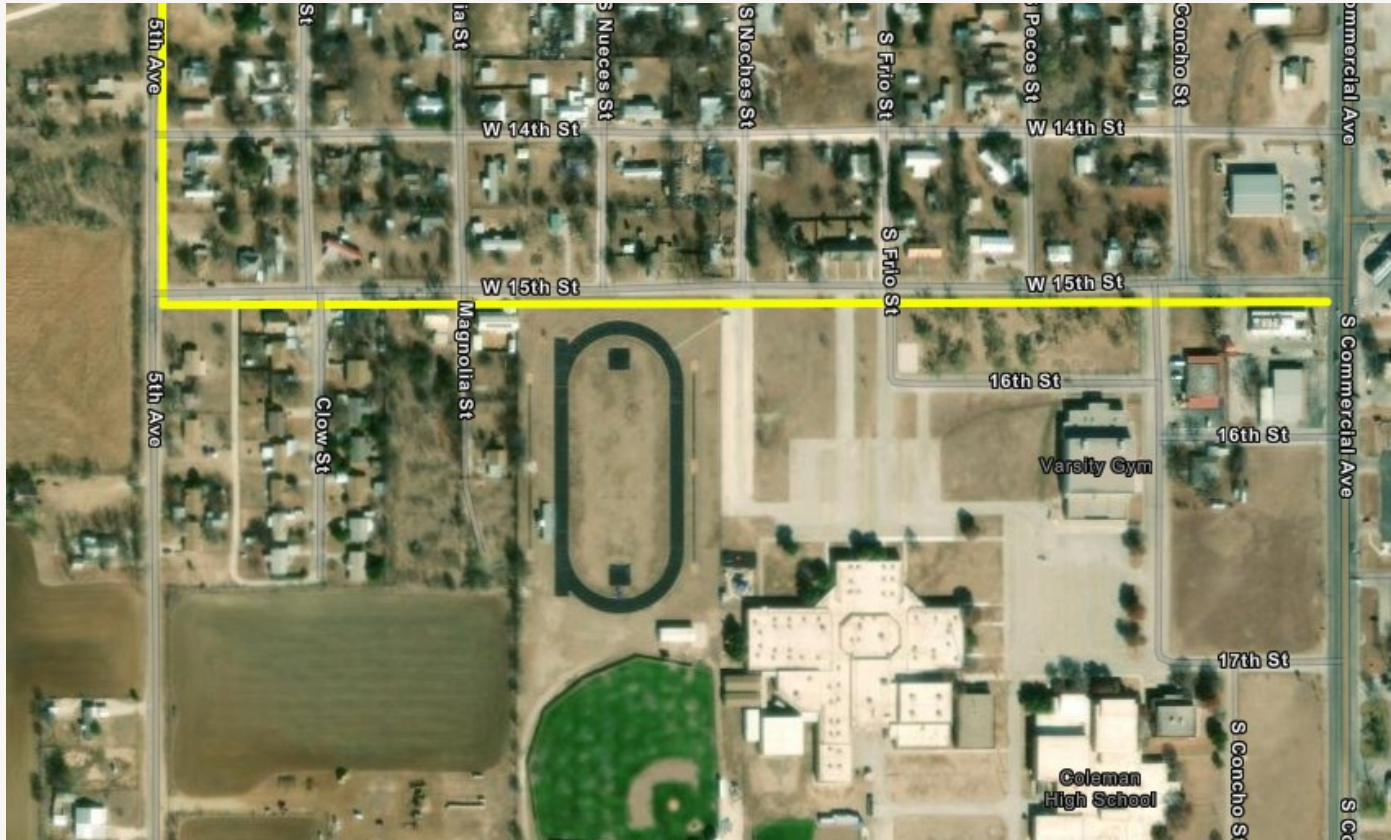
- Most of 5th Avenue has no sidewalk at all. Children walk and ride bikes in the traffic lane because there is nowhere else to go.
- Over 900 cars a day travel this road at certain times of the year.
- This is the longest single stretch of the project — and the reason the City went after this grant in the first place.
- This route ties into TxDOT's own sidewalk work on Commercial Avenue, from 15th and Commercial up to Walnut and Commercial, so Coleman ends up with one connected network instead of scattered pieces.
- 486 square yards of driveway are rebuilt where the sidewalk crosses them, and 1,945 square yards of yard are re-sodded — at no cost to the property owner.

Where this sidewalk goes: the school • the football field • the ballfields • Memory Lake • the Bill Franklin Center and Rodeo Grounds

West 15th Street — the direct route to school

SEGMENT 2

1,228 square yards of new ADA sidewalk from 5th Avenue to Commercial Avenue.



- This is the direct walking route between the 5th Avenue neighborhoods and the school campus.
- There is no sidewalk today, and traffic is heaviest at exactly the hours children are walking — before and after school.
- The new sidewalk ties the neighborhoods, the campus, and downtown into one continuous connected route.
- Work at the school entrance, 15th and S. Neches, and S. Frio is scheduled only during the school Christmas break.
- 194 square yards of driveway are rebuilt and 1,045 square yards of yard re-sodded, at no cost to the property owner.

West 15th Street runs along the north edge of the high school, the track, and the ballfields.

Why this stretch matters: it is the only direct walking connection between the 5th Avenue neighborhoods and the Coleman High School campus.

New street lighting on 5th and 15th

Nineteen brand-new LED street lights go in across this project. Twelve of them are on 5th Avenue and West 15th Street — the streets our children walk.

	5TH AVENUE	W. 15TH STREET	COMMERCIAL AVE
New LED street lights	10	2	7
Existing decorative lights relocated and reused	—	—	16
New underground conduit	3,135 ft	225 ft	2,590 ft

12 additional lights on 5th and 15th

10 new LED lights on 5th plus 2 on West 15th. These additions are separate from the 16 existing decorative lights reused on Commercial.

5th Avenue gets the most new wiring in the project

3,135 feet of new underground electrical conduit — more than the four downtown blocks receive.

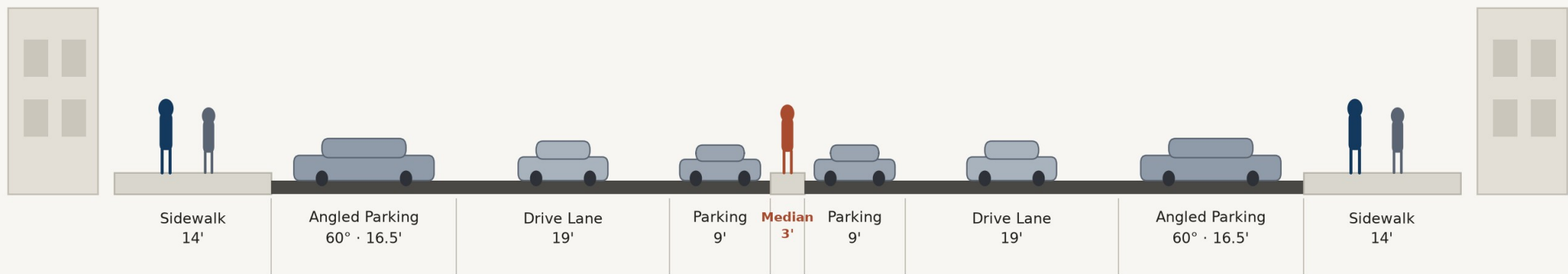
West 15th's lights are at 5th Avenue

Both new lights and all 225 feet of conduit are at 15th and 5th, with a new electrical service point. Plan Sheet 159.

Source: Illumination Summary; 15th Street Sheet 159; latest Commercial illumination Sheets 129–134. Counts refer to light assemblies.

TODAY

Median 3 feet wide — no safe place to stand



ILLUSTRATIVE CROSS-SECTION ONLY

This graphic explains the street layout; it is not an exact depiction of Commercial Avenue or its finished appearance. Refer to the engineering plans for specific dimensions and details.

The median is 3 feet wide.

There is no safe place for a person to stand if they cannot finish crossing before traffic comes. The plans remove 365 square yards of it.

Drive lanes are 19 feet.

Wide lanes encourage higher speeds through the middle of our downtown.

60° angled parking, 16.5 feet deep.

Large trucks overhang the stall and stick out into the drive lane.

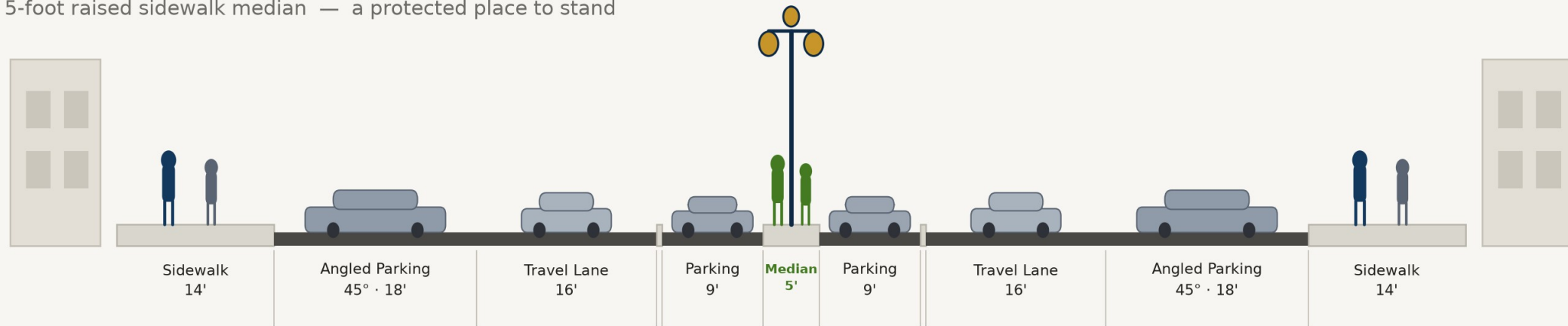
Existing dimensions from Typical Sections Existing, sheet 3 of the sealed 100% plans. Median removal quantity from the Summary of Pedestrian and Roadway Items.

Commercial Avenue when construction is finished

THE STREET

AFTER CONSTRUCTION

5-foot raised sidewalk median — a protected place to stand



ILLUSTRATIVE CROSS-SECTION ONLY

This graphic explains the street layout; it is not an exact depiction of Commercial Avenue or its finished appearance. Refer to the engineering plans for specific dimensions and details.

The median grows to 5 feet.

Dimensioned 5 feet back of curb to back of curb on the sealed plans, and the whole 5 feet is walking surface.

Travel lanes narrow to 16 feet.

Narrower lanes naturally slow traffic — the single most effective pedestrian safety measure. Once the 21-foot stalls are striped, about 13 feet of clear lane remains.

45° angled parking.

Trucks fit inside the stall instead of hanging into the travel lane. Parking on the median stays.

What changed between 2025 and the final plans

The April 2025 design was not final. These updates reflect the engineering plans and the subsequent March 2026 parking decision.

	SHOWN IN APRIL 2025	UPDATED DESIGN
Median width	6 feet	5 feet, back of curb to back of curb
Travel lane	20 feet	16 feet — narrower, which slows traffic
Angled parking	15.5 feet deep	18-foot zone; stalls striped 21 feet deep
Parking angle	not yet set	45 degrees, 9-foot stalls

The general 14-foot storefront sidewalk width remains, with improvements to select corner curb ramps and adjoining sidewalk areas. Median parking and decorative lighting remain.

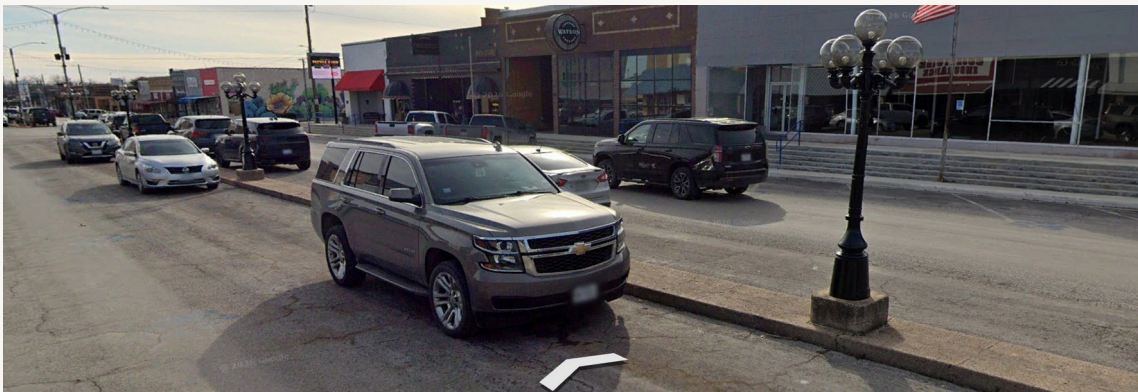
Source: Typical Sections and Commercial layouts; March 11–18, 2026 parking correspondence for the 45-degree selection.

Commercial Avenue today

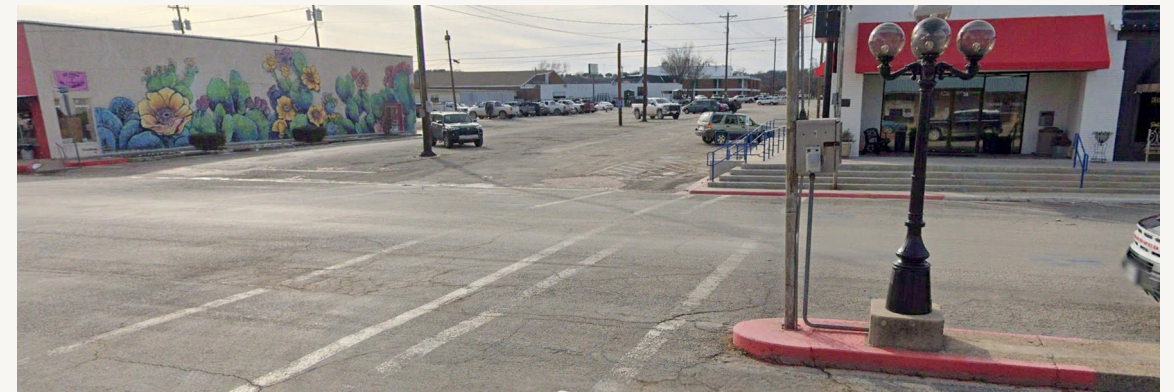
THE DESIGN



Looking down Commercial Avenue. The raised median, the existing decorative lights, and the angled parking on both sides are all here today.



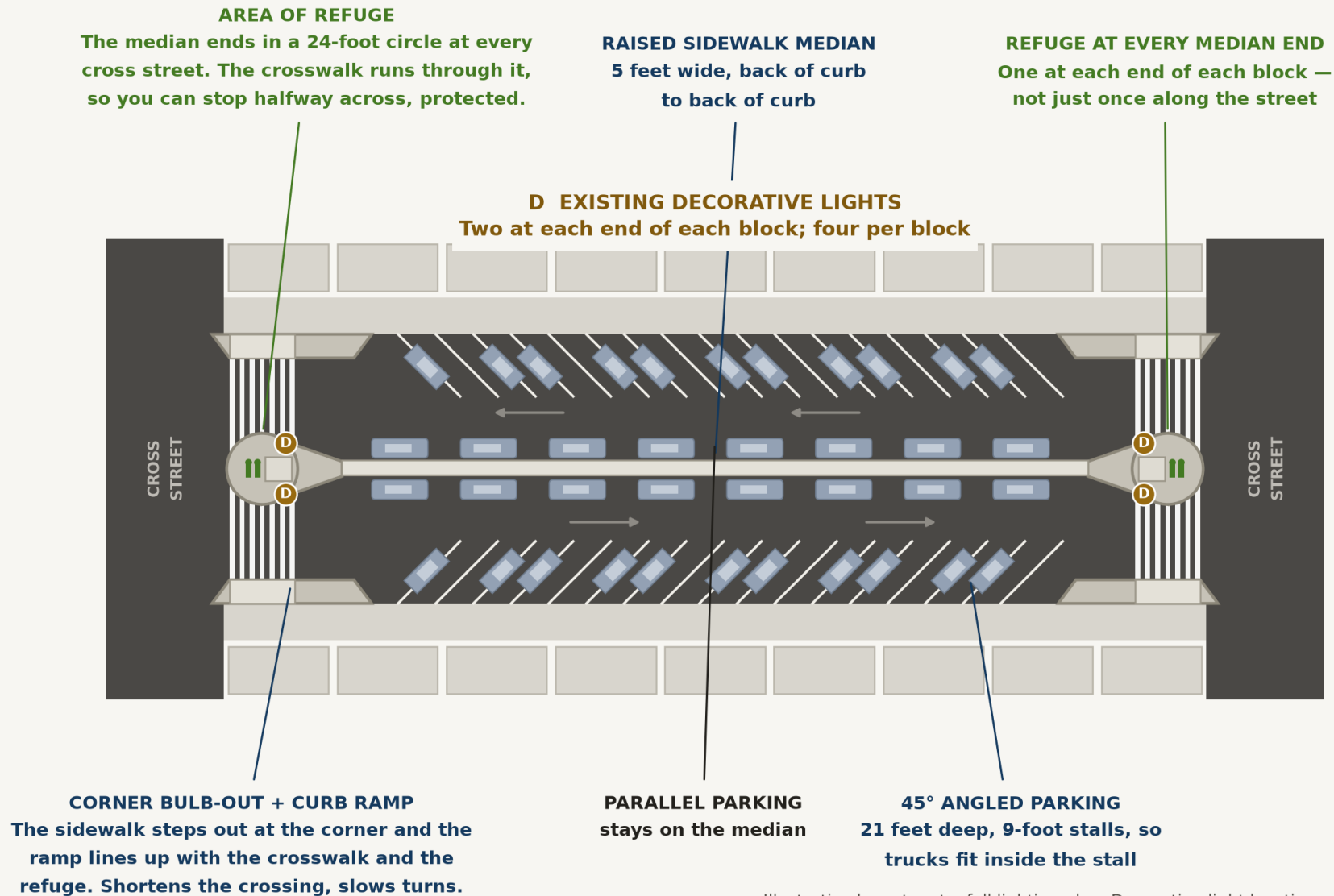
Parking on the median stays. The median already holds parallel parking beside the existing decorative lights. The new design keeps it: 9 feet wide, on both sides.



The median already ends in a rounded nose. Today it is a painted curb with no ramp and no visible crosswalk. The project rebuilds that same end as a 24-foot area of refuge (islands).

What one downtown block will look like

THE DESIGN

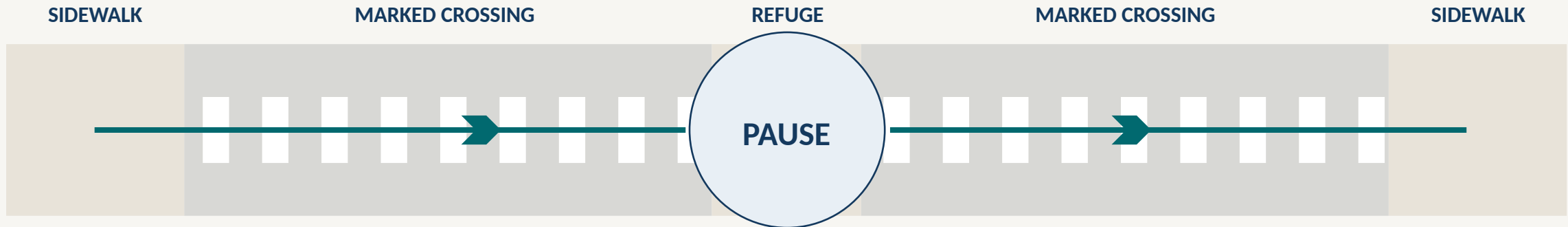


Illustrative layout, not a full lighting plan. Decorative-light locations: Commercial illumination Sheets 129-134. Exact placement varies.

Areas of refuge: a safe place to wait

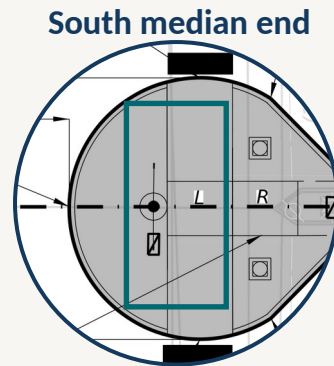
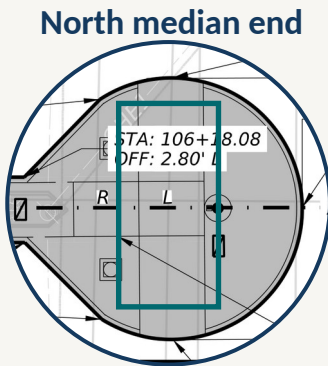
SLIDE 16

A complete crossing, with a place to pause between directions of traffic.



ILLUSTRATIVE CROSSING ONLY • Not to scale or an exact depiction of Commercial Avenue.

ACTUAL PLAN: CROSSING AREAS OUTLINED



Cross. Pause. Continue when safe.

Two portions, with a place to pause.

Corner curb ramps link sidewalks to marked crossings.

The goal: a connected crossing with a designated place to wait.

Corner improvements for accessible crossings

CORNER ACCESS

Select corner curb ramps and adjoining sidewalk connections will be improved to support pedestrian and ADA accessibility.

College Avenue

Improve curb ramps and sidewalk connections to marked crossings.

Landings and handrails address changes in sidewalk level where shown in the plans.

Elm Street

Improve curb ramps and adjoining sidewalk connections so pedestrians can move between the sidewalk and marked crossings.

North side of Walnut

Improve ramp connections on both sides of Commercial Avenue.

The extent of the improvements differs between the two corners.

The purpose: connect the sidewalk, curb ramp, and marked crossing.

Business access must be maintained while improvements are underway.
Signed temporary walking routes will guide pedestrians around active work areas.

Blue-awning corner: existing and proposed

SLIDE 18

EXISTING: NORTHEAST COLLEGE CORNER

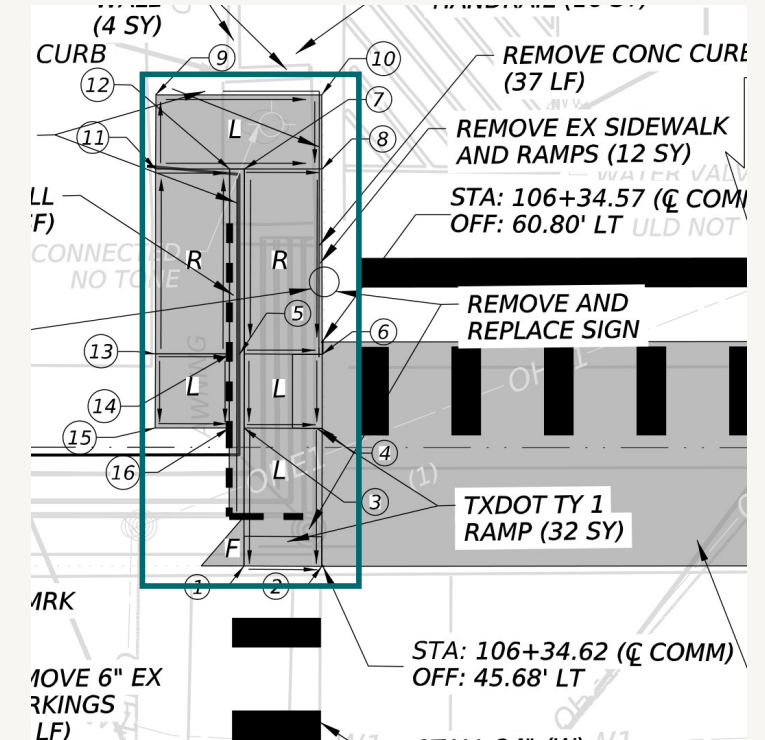


CLOSER VIEW: STEPS AND THE SEPARATE RAMP



- 1 Steps at the corner 2 Separate ramp beside the building

PROPOSED: THE SAME CORNER



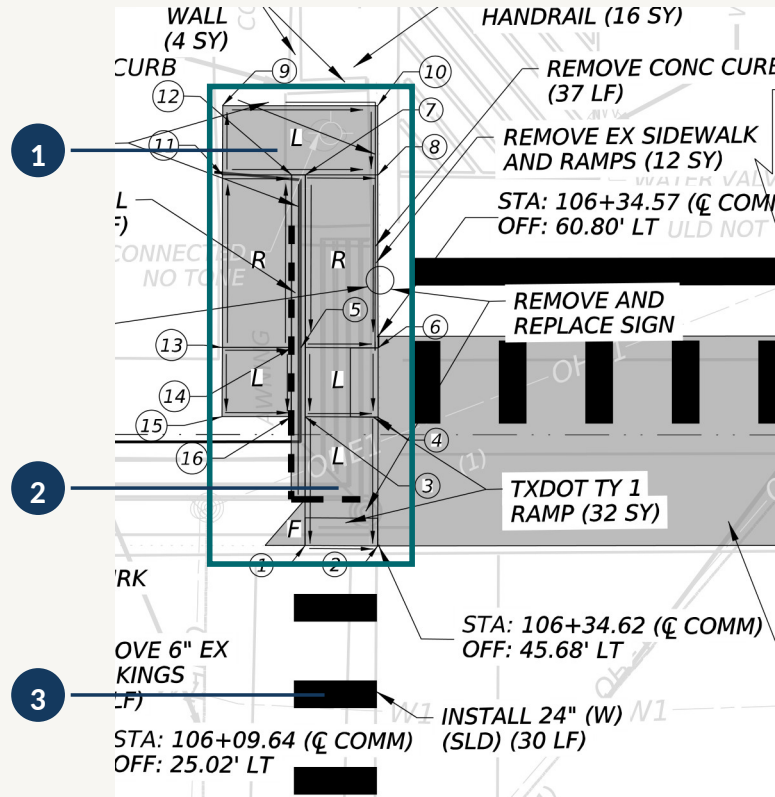
Plan orientation: north points LEFT.

Outlined: the corner access area.

How the improved connection works

SLIDE 19

NORTHEAST COLLEGE: FROM SIDEWALK TO CROSSING



NORTH ←

Corner access area highlighted.

Crossing continues toward the refuge.

1 Sidewalk connection

Connect the adjoining sidewalk to the improved corner access.

2 Ramp and landing

Provide a sloped connection and landing area at the change in level.

3 Marked crossing

Connect the corner to the crosswalk leading toward the median refuge.

The purpose is a connected pedestrian route, not simply a ramp by itself.

19 decorative lights are there today. The plans reinstall 16: two at each end of each block. Three others are salvaged and returned to the City.



Existing decorative lights: 19 today; 16 reinstalled downtown; 3 returned to the City.

2 lights at each end of each block

4 blocks × 2 median ends × 2 decorative lights = 16 reused lights. The lights flank the walking path at the widened median ends.

7 new LED street-light assemblies downtown

These new roadway lights are separate from the 16 reused decorative lights. The plans also return City speakers and decorative string lighting to the City.

Decorative lights placed clear of the walkway

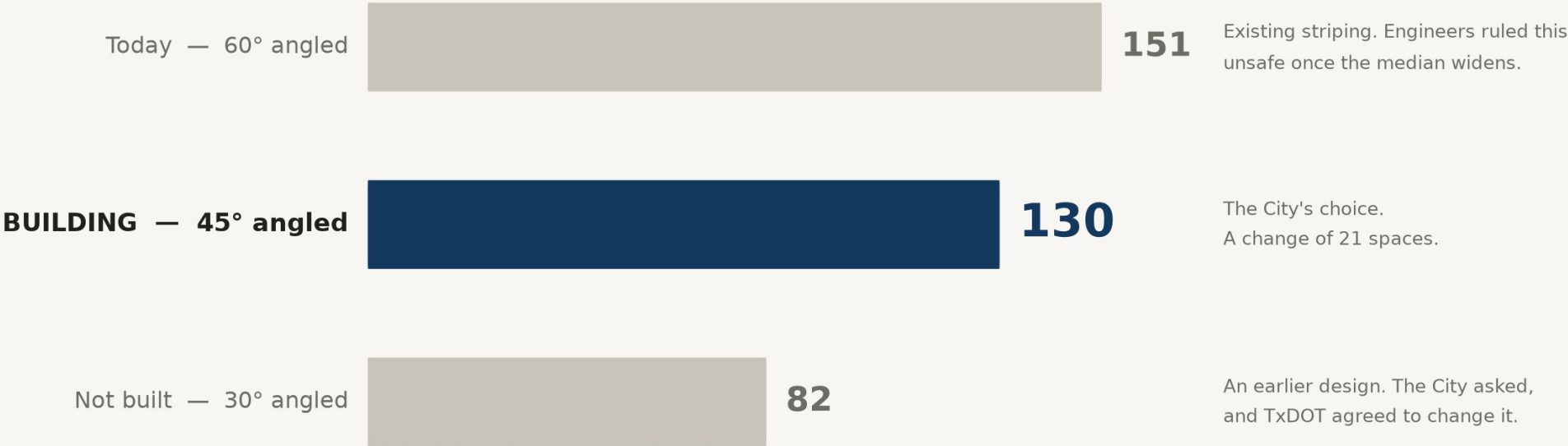
Note 1 requires each decorative light to be positioned so the edge of its globe does not extend over the pedestrian walkway or roadway curb.

Empty conduit for the City's future use

The plans include a separate conduit run marked for future City wiring, installed empty at no cost to Coleman. Future decorative or event lighting will not require tearing up new concrete.

The City asked for a better parking layout — and 48 spaces were preserved.

Parking spaces on Commercial Avenue



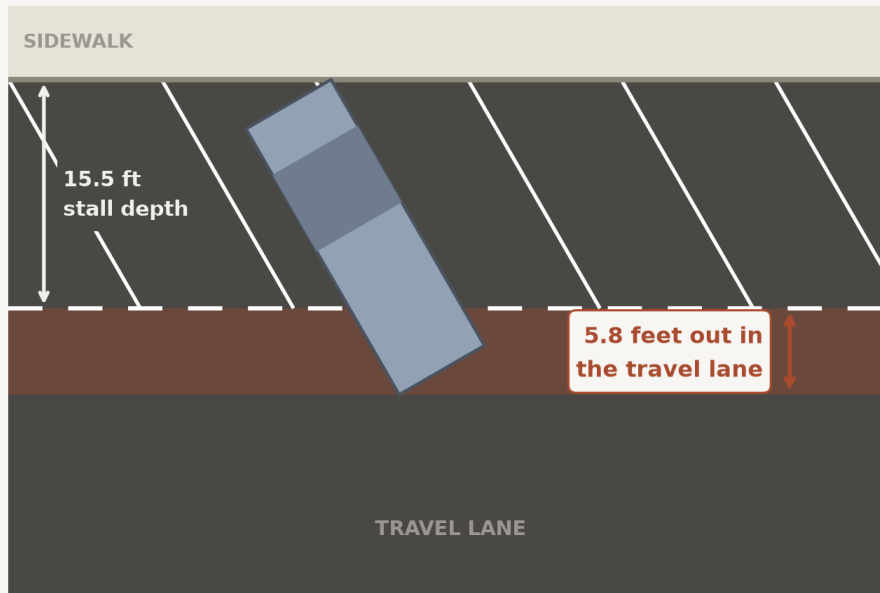
The number being repeated publicly — a loss of 69 spaces — comes from an earlier design that is not being built. On March 18, 2026 the City requested 45° striping. The parking correspondence documents the agreed change from the earlier layout. Parallel parking on the center median also remains.

A striped line and a usable space are not the same thing

Today's count of 151 assumes a vehicle that fits inside the stall. Most of ours do not.

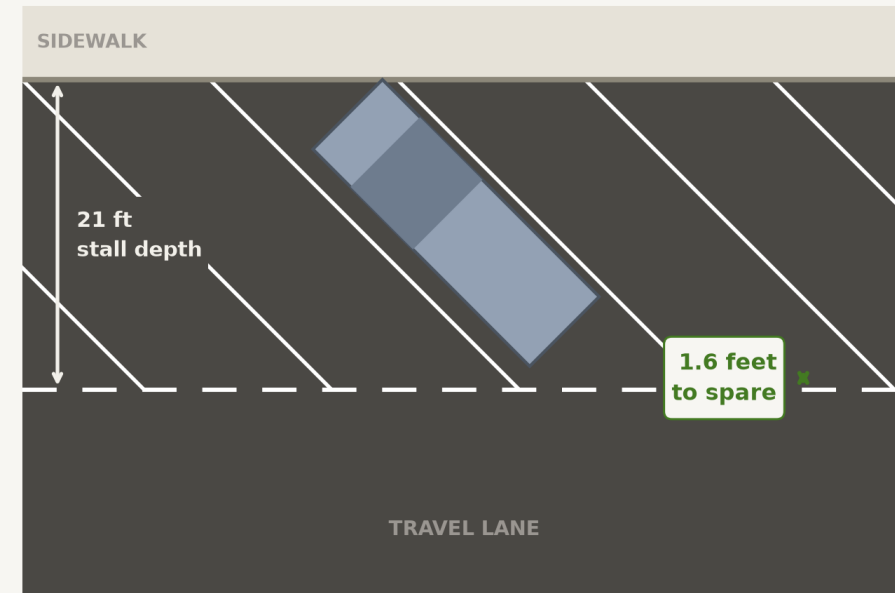
TODAY — 60°, 15.5-foot stalls

A crew-cab pickup needs 21.3 feet of depth at this angle. It cannot fit inside the lines.



AS DESIGNED — 45°, 21-foot stalls

The same truck needs 19.4 feet at this angle. It fits completely inside the stall.



This is why the striping downtown is not followed today. When a vehicle cannot fit the stall, its back end rests in the travel lane — and the next driver lines up on that vehicle instead of on the paint. One vehicle out of alignment resets the whole block. So the honest comparison is not 151 usable spaces against 130. It is 151 stalls our vehicles cannot use as drawn, against 130 that hold a full-size truck.

02

Construction

How the work will actually happen downtown — and the commitments the City secured to protect our businesses.

How construction will happen downtown

CONSTRUCTION

IN THE PLANS

One block at a time

The contractor is directed to work one block section at a time, and to close no more than two cross streets at once. The rest of Commercial Avenue stays open while any single block is active.

IN THE PLANS

Business access maintained

The traffic control narrative requires business access throughout construction, including dropboxes and parking lot access. Signed temporary walking routes will guide pedestrians around active work areas.

IN THE PLANS

Cross streets reopen fast

Concrete aprons go in within two days of a cross street closing, and the street reopens as soon as the concrete reaches strength. Two weeks written notice to TxDOT before any road closes.

IN THE PLANS

Blackout dates

No work on Commercial during the second week of June, or from Thanksgiving Day through Christmas Day. Work at 15th and S Neches, the school entrance, and S Frio happens only over school Christmas break.

**Business access must be maintained during construction.
Signed temporary walking routes will guide people around active work areas.**

Separate the plan restrictions from the City's broader requested dates.

IN THE SUPPLIED PLANS

Commercial Avenue

No work during the second week of June.

No work from Thanksgiving Day
through Christmas Day.

CITY REQUEST: MARCH 18

Avoid work to the greatest extent possible:

Second week of June

October 5–11

November–December

School access: Sheet 9 separately limits work at 15th/S. Neches, the school entrance, and S. Frio to the school Christmas break.

Pending TxDOT confirmation: current restrictions and the exact holiday end date.

What the City asked for on your behalf

PARTNERSHIP

The City asked for changes to protect downtown character, access, parking, and school activities. TxDOT worked with us.

Kept decorative lighting downtown

Keep Commercial Avenue's familiar decorative lighting.

16 existing decorative lights relocated and reused in the medians.

Preserved 48 parking spaces

Earlier design: 30° striping, 82 spaces, a loss of 69.

Result: 45° striping, 130 spaces, a loss of 21.

Held the steel specification

Retain tied steel rebar rather than the contractor's proposed fiber substitute.

TxDOT agreed: steel retained throughout, per the original plans.

Set the construction calendar

Keep Commercial Avenue clear during key events and holidays.

No work the second week of June or Thanksgiving Day through Christmas Day.

Protected school access

Avoid busy school times; focus school-area work during Christmas break.

15th/S. Neches, the school entrance, and S. Frio: work only during school Christmas break.

Secured conduit for future City use

Nothing in the grant required it.

Result: empty conduit for future City wiring installed at no cost to Coleman.

None of this happens without a district office willing to listen. TxDOT has been a good partner to Coleman – Thank you!

03

Your Questions

The concerns we have heard most often from residents and business owners — answered directly.

“Businesses will have to close their doors because of construction.”

Business access must be maintained, with detours around the work.

- Downtown improvements include medians and corner curb ramps at select corner locations. Adjoining sidewalk areas are included where needed to connect the ramps, not along the full length of each storefront block.
- Customers may need to use a signed temporary walking route or a different parking space while work is underway nearby. The contractor must maintain business access, including dropboxes and parking lot access, while guiding people around the work area.
- The contractor works one block section at a time, with no more than two cross streets closed at once. Temporary routes and corner sequencing must be coordinated during construction.
- The plans carry written blackout dates for Commercial Avenue: no work during the second week of June, and none from Thanksgiving Day through Christmas Day. The contractor must also give TxDOT two weeks written notice before closing any road.

Raise delivery, customer access, and dropbox needs with the City before work begins on your block. Traffic Control Narrative: printed Sheet 9.

“We are losing all our downtown parking.”

130 of 151 spaces remain — a change of 21, not 69.

- The 69-space figure comes from the earlier 30° layout. The City requested a change, and TxDOT worked with us on 45° striping.
- Today's stalls are 15.5 feet deep at 60°. A crew-cab pickup needs about 21 feet of depth at that angle, so it cannot fit inside the line — which is why the striping downtown is not followed today. The new 21-foot stalls at 45° hold that same truck completely.
- On March 18, 2026 the City formally asked TxDOT for 45° striping instead. The subsequent parking correspondence documents the agreed change from the earlier layout.
- Parallel parking on the center median remains in the design. TxDOT has suggested the City may want an ordinance directing pickups with trailers to side streets rather than the median.
- Keeping the existing 60° layout was not an option. Once the median widens, engineers determined a truck backing out of a 60° stall would effectively reduce the through lane to 11.5 feet — which they judged unsafe.

Source: TxDOT and Burns & McDonnell parking analysis, March 11–18, 2026, including AutoTURN truck turning-movement modeling.

“They are taking away our decorative lights.”

16 decorative lights stay downtown: two at each end of each block.

- The City asked TxDOT to keep decorative lighting on Commercial Avenue rather than move it all to a city park.
- Of 19 existing decorative lights, 16 will be reinstalled: 4 per block across 4 blocks. The other 3 are marked for salvage and return to the City, not disposal.
- Across the whole project 19 new LED street lights are installed: 10 on 5th Avenue, 2 on West 15th Street, and 7 downtown.
- The plans place decorative lights so their globes do not extend over the pedestrian walkway or roadway curb. City speakers and decorative string lighting are carefully removed and returned to the City.
- New roadway lighting at the intersections supplements the reused decorative lights to improve nighttime visibility.
- The plans also include a conduit run installed empty and reserved for future City wiring, at no cost to Coleman.

Source: latest Commercial-only packet, pages 7–12 / printed illumination Sheets 129–134; TxDOT lighting correspondence.

“What is this costing Coleman taxpayers?”

There is no local match and no City money in this project.

- Coleman qualified for a full waiver of the 20% local match that normally applies to this grant program. The Economic Development Corporation had been preparing to fund a match and did not have to.
- TxDOT manages the grant, the engineering, the bidding, and the construction. No grant money flows through the City's accounts.
- The winning bid came in \$354,860 below the engineer's estimate — 13.94% under — which stays with the state program, not a City obligation.
- Coleman's contribution has been staff time and advocacy. That advocacy is what kept the lights, protected 48 parking spaces, held the steel specification, and set the construction calendar.

For scale: Coleman competed against 465 preliminary applications from more than 300 entities and received 39% of all statewide funding in its population category.

“Who is in charge, and who do I call during construction?”

TxDOT manages the project. The City is your advocate inside it.

- TxDOT Brownwood District administers the contract and inspects the work. Burns & McDonnell is the design engineer. 3LW Civil LLC is the contractor.
- The City of Coleman does not direct the contractor's crews. What the City does is carry your concerns to TxDOT — as it did on lighting, parking, concrete specifications, and construction timing.
- If you have a concern once work begins, call the City Manager's office at (325) 625-4116. The City will route it to the TxDOT project office and follow up with you.
- Business owners with specific access, delivery, or seasonal concerns should contact the City before their block begins so it can be raised with the contractor in advance.

The City will continue to bring project updates to Council in open session as construction progresses.

Where these numbers come from

Every figure in this presentation is drawn from the project record. These documents are available to any resident who asks.

100% engineering plans	Commercial Avenue Sidewalk Layout & Striping Plan and Illumination Plan, Burns & McDonnell, sealed by Haley M. Maksymicz, P.E. (Feb 25, 2026) and Timothy Cope, P.E. (Apr 9, 2026). CSJ 0923-08-042.
Bidding results memo	TxDOT letting, June 9, 2026. 3LW Civil LLC, \$2,189,860.83 against a \$2,544,721.05 estimate — 13.94% under.
Notice of pre-construction meeting	TxDOT memo from Blake Stembridge, P.E., Brownwood Area Engineer, August 11, 2026. Contract time 193 days.
Parking analysis correspondence	TxDOT and Burns & McDonnell, March 11–18, 2026, including AutoTURN truck turning-movement modeling and the City's written selection of 45° striping.
Lighting correspondence	TxDOT and Burns & McDonnell, April–May 2025, documenting the decision to retain the decorative fixtures.
Concrete reinforcement correspondence	TxDOT, September 8–10, 2026, documenting the City's refusal of fiber reinforcement and TxDOT's concurrence with steel.
Grant award notification	TxDOT Transportation Alternatives Set-Aside, November 2023. \$4,936,255 state plus \$179,058 federal.



A \$5.1 million investment in Coleman, at no cost to Coleman taxpayers.

Safer routes for our children. An accessible downtown. Better lighting at night. Built by TxDOT, watched closely by your City.

Diana L. Lopez, CPM

City Manager · City of Coleman, Texas

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