

## **Appendices (Provided on CD)**

Appendix A: Meeting Notes

Appendix B: Grievance Process

- ADA Notice
- Grievance Procedure
- Grievance Form

Appendix C: U.S. Department of Justice Effective  
Communication Guidance

Appendix D: Self-Evaluation Reports

- Buildings
- Parks
- Signalized Intersections
- Sidewalk Corridors

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## **Appendix A: Meeting Notes**

## City of College Station ADA Self-Evaluation and Transition Plan

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### FOCUS GROUP MEETING NOTES

January 21, 2015 – 2:00 PM

Project: Self-Evaluation and Transition Plan

Location: City of College Station City Hall Council Chambers

#### Attendees:

- Venessa Garza, City of College Station
- City of College Station Department Representatives
- Local Disability Organization Representatives
- Brian Shamburger, Kimley-Horn
- Erin Eurek, Kimley-Horn
- Kristi Avalos, Accessology
- Steven Lewandowski, Accessology

#### Discussion Items (Comments and Questions from Attendees with Answers from staff):

- Q: There is a requirement for the City to retain a copy of the Transition Plan for 3 years and for the Plan to be available for public inspection. When does the 3-year window start and stop? Is there an existing Transition Plan that is just being updated?  
A: College Station does not currently have a Transition Plan. A Transition Plan is a living document and must be maintained until all barriers are removed. Each time the Plan is updated, the 3-year window would start over.
- In both Bryan and College Station, when the Brazos Valley Center for Independent Living makes recommendations, the issues are usually remedied and does not need to be escalated.
- Q: What is the timeline for the Transition Plan adoption? Public input needs to be solicited early on, especially for what facilities to evaluate. Will the public be able to comment on the draft Transition Plan?  
A: The public comment period starts at today's meeting.
- Q: Is the City website being reviewed for compliance? Are you looking at 508 compliance?  
A: Website compliance is not being reviewed under the scope of this project. The City may conduct a review separately.
- Would like to see more accessible pedestrian signals (APS) installed, particularly near Texas A&M University. These are great for people with visual impairments.
- Q: Brand new sidewalks are being constructed out of compliance or curb ramps are not being installed at newly constructed intersections. Where is the disconnect?  
A: Incorporating ADA design requirements needs to start in the planning and scoping phases and not in the construction phase.

## City of College Station ADA Self-Evaluation and Transition Plan

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- Q: How quickly does the City respond to citizens requests related to ADA? A citizen with a visual impairment does not have an accessible route and is currently traveling in the vehicle travel lanes.  
A: The timeframe to address citizen requests is dependent on available City funds. If the request is to repair an existing facility, maintenance funds are generally available. However, new construction may not receive funding immediately but ADA requests are considered a high priority when funding becomes available. It is important to educate the disability community on how to communicate with the City on needed changes.
- Q: Are sidewalks typically included in development plans? Does the City require developers to fill in gaps and provide sidewalk connections when their facilities are constructed? For example, near the hospital on Rock Prairie Road.  
A: The missing sidewalks may be part of a future phase of work for the developer. The City would need to know the exact locations in question in order to provide an accurate answer.
- Texas A&M Transportation Services has a good website for on-going construction.
- Q: There is a non-accessible stage in City Council Chambers. Why was this building not evaluated?  
A: The City is discussing the future of the building. Until that is determined, a portable ramp could be provided if needed.
- Q: Is there a Mayor's Committee for Persons with Disabilities?  
A: The Mayor's Committee for Bryan or College Station is not active.
- Q: Will someone from existing staff be the City's ADA Coordinator or is the City hiring for that position?  
A: City management will be making this decision.
- Q: How do we determine what the City owns so we can submit requests to the appropriate entity?  
A: The City of College Station has an interactive map online. Also, if a request is made and the City does not own the facility in question, they City will try to provide contact information for the correct agency.
- The City of College Station Twitter manager is really good at responding.
- Current Issue (discussed at meeting and provided via email by Michael Douglas after the meeting): Along 29<sup>th</sup> Street/Tarrow Street (the street changes names at the Bryan/College Station city limits) just north of Autumn Circle, there is a Valero Corner Store. 29<sup>th</sup> Street/Tarrow Street is a very busy and the only way to get to the Valero Corner Store is to travel in the street. Michael Douglas (meeting attendee) lives in this area and pedestrians, including himself, have almost been hit by vehicles while traveling to the store.



## **City of College Station ADA Self-Evaluation and Transition Plan**

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- Current Issue: Along Southwest Parkway, east of Wellborn Road near The Woodlands of College Station apartment complex, there is a Texas A&M bus stop on the Elephant Walk Route (Route 31) that you have to travel in grass to get to. Bus Stop Names: The Woodlands #1 and The Woodlands #2.
- Current Issue: Century Square is missing a sidewalk, which creates accessibility issues for residents and students without vehicles.
- Current Issue: When a sidewalk is closed for construction, no information is provided to pedestrians until they reach the closed sidewalk. Detour route information should be provided in advance of the sidewalk closure.
- Current Issue (provided via email by Michael Douglas after the meeting): The sidewalk on Munson Avenue from Lincoln Avenue to University Oaks Boulevard is extremely uneven because of all the driveways and curb cuts that hold water or mud. Continuing south along Munson Avenue to Harvey Road, there are no sidewalks so travel in the street is the only option. Michael Douglas (meeting attendee) knows this route well and uses it to get to work in his wheelchair when he has vehicle issues.
- The Brazos Transit District was unable to attend the focus group meeting on 1/21/15 but plans to be involved in any future public meetings for this project. The District will review the handouts that were provided at the meeting and provide the City with feedback.

## City of College Station ADA Self-Evaluation and Transition Plan

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### PUBLIC MEETING NOTES

May 5, 2015 – 6:30 PM

Project: Self-Evaluation and Transition Plan

Location: College Station Utilities Training Facility

#### Attendees:

- Venessa Garza, City of College Station
- Public Meeting Attendees
- Brian Shamburger, Kimley-Horn
- Erin Eurek, Kimley-Horn
- Kristi Avalos, Accessology
- Steven Lewandowski, Accessology

#### Discussion Items (Comments and Questions from Attendees with Answers from staff):

- Current Issue: Roadway leading into College Station Utilities Training Facility has speed bumps across the entire roadway before you reach the accessible route into the building. Meeting attendee had difficulty in a power wheelchair traversing the speed bumps.
- Current Issue: Door at entrance to College Station Utility Training Facility was too heavy for a meeting attendee with dexterity issues to open.
- Q: How did the City choose the 3 miles of sidewalk? The sidewalk selected for this project are the same corridors that a group of citizens requested the City make more accessible about 20 years ago. Several sidewalks were rehabbed and curb ramps were installed as a result. Anderson St. from George Bush Dr. to Southwest Pkwy. and Wellborn Rd. are all bad corridors. Meeting attendee suggested that these corridors would have been more appropriate to evaluate.  
A: The City selected the corridors based on the highest vehicle traffic volumes and frequently used pedestrian routes. The City had to start somewhere and the remainder of the sidewalks will be evaluated in future phases.
- Q: What sidewalks are the City responsible for maintaining (repairing/replacing)?  
A: The City is responsible for sidewalks along public right-of-way (City and TxDOT) within the City limits.
- Q: Is the 3 miles of sidewalk selected for this project already set in stone? Was any public input considered for these sidewalk evaluation limits?  
A: Yes, the sidewalk corridors are already set for this phase of the project. There are over 120 miles of sidewalk in the City and City Staff is looking for input now for future phases.
- Q: Are you going to look at improving sidewalk along Harvey Mitchell Pkwy. near Welsh Ave., specifically in the Southwood Valley area?  
A: The City will note this area for consideration in future phases.

## City of College Station ADA Self-Evaluation and Transition Plan

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- Q: In all the training that was provided to City Staff as part of this project, how much pertained to the deaf community?  
A: Two 2-hour Customer Contact training classes were provided on how to communicate with people who have visual or auditory impairments. The City would like citizen input on how to improve City-offered services and customer service.
- Q: City services that pertain to activities for children's sports, camps, and swimming lessons do not provide interpreting services. A meeting attendee is a parent of a child with a hearing impairment and has had to pay for interpreting services out of pocket to participate in City programs.  
A: The City will be reviewing its programs, policies, and procedures to improve our services.
- Current Issue: A meeting attendee is deaf and frustrated with communication and interaction with police. A police officer refused to call for interpreting services and told the attendee to write on a piece of paper. The police officer misunderstood much of what was said without an interpreter, and the City needs to remove this communication barrier.
- Current Issue: The library and airport do not have video phones or TTY on public phones. Also, if there is a City-hosted event, there is no information about how to make accommodations ahead of time, and the meeting attendee has missed events because of it.

Note: The airport is a separate state entity and would need to be contacted with this request separately.

- Q: Non-compliant push buttons are being changed out with 2" push buttons but there are also Accessible Pedestrian Signals (APS). Will all push buttons be upgraded to APS units? There are new signals on FM 2818, but APS units are not installed.  
A: The City's intent is to upgrade all push buttons to APS units as the buttons need replacement. TxDOT may be responsible for the new FM 2818 signals. City Staff will speak to the City Public Works Department about this.
- Q: A meeting attendee is concerned that, regardless of the program, if there is not enforcement, compliance will not be met. How does ADA affect the private sector? There are ADA issues on private developments but issues either do not get fixed or are only partially fixed. The Consultant team said the Department of Justice (DOJ) enforces the ADA, but how does this enforcement happen? The meeting attendee lived in an apartment complex for 7 years and it took the apartment complex 7 years to realize there was not enough accessible parking. There does not seem to be a single entity responsible for enforcement.  
A: If there are \$50,000 or more in construction costs, then an ADA review is required in the State of Texas. The engineering plans are required to be reviewed before and after construction by the Texas Department of Licensing and Regulation (TDLR). Citizens can issue tickets when they see accessible parking space violations. Apartment complexes do not have a lot of enforcement because they are not covered under the ADA – only the leasing office. However, other private buildings and shopping centers that are reviewed by a TDLR Registered Accessibility Specialist (RAS) and are found to have deficiencies have 270 days to bring the deficiencies into compliance. After 270 days, TDLR reviews the file and issues

## City of College Station ADA Self-Evaluation and Transition Plan

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penalties to the owner until the violations are fixed. For City reviews and permitting, there are three (3) major categories: public rights-of-way (PROW), private sites and parking, and vertical buildings. Each of these categories are handled differently through the City. For PROW, the City is more involved in construction plans because the City will ultimately be responsible for maintaining those facilities. Newly constructed buildings are required to meet ADA standards; however, older buildings may have been built under different standards or ground settling has caused issues. Civil plans are reviewed by the City for private developments using the current ADA Standards. For vertical buildings, the buildings plans are reviewed from an architectural standpoint. ADA elements inside the building are also looked at during the review process. If an issue is overlooked during the review process, please let the City know. TDLR looks at issues on a project-by-project basis. The DOJ looks at the entire city.

- Q: There are some issues with the route from the public sidewalk to Palmetto Bank.  
A: New construction is required to meet current standards, but older buildings were built to different standards. When requirements have changed for an element between the old standards and the current standards, these elements are not required to be brought into compliance with the current standards unless that element is being modified.
- Q: What is the point of ADA and this meeting? Are we only talking about wheelchairs?  
A: We are taking questions from the public during this meeting and will answer any questions that are asked. We are not limiting the discussion to wheelchairs only. We want to receive feedback from everyone in attendance and receive comments on all types of issues.
- Q: What is the purpose of the ADA Liaison Committee? Also, the meeting attendee is with the Center for Independent Living and stated that it would have been nice to involve people that know more about what's going on in the community.  
A: The Liaison Committee is an internal committee composed of representatives from all City departments and was created to collect information to better understand all programs offered by the City, since the ADA Coordinator may not be aware of all the current programs, procedures, and policies in each department. The City tried to reach out to various disability organizations in the area. The Center for Independent Living was among the attendees at a Focus Group Meeting that consisted of both City Staff and representatives from several local disability organizations.
- Q: What were the results of the evaluations, specifically at Bachman Park? There were no results provided in the presentation.  
A: The evaluations results are still being finalized, but the ADA Transition Plan will be available for public review and comment once the draft Plan is complete.
- Q: Meeting attendee has previously contacted the City's Chief of Police about communication training for the Police Department. There are still people with hearing impairments in the area being questioned by police without an interpreter.  
A: There are several options for first responder training and it is up to each community to provide this training to their staff.

## City of College Station ADA Self-Evaluation and Transition Plan

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- Q: Who holds people accountable to make sure the issues identified in the Transition Plan get addressed?  
A: In College Station, the Plan will be brought to the City Council and the ADA Coordinator will be responsible for implementing the Plan, but each City runs their government differently. An architect or engineer can lose their license if they do not submit a project to TDLR for review in the State of Texas. The oversight system is not perfect, but Texas is the only state that has the additional review process through the State.
- Q: In emergency situations, a deaf meeting attendee has to rely on hearing the alarm and is not always aware of the emergency. Is there a light-based alert system?  
A: The City is reviewing the Emergency Evaluation Management Plan as part of this project.
- Q: Meeting attendee hopes a public feedback forum continues beyond this meeting. Not sure how this meeting was advertised. Texas Department of Assistive and Rehabilitation Services (DARS) should be included in the discussions. The attendee also hopes the City is trying to make College Station a better place and not just doing this project because it's a requirement.  
A: Please provide feedback with suggestions on comment cards with what you think the City should be doing.
- Meeting attendee had broken their wheelchair wheel on an issue at the intersection of Rio Grande Blvd. and Rock Prairie Rd. within 3 weeks City had new ramps in place. The City is responsive if you call them.
- Q: A meeting attendee has a concern about fire alarms flashing instead beeping. Are these set up in public places so deaf people be alerted as well? That small beep does not help deaf people. Can the Fire Department come to my house?  
A: Yes, the Fire Department has visual fire alarms and can come to your house to install them for you. Alarms with audible and visual alerts are required in City facilities. The attendee should let the City know if they find any locations without visual alarms.
- A meeting attendee is a member of a disability organization and said he would pass along information from the public meeting via Facebook and let the City know if they receive additional feedback.
- Q: As citizens deal with private business (Title III entities) concerning ADA issues, is the City willing to be a resource for citizens? Not to fund private projects to address ADA issues on private property, but to serve as advocates for citizens. As citizens, we are trying to educate these businesses, but they just say it is not their problem and it is a "goose chase" to get someone to take responsibility.  
A: The City only has a responsibility for City-owned facilities and cannot be expected to be responsible for private entities. The public can file complaints on TDLR's website.
- Current Issue: At night, many areas throughout the City have poor lighting. Parks are dark and need better lighting. Not safe for people with disabilities to travel at night. The attendee will write down locations and send to the City.

## City of College Station ADA Self-Evaluation and Transition Plan

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- Q: Will there be a follow up meeting?  
A: The next meeting for this project will be a City Council meeting. An ADA webpage will be created on the City website and the draft Transition Plan document will be posted for public review.
- Q: Does the City use video phones? No one uses TTY anymore, so it is not really accessible.  
A: Texas Relay (TTY) is used by the City in accordance with federal statutes and will need to look into offering this additional service.

## **City of College Station ADA Self-Evaluation and Transition Plan**

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### **PUBLIC MEETING NOTES September 28, 2015 – 6:30 PM**

Project: Self-Evaluation and Transition Plan

Location: City of College Station City Hall Council Chambers

#### **Attendees:**

- Venessa Garza, City of College Station
- City of College Department Representatives
- Public Meeting Attendees

#### **Discussion Items (Comments and Questions from Attendees with Answers from staff):**

- Q: Will the final document be available online for review with the feedback received from the second public meeting and comments received through October 2, 2015?  
A: Yes, the final document will be updated online with comments from the second public meeting and other comments received through October 2<sup>nd</sup>.
- Q: Does the Plan include a prioritization of what will be repaired first?  
A: Yes, the plan includes priorities for each facility type by issue identified.
- Sidewalks on Holik Street in front of A&M Consolidated Middle School are in disrepair and need to be fixed.
- Q: What is the responsibility of the City and what is the responsibility of the business or property owner that has a sidewalk to repair?  
A: Public right of way is the City's responsibility to repair. If it is on private property, it is the property owner's responsibility.
- Q: For new development, where in the inspection process is ADA compliance reviewed? There may be a non-compliant area at Northpoint Crossing near Hensel Park.  
A: It depends. There are different entities that review different things. There is public infrastructure, the site around the building and inside the building. There's also TDLR inspections that's required on projects with pedestrian improvements when the construction value is over \$50,000. The specific concern referenced will be looked into further.
- Q: What are the plans for future phases?  
A: That hasn't been determined at this point.
- Add a policy that includes the placement of a "sidewalk closed" sign at each point of entry where someone using a mobility device may enter; this prevents the person from making an unnecessary trip down the sidewalk, learn of its closing, and need to go all the way back down the sidewalk to try another path.
- The Brazos Valley Center for Independent Living offered their services to assist the City.



## **Appendix B: Grievance Process**

ADA Notice

Grievance Procedure

Grievance Form



## **NOTICE UNDER THE ADA**

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of College Station does not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

**Employment:** The City of College Station does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I and Title II of the ADA.

**Effective Communication:** The City of College Station will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

**Modifications to Policies and Procedures:** The City of College Station will endeavor to make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of City programs, services, and activities. For example, individuals and their service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of College Station, should contact (979) 764-3541 as far in advance as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of College Station to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of College Station is not accessible to persons with disabilities should be directed to the Accessibility Services Office by phone (979) 764-3674 or by email at [adaassistance@cstx.gov](mailto:adaassistance@cstx.gov)

The City of College Station will not impose a surcharge on an individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

## **ADA GRIEVANCE PROCEDURE**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a grievance alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The grievance should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing grievances, such as personal interviews or a tape recording of the grievance, will be made available for persons with disabilities upon request.

The grievance should be submitted by the individual and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Accessibility Services Office  
P.O. Box 9960  
1101 Texas Avenue  
College Station, Texas 77845  
Phone - (979) 764-3674  
Email – [adaassistance@cstx.gov](mailto:adaassistance@cstx.gov)

Within 15 calendar days after receipt of the grievance, the Accessibility Services Office or an appropriate designated department official will respond to the grievance to discuss the concern and possible resolution. Within 15 calendar days of the City's discussion with individual, the Accessibility Office or a designee will respond in writing, and where appropriate, in a format accessible to the individual, such as large print, Braille, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the grievance.

If the response by the Accessibility Services Office or an appropriate designated department official does not satisfactorily resolve the issue, the individual and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or designee.

Within 15 calendar days after receipt of the appeal, the City Manager or designee will meet with the individual to discuss the complaint and possible resolution. Within 15 calendar days after the meeting, the City Manager or designee will respond in writing, and, where appropriate, in a format accessible to the individual, with a final resolution of the grievance.

All written grievances received by the Accessibility Services Office or designee, appeals to the City Manager or designee, and responses from these two offices will be retained by the City of College Station for at least three years.



# ADA GRIEVANCE FORM

## FOR PUBLIC SERVICES

*Title II of the Americans With Disabilities Act,  
Section 504 of the 1973 Rehabilitation Act*

**Please complete, sign and submit this form within 60 calendar days  
of any grievance to the address at the bottom of the page.**

Full name of person submitting report: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Alternate phone: \_\_\_\_\_

Email: \_\_\_\_\_

If you are reporting this grievance on someone else's behalf, please provide their full name:

\_\_\_\_\_

Please provide a detailed description of your grievance. If applicable, include the date, time, location, city department(s) involved, and the desired remedy you are seeking. Add additional pages if necessary:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Has this grievance been reported to anyone else? If so, to whom?


\_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

If you need assistance, require an accessible format, or have questions about this form, please contact the City of College Station ADA Coordinator at **adaassistance@cstx.gov** or **979.764.3509**.

ADA COORDINATOR	
<i>Mailing Address:</i> P.O. Box 9960 College Station, TX 77842	<i>Physical Address:</i> 1101 Texas Ave. College Station, TX 77845

cstx.gov/ada

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## **Appendix C: U.S. Department of Justice Effective Communication Guidance**

U.S. Department of Justice  
Civil Rights Division  
Disability Rights Section



## Effective Communication

The Department of Justice published revised final regulations implementing the Americans with Disabilities Act (ADA) for title II (State and local government services) and title III (public accommodations and commercial facilities) on September 15, 2010, in the Federal Register. These requirements, or rules, clarify and refine issues that have arisen over the past 20 years and contain new, and updated, requirements, including the 2010 Standards for Accessible Design (2010 Standards).

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### Overview

**People who have vision, hearing, or speech disabilities (“communication disabilities”) use different ways to communicate. For example, people who are blind may give and receive information audibly rather than in writing and people who are deaf may give and receive information through writing or sign language rather than through speech.**

The ADA requires that title II entities (State and local governments) and title III entities (businesses and nonprofit organizations that serve the public) communicate effectively with people who have communication disabilities. The goal is to ensure that communication with people with these disabilities is equally effective as communication with people without disabilities.

This publication is designed to help title II and title III entities (“covered entities”) understand how the rules for effective communication, including rules that went into effect on March 15, 2011, apply to them.

- The purpose of the effective communication rules is to ensure that the person with a vision, hearing, or speech disability can communicate with, receive information from, and convey information to, the covered entity.
- Covered entities must provide auxiliary aids and services when needed to communicate effectively with people who have communication disabilities.
- The key to communicating effectively is to consider the nature, length, complexity, and context of the communication and the person’s normal method(s) of communication.
- The rules apply to communicating with the person who is receiving the covered entity’s goods or services as well as with that person’s parent, spouse, or companion in appropriate circumstances.

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### Auxiliary Aids and Services

The ADA uses the term “auxiliary aids and services” (“aids and services”) to refer to the ways to communicate with people who have communication disabilities.

- For people who are blind, have vision loss, or are deaf-blind, this includes providing a qualified reader; information in large print, Braille, or electronically for use with a computer screen-reading program; or an audio recording of printed information. A “qualified” reader means someone who is able to read effectively, accurately, and impartially, using any necessary specialized vocabulary.
- For people who are deaf, have hearing loss, or are deaf-blind, this includes providing a qualified notetaker; a qualified sign language interpreter, oral interpreter, cued-speech interpreter, or tactile interpreter; real-time captioning; written materials; or a printed script of a stock speech (such as given on a museum or historic house tour). A “qualified” interpreter means someone who is able to interpret effectively, accurately, and impartially, both receptively (i.e.,

understanding what the person with the disability is saying) and expressively (i.e., having the skill needed to convey information back to that person) using any necessary specialized vocabulary.

- For people who have speech disabilities, this may include providing a qualified speech-to-speech transliterator (a person trained to recognize unclear speech and repeat it clearly) , especially if the person will be speaking at length, such as giving testimony in court, or just taking more time to communicate with someone who uses a communication board. In some situations, keeping paper and pencil on hand so the person can write out words that staff cannot understand or simply allowing more time to communicate with someone who uses a communication board or device may provide effective communication. Staff should always listen attentively and not be afraid or embarrassed to ask the person to repeat a word or phrase they do not understand.

In addition, aids and services include a wide variety of technologies including 1) assistive listening systems and devices; 2) open captioning, closed captioning, real-time captioning, and closed caption decoders and devices; 3) telephone handset amplifiers, hearing-aid compatible telephones, text telephones (TTYs) , videophones, captioned telephones, and other voice, text, and video-based telecommunications products; 4) videotext displays; 5) screen reader software, magnification software, and optical readers; 6) video description and secondary auditory programming (SAP) devices that pick up video-described audio feeds for television programs; 7) accessibility features in electronic documents and other electronic and information technology that is accessible (either independently or through assistive technology such as screen readers) .

**Real-time captioning** (also known as computer-assisted real-time transcription, or CART) is a service similar to court reporting in which a transcriber types what is being said at a meeting or event into a computer that projects the words onto a screen. This service, which can be provided on-site or remotely, is particularly useful for people who are deaf or have hearing loss but do not use sign language.

The free nationwide **telecommunications relay service** (TRS), reached by calling 7-1-1, uses communications assistants (also called CAs or relay operators) who serve as intermediaries between people who have hearing or speech disabilities who use a text telephone (TTY) or text messaging and people who use standard voice telephones. The communications assistant tells the telephone user what the other party is typing and types to tell the other party what the telephone user is saying. TRS also provides speech-to-speech transliteration for callers who have speech disabilities.

**Video relay service** (VRS) is a free, subscriber-based service for people who use sign language and have videophones, smart phones, or computers with video communication capabilities. For outgoing calls, the subscriber contacts the VRS interpreter, who places the call and serves as an intermediary between the subscriber and a person who uses a standard voice telephone. The interpreter tells the telephone user what the subscriber is signing and signs to the subscriber what the telephone user is saying.

**Video remote interpreting** (VRI) is a fee-based service that uses video conferencing technology to access an off-site interpreter to provide real-time sign language or oral interpreting services for conversations between hearing people and people who are deaf or have hearing loss. The new regulations give covered entities the choice of using VRI or on-site interpreters in situations where either would be effective. VRI can be especially useful in rural areas where on-site interpreters may be difficult to obtain. Additionally, there may be some cost advantages in using VRI in certain circumstances. However, VRI will not be effective in all circumstances. For example, it will not be effective if the person who needs the interpreter has difficulty seeing the screen (either because of vision loss or because he or she cannot be properly positioned to see the screen, because of an injury or other condition). In these circumstances, an on-site interpreter may be required.

If VRI is chosen, **all** of the following specific performance standards must be met:

- real-time, full-motion video and audio over a dedicated high-speed, wide-bandwidth video connection or wireless connection that delivers high-quality video images that do not produce lags, choppy, blurry, or grainy images, or irregular pauses in communication;
- a sharply delineated image that is large enough to display the interpreter's face, arms, hands, and fingers, and the face, arms, hands, and fingers of the person using sign language, regardless of his or her body position;
- a clear, audible transmission of voices; and
- adequate staff training to ensure quick set-up and proper operation.

**Many deaf-blind individuals use support service providers (SSPs) to assist them in accessing the world around them. SSPs are not “aids and services” under the ADA. However, they provide mobility, orientation, and informal communication services for deaf-blind individuals and are a critically important link enabling them to independently access the community at large.**

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## Effective Communication Provisions

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Covered entities must provide aids and services when needed to communicate effectively with people who have communication disabilities.

The key to deciding what aid or service is needed to communicate **effectively** is to consider the nature, length, complexity, and context of the communication as well as the person’s normal method(s) of communication.

Some easy solutions work in relatively simple and straightforward situations. For example:

- In a lunchroom or restaurant, reading the menu to a person who is blind allows that person to decide what dish to order.
- In a retail setting, pointing to product information or writing notes back and forth to answer simple questions about a product may allow a person who is deaf to decide whether to purchase the product.

Other solutions may be needed where the information being communicated is more extensive or complex. For example:

- In a law firm, providing an accessible electronic copy of a legal document that is being drafted for a client who is blind allows the client to read the draft at home using a computer screen-reading program.
- In a doctor’s office, an interpreter generally will be needed for taking the medical history of a patient who uses sign language or for discussing a serious diagnosis and its treatment options.

A person’s method(s) of communication are also key. For example, sign language interpreters are effective only for people who use sign language. Other methods of communication, such as those described above, are needed for people who may have lost their hearing later in life and do not use sign language. Similarly, Braille is effective only for people who read Braille. Other methods are needed for people with vision disabilities who do not read Braille, such as providing accessible electronic text documents, forms, etc., that can be accessed by the person’s screen reader program.

Covered entities are also required to accept telephone calls placed through TRS and VRS, and staff who answer the telephone must treat relay calls just like other calls. The communications assistant will explain how the system works if necessary.

Remember, the purpose of the effective communication rules is to ensure that the person with a communication disability can receive information from, and convey information to, the covered entity.

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## Companions

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In many situations, covered entities communicate with someone other than the person who is receiving their goods or services. For example, school staff usually talk to a parent about a child’s progress; hospital staff often talk to a patient’s spouse, other relative, or friend about the patient’s condition or prognosis. The rules refer to such people as “companions” and require covered entities to provide effective communication for companions who have communication disabilities.

The term “companion” includes any family member, friend, or associate of a person seeking or receiving an entity’s goods or services who is an appropriate person with whom the entity should communicate.

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## Use of Accompanying Adults or Children as Interpreters

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Historically, many covered entities have expected a person who uses sign language to bring a family member or friend to interpret for him or her. These people often lacked the impartiality and specialized vocabulary needed to interpret effectively and accurately. It was particularly problematic to use people’s children as interpreters.

The ADA places responsibility for providing effective communication, including the use of interpreters, directly on covered entities. They cannot require a person to bring someone to interpret for him or her. A covered entity can rely on a companion to interpret in only two situations.

(1) In an emergency involving an imminent threat to the safety or welfare of an individual or the public, an adult or minor child accompanying a person who uses sign language may be relied upon to interpret or facilitate communication only when a qualified interpreter is not available.

(2) In situations **not** involving an imminent threat, an adult accompanying someone who uses sign language may be relied upon to interpret or facilitate communication when a) the individual requests this, b) the accompanying adult agrees, and c) reliance on the accompanying adult is appropriate under the circumstances. This exception does **not** apply to minor children.

Even under exception (2), covered entities may **not** rely on an accompanying adult to interpret when there is reason to doubt the person's impartiality or effectiveness. For example:

- It would be inappropriate to rely on a companion to interpret who feels conflicted about communicating bad news to the person or has a personal stake in the outcome of a situation.
- When responding to a call alleging spousal abuse, police should never rely on one spouse to interpret for the other spouse.

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### Who Decides Which Aid or Service Is Needed?

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When choosing an aid or service, title II entities are **required** to give primary consideration to the choice of aid or service requested by the person who has a communication disability. The state or local government must honor the person's choice, unless it can demonstrate that another equally effective means of communication is available, or that the use of the means chosen would result in a fundamental alteration or in an undue burden (see limitations below). If the choice expressed by the person with a disability would result in an undue burden or a fundamental alteration, the public entity still has an obligation to provide an alternative aid or service that provides effective communication if one is available.

Title III entities are **encouraged** to consult with the person with a disability to discuss what aid or service is appropriate. The goal is to provide an aid or service that will be effective, given the nature of what is being communicated and the person's method of communicating.

**Covered entities may require reasonable advance notice from people requesting aids or services, based on the length of time needed to acquire the aid or service, but may not impose excessive advance notice requirements. "Walk-in" requests for aids and services must also be honored to the extent possible.**

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### Limitations

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Covered entities are required to provide aids and services unless doing so would result in an "undue burden," which is defined as significant difficulty or expense. If a particular aid or service would result in an undue burden, the entity must provide another effective aid or service, if possible, that would not result in an undue burden. Determining what constitutes an undue burden will vary from entity to entity and sometimes from one year to the next. The impact of changing economic conditions on the resources available to an entity may also be taken into consideration in making this determination.

**State and local governments:** in determining whether a particular aid or service would result in undue financial and administrative burdens, a title II entity should take into consideration the cost of the particular aid or service in light of all resources available to fund the program, service, or activity and the effect on other expenses or operations. The decision that a particular aid or service would result in an undue burden must be made by a high level official, no lower than a Department head, and must include a written statement of the reasons for reaching that conclusion.

**Businesses and nonprofits:** in determining whether a particular aid or service would result in an undue burden, a title III entity should take into consideration the nature and cost of the aid or service relative to their size, overall financial resources, and



overall expenses. In general, a business or nonprofit with greater resources is expected to do more to ensure effective communication than one with fewer resources. If the entity has a parent company, the administrative and financial relationship, as well as the size, resources, and expenses of the parent company, would also be considered.

In addition, covered entities are not required to provide any particular aid or service in those rare circumstances where it would fundamentally alter the nature of the goods or services they provide to the public. In the performing arts, for example, slowing down the action on stage in order to describe the action for patrons who are blind or have vision loss may fundamentally alter the nature of a play or dance performance.

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## **Staff Training**

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A critical and often overlooked component of ensuring success is comprehensive and ongoing staff training. Covered entities may have established good policies, but if front line staff are not aware of them or do not know how to implement them, problems can arise. Covered entities should teach staff about the ADA's requirements for communicating effectively with people who have communication disabilities. Many local disability organizations, including Centers for Independent Living, conduct ADA trainings in their communities. The Department's ADA Information Line can provide local contact information for these organizations.

**For more information about the ADA, please visit our website or call our toll-free number.**

### **ADA Website**

**[www.ADA.gov](http://www.ADA.gov)**

To receive e-mail notifications when new ADA information is available,  
visit the ADA Website's home page and click the [link](#) near the top of the middle column.

### **ADA Information Line**

800-514-0301 📞 (Voice) and 800-514-0383 📞 (TTY)

24 hours a day to order publications by mail.

M-W, F 9:30 a.m. – 5:30 p.m. , Th 12:30 p.m. – 5:30 p.m. (Eastern Time) to speak with an ADA Specialist.

All calls are confidential.

For persons with disabilities, this publication is available in alternate formats.

Duplication of this document is encouraged. January 2014

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### **PDF Version of this Document**

January 31, 2014



## **Appendix D: Self-Evaluation Reports**

Buildings

Parks

Signalized Intersections

Sidewalk Corridors

**City of College Station**  
**ADA Self-Evaluation and Transition Plan Update**  
**Building Cost Projection Summary**  
6/24/2015

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>
1	Northgate Garage	\$ 16,057.00
2	Municipal Court	\$ 32,130.00
3	Utility Customer Service	\$ 33,802.00
<b>TOTAL</b>		<b>\$ 81,989.00</b>



**City of College Station  
BUILDING REPORT**

**Facility Information:****Facility Name:** Northgate Garage**Facility Contact:** Debbie Eller**Contact Phone:** 979-764-3771**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°37'09.9"N**Longitude:** 96°20'50.2"W**Address:** 306 College Main**City:** College Station**County:** Brazos**General Parking Notes:**

This parking garage was constructed in 2001/2002 and was subject to 1991 ADAAG and 1994 TAS and only required one van accessible parking space for every eight accessible spaces provided. Two van accessible parking spaces are provided as required. There are mounting height issues with the accessible parking signs on level 4 and the vertical clearance at one of the van accessible spaces on level 1.

**General Parking Notes:**

There are 706 parking spaces provided. 15 accessible parking spaces are required and 16 are provided. Two accessible parking spaces are designated as van accessible as required.

**Total Parking Spaces:**

720

**Total Accessible Parking Spaces:**

16

**Number of van accessible spaces:**

2

**Is the accessible parking substantially compliant?**

No

**Violation #1:**

Level 4 - The four accessible parking signs are 23" above the parking surface to the symbol of accessibility. A mounting height of 60" minimum is required.

**College Station - Northgate Garage - Parking**  
**Page 2**

**Standard:**

2010 ADAAG 502.6 Parking Spaces Identification.

**Text:**

Parking space identification signs shall include the International Symbol of Accessibility complying with (703.7.2.1 International Symbol of Accessibility). Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

**Recommendation:**

The four parking signs will need to be relocated so that the bottom of the sign is 60" minimum above the parking surface.

**Violation #1 Cost:**

\$248

Priority

Level 2

**Violation #2:**

Level 1 - The vertical clearance at the van accessible parking space is reduced to 84" due to overhead duct.

**Standard:**

2010 ADAAG 502.5 Vertical Clearance.

**Text:**

Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.

**Recommendation:**

The duct will need to be modified to achieve the 98" minimum vertical clearance within the level 1 van accessible parking space.

**Violation #2 Cost:**

\$1,898

Priority

Level 2

Parking Violations Total

\$2,146

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Northgate Garage**Facility Contact:** Debbie Eller**Contact Phone:** 979-764-3771**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°37'09.9"N**Longitude:** 96°20'50.2"W**Address:** 306 College Main**City:** College Station**County:** Brazos**General Accessible Route Notes:**

The garage elevators are substantially compliant.  
The curb ramps serving the accessible parking spaces on level 1 are not substantially compliant due to excessive flare slopes.

Is the path of travel from accessible parking to building entrance compliant?

Yes

Does the path of travel serve all exterior amenities offered by the facility?

Yes

Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?

No

**Violation #1:**

The curb ramp that provide access across the College Main garage entrance has a 3.9% cross slope on the south curb ramp segment. A cross slope of 1:48(2%) maximum is required.

**Standard:**

2010 ADAAG 405.3 Ramps Cross Slope.

**Text:**

Cross slope of ramp runs shall not be steeper than 1:48.

**Recommendation:**

The curb ramp segment will need to be replaced to achieve the 1:48 maximum cross slope.

**Violation #1 Cost:**

\$1,504

Priority

Level 2

**Violation #2:**

Level 1 - The curb ramps serving the accessible parking have flares with slopes of 16.4% and 21.2% where 1:10 (10%) maximum is required.

**Standard:**

2010 ADAAG 406.3 Sides of Curb Ramps.

**Text:**

Where provided, curb ramp flares shall not be steeper than 1:10.

**College Station - Northgate Garage**  
**Accessible Route - Page 2**

**Recommendation:**

The ramp flares will need to be modified to achieve the 1:10 maximum slope.

**Violation #2 Cost:**

\$2,645

**Priority**

Level 2

**Accessible Route Total**

\$4,149

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Northgate Garage**Facility Contact:** Debbie Eller**Contact Phone:** 979-764-3771**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°37'09.9"N**Longitude:** 96°20'50.2"W**Address:** 306 College Main**City:** College Station**County:** Brazos**General Entrance Notes:**

The pedestrian entrances into the garage are substantially compliant. There are no entrance doors into the garage.

Is the main entry door accessible?

N/A

Is there an alternate door that is accessible?

N/A

If so, does the inaccessible door have signage indicating the location of the nearest accessible door?

N/A

Entrance Total

\$0

High Priority



Medium Priority



Low Priority





## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Northgate Garage**Facility Contact:** Debbie Eller**Contact Phone:** 979-764-3771**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°37'09.9"N**Longitude:** 96°20'50.2"W**Address:** 306 College Main**City:** College Station**County:** Brazos**General Restroom Notes:**

Two restrooms are provided near the garage office and are intended to be staff use only and are kept locked. The water closet seats in both restrooms are too high and one lavatory is missing the required pipe insulation. The floor drains in both restrooms create slopes in excess of 1:48 (2%) and the wall mounted fans are above accessible reach range.

**Is the door to the restroom substantially compliant?**

Yes

**Does the room have the required turning radius?**

Yes

**Is the water closet substantially compliant?**

No

**Does the water closet have the required clear floor space?**

Yes

**Is the lavatory substantially compliant?**

No

**Is the urinal substantially compliant?**

N/A

**Is the mirror substantially compliant?**

Yes

**Violation #1:**

Restrooms - The exposed water lines and drain pipes under one of the lavatories are not protected against contact.

**Standard:**

2010 ADAAG 606.5 Exposed Pipes and Surfaces.

**Text:**

Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

**Recommendation:**

The exposed water and drain pipe must be protected against contact.

**Violation #1 Cost:**

\$61

Priority

Level 2

**Violation #2:**

Restrooms - The water closets are 19-3/4" and 20-1/4" to the top of the seat where 17"-19" is required.

**College Station - Northgate Garage**  
**Restrooms - Page 2**

**Standard:** 2010 ADAAG 604.4 Water Closets Seats.

**Text:** The seat height of a water closet above the finish floor shall be 17 inches minimum and 19 inches maximum measured to the top of the seat. Seats shall not be sprung to return to a lifted position.

**Recommendation:** The water closets must be lowered to achieve the 17"-19" seat height.

**Violation #2 Cost:** \$4,697

Priority **Level 2**

**Violation #3:** Restrooms - The slope to the floor drains in the restrooms is approximately 7.6% where 1:48 (2%) maximum must be provided within the required clearances for the fixtures.

**Standard:** 2010 ADAAG 305.2 Floor or Ground Surfaces.

**Text:** Floor or ground surfaces of a clear floor or ground space shall comply with 302. Changes in level are not permitted.  
 EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

**Recommendation:** The drains must be modified to achieve a 1:48 (2%) maximum slope.

**Violation #3 Cost:** \$3,807

Priority **Level 2**

**Violation #4:** Restrooms - The controls for the fan units within the restrooms are located at 63" high and are out of accessible reach range. A maximum height of 48" is required.

**Standard:** 2010 ADAAG 308.3.1 Side Reach Unobstructed.

**Text:** Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

**Recommendation:** The controls for the units must be relocated to 48" high maximum.

**Violation #4 Cost:** \$623

Priority **Level 2**

College Station - Northgate Garage  
Restrooms - Page 23

		High Priority	
Restrooms Total	\$9,187	Medium Priority	
		Low Priority	

## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Northgate Garage**Facility Contact:** Debbie Eller**Contact Phone:** 979-764-3771**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°37'09.9"N**Longitude:** 96°20'50.2"W**Address:** 306 College Main**City:** College Station**County:** Brazos**General Misc Notes:**

There is a high/low drinking fountain unit between the restrooms. This unit is substantially compliant except for the high side as it is a protruding object.

The garage office has a service counter and provides an accessible portion of counter.

**Are there exterior drinking fountains?**

Yes

**Are there any other miscellaneous items not previously covered?**

No

**Violation #1:**

The high drinking fountain located between the restrooms is a protruding object.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

Install an apron

**Violation #1 Cost:**

\$575

Priority

Level 6

Miscellaneous Total

\$575

High Priority



Medium Priority

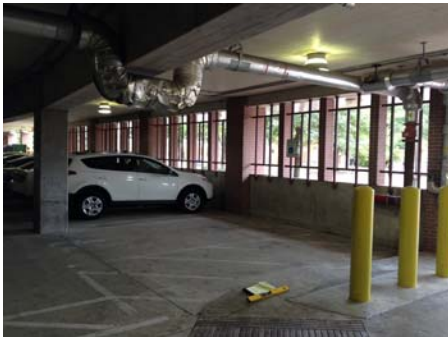


Low Priority





Parking Violation 1 - Level 4 - The four accessible parking signs are 23" above the parking surface to the symbol of accessibility. A mounting height of 60" minimum is required.



Parking Violation 2 - Level 1 - The vertical clearance at the van accessible parking space is reduced to 84" due to overhead duct.



AR Violation 1 - The curb ramp that provide access across the College Main garage entrance has a 3.9% cross slope.



AR Violation 2 - Level 1 - The curb ramps serving the accessible parking have flares with slopes of 16.4% and 21.2% where 1:10 (10%) maximum is required.



RR Violation 1 - Restrooms - The exposed water lines and drain pipes under one of the lavatories are not protected against contact.



RR Violation 2 - Restrooms - The water closets are 19-3/4" and 20-1/4" to the top of the seat where 17"-19" is required.



RR Violation 3 - Restrooms - The slope to the floor drains in the restrooms is approximately 7.6%.

## Northgate Parking Garage



RR Violation 4 - Restrooms - The fan controls are above accessible reach range.



Misc Violation 1 - The high drinking fountain located between the restrooms is a protruding object.



**City of College Station  
BUILDING REPORT**

**Facility Information:****Facility Name:** Municipal Court Building**Facility Contact:** Dianne Eberhardt**Contact Phone:** 979-764-3650**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°36'21.8"N**Longitude:** 96°18'09.9"W**Address:** 300 Krenek Tap Road**City:** College Station**County:** Brazos**General Parking Notes:**

There are two parking areas provided to serve this building, one on the north side and one on the south side. The accessible parking provided in the north parking lot is substantially compliant. The accessible parking provided in the south parking lot is substantially compliant.

**General Parking Notes:**

The north parking lot has 62 total parking spaces. Three accessible parking spaces are required with one being van accessible. Six parking spaces are designated as accessible, three of which are designated van accessible. All of the accessible parking spaces are substantially compliant.

**Total Parking Spaces - North Parking Lot**

62

**Total Accessible Parking Spaces:**

6

**Number of van accessible spaces:**

3

**Is the accessible parking substantially compliant?**

Yes




**General Parking Notes:**

The south parking lot has 74 total parking spaces. Three accessible parking spaces are required with one being van accessible. Five parking spaces are designated as accessible, three of which are designated van accessible. All of the accessible parking spaces are substantially compliant.

**College Station - Municipal Building**  
**Parking - Page 2**

<b>Total Parking Spaces - South Parking Lot</b>	74
<b>Total Accessible Parking Spaces:</b>	5
<b>Number of van accessible spaces:</b>	3
<b>Is the accessible parking substantially compliant?</b>	Yes



	High Priority	
Parking Violations Total		
	Medium Priority	
	Low Priority	



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Municipal Court Building**Facility Contact:** Dianne Eberhardt**Contact Phone:** 979-764-3650**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°36'21.8"N**Longitude:** 96°18'09.9"W**Address:** 300 Krenek Tap Road**City:** College Station**County:** Brazos**General Accessible Route Notes:**

The accessible connecting route to the sidewalk along Krenek Tap Road is compliant except for vehicle overhangs that may reduce the required clear width. The ramp that provides access to the main entrance has a non-compliant cross slope within the ramp segment and the lower landing is not level. No accessible connecting route is provided to the picnic table at the covered service entrance on the south side of the building.

Is the path of travel from accessible parking to building entrance compliant?

No

Does the path of travel serve all exterior amenities offered by the facility?

Yes

Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?

No

**Violation #1:**

The clear width of accessible connecting route from the public sidewalk along Krenek Tap Road to the building may become obstructed due to the vehicle overhang of parked vehicles.

**Standard:**

2010 ADAAG 502.7 Relationship to Accessible Routes.

**Text:**

Parking spaces and access aisles shall be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent accessible routes.

**Recommendation:**

Wheel stops should be installed within the ten parking spaces that adjoin the sidewalk leading to Krenek Tap Road to prevent vehicle overhangs from obstructing the sidewalk.

**Violation #1 Cost:**

\$943

Priority

Level 2

**College Station - Municipal Building**  
**Accessible Route - Page 2**

**Violation #2:**

The exterior ramp that provides access up to the north side main entrance has a running slope of 4% and a cross slope of 2.7% within the landing area at the bottom of the ramp. Ramp landings must have a cross slope of 1:48 (2%) maximum in all directions.

**Standard:**

2010 ADAAG 405.7.1 Ramps Landings Slope.

**Text:**

Landings shall comply with (502 Floor or Ground Surfaces) changes in level are not permitted.  
~~EXCEPTION: Slopes not steeper than 1:48 shall be permitted.~~

**Recommendation:**

The ramp landing must be reconstructed to achieve the 1:48 (2%) maximum slope within the lower ramp landing.

**Violation #2 Cost:**

\$316

Priority

**Level 2**

**Violation #3:**

The exterior ramp that provides access up to the north side main entrance has a cross slope of 3.8% within the ramp segment. The ramp must have a cross slope not exceeding 1:48 (2%) throughout its length.

**Standard:**

2010 ADAAG 405.3 Ramps Cross Slope.

**Text:**

Cross slope of ramp runs shall not be steeper than 1:48 (2%).

**Recommendation:**

The ramp segment must be modified to achieve a 1:48 cross slope throughout the full length of the ramp.

**Violation #3 Cost:**

\$13,800

Priority

**Level 2**

**Violation #4:**

No accessible connecting route is provided to serve the picnic table provided at the covered service entrance on the south side of the building.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site.

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

**College Station - Municipal Building**  
**Accessible Route - Page 3**

**Recommendation:**

A curb ramp or ramp could be installed to provide access to the picnic table.

**Violation #4 Cost:**

\$1,504

Priority

Level 2

Accessible Route Total

\$16,563

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Municipal Court Building**Facility Contact:** Dianne Eberhardt**Contact Phone:** 979-764-3650**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°36'21.8"N**Longitude:** 96°18'09.9"W**Address:** 300 Krenek Tap Road**City:** College Station**County:** Brazos**General Entrance Notes:**

All entrances into the facility are substantially compliant.

**Is the main entry door accessible?**

Yes

**Is there an alternate door that is accessible?**

Yes

**If so, does the inaccessible door have signage indicating the location of the nearest accessible door?**

N/A

Entrance Total

\$0

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Municipal Court Building**Facility Contact:** Dianne Eberhardt**Contact Phone:** 979-764-3650**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°36'21.8"N**Longitude:** 96°18'09.9"W**Address:** 300 Krenak Tap Road**City:** College Station**County:** Brazos**General Hallway Notes:**

Hallways within the building are generally compliant except for room signs that are lacking raised tactile characters and are not located on the latch side of the doors they serve.

**Does this facility have any hallways?**

Yes

**Do the doors have compliant hardware?**

Yes

**Do the doors have proper maneuvering clearances?**

Yes

**Is the hallway width at least 36" clear width?**

Yes

**Are visual strobes provided?**

Yes

**Are there any protruding objects?**

No

**Is the signage substantially compliant?**

No

**Violation #1:**

The room identification at the Fire Administration/Fire Prevention office area is etched into the glass adjacent to the door. Signs designating permanent spaces must be accessible and include raised tactile characters and Braille.

**Standard:**

2010 ADAAG 216.2 Designations.

**Text:**

Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided as designations of permanent interior rooms and spaces, the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.

**Recommendation:**

A compliant room sign must be installed to serve the entrance into the office suite area.

**Violation #1 Cost:**

\$288

Priority

Level 2

**College Station - Municipal Building**  
**Hallway - Page 2**

**Violation #2:**

The room signs within the Fire Administration/Fire Prevention office area do not have tactile characters and are installed to 62" to the centerline of the signs.

**Standard:**

2010 ADAAG 216.2 Designations.

**Text:**

Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided as designations of permanent interior rooms and spaces, the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.

**Recommendation:**

The existing room signs must be replaced with signs that include tactile characters, Braille and are installed at the correct height.

**Violation #2 Cost:**

\$4,313

Priority

**Level 2**

**Hallway Total**

\$4,600

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Municipal Court Building**Facility Contact:** Dianne Eberhardt**Contact Phone:** 979-764-3650**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°36'21.8"N**Longitude:** 96°18'09.9"W**Address:** 300 Krenak Tap Road**City:** College Station**County:** Brazos**General Restroom Notes:**

There are ten restrooms in this building. There are issues with toilet compartment doors not self-closing, toilet compartment door maneuvering clearance, water closet clear floor space, dispenser reach range and protruding objects.

**Does the room have the required turning radius?****Is the water closet substantially compliant?****Does the water closet have the required clear floor space?****Is the lavatory substantially compliant?****Is the urinal substantially compliant?****Is the mirror substantially compliant?**

Yes

Yes

No

No

Yes

Yes

Yes

**Violation #1:**

1st floor lobby Men Restroom - The room sign is located on the door where it is required to be installed on the latch side of the door.

**Standard:**

2010 ADAAG 703.4.2 Installation Height and Location.

**Text:**

Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side. Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leaves, the sign shall be located to the right of the right hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall. Signs containing tactile characters shall be located so that a clear floor space of 18 inches minimum by 18 inches minimum, centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.

**College Station - Municipal Building**  
**Restrooms - Page 2**

**Recommendation:**

The existing restroom signs must be relocated to the latch side of the door.

**Violation #1 Cost:**

\$288

Priority

**Level 2**

**Violation #2:**

1st floor Lobby Men Restroom - The soap dispenser located above the lavatory counter is 50" above the floor. Accessible reach range over an obstruction is 44" maximum.

**Standard:**

2010 ADAAG 308.2.2 Forward Reach Obstructed High Reach.

**Text:**

Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 48 inches maximum where the reach depth is 20 inches maximum. Where the reach depth exceeds 20 inches, the high forward reach shall be 44 inches maximum and the reach depth shall be 25 inches maximum.

**Recommendation:**

The soap dispenser must be relocated to 44" above the floor.

**Violation #2 Cost:**

\$476

Priority

**Level 2**

**Violation #3:**

1st floor lobby Men Restroom - The door into the accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum. The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.



**College Station - Municipal Building**  
**Restrooms - Page 3**

**Violation #3 Cost:**

\$154

Priority

Level 2

**Violation #4:**

1st floor lobby Women Restroom - The door into the accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum. The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #4 Cost:**

\$154

Priority

Level 2

**Violation #5:**

1st floor lobby Women's Restroom - The room sign is located on the door where it is required to be installed on the latch side of the door.

**Standard:**

2010 ADAAG 703.4.2 Installation Height and Location.

**Text:**

Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side. Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leaves, the sign shall be located to the right of the right hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall. Signs containing tactile characters shall be located so that a clear floor space of 18 inches minimum by 18 inches minimum, centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.

**Recommendation:**

The existing restroom signs must be relocated to the latch side of the door.

**College Station - Municipal Building**  
**Restrooms - Page 4**

**Violation #5 Cost:**

\$288

Priority

**Level 2**

**Violation #6:**

1st floor Men Restroom (Fire Admin) - The soap dispensers located above the lavatory counter are 49" above the floor. Accessible reach range over an obstruction is 44" maximum.

**Standard:**

2010 ADAAG 308.2.2 Forward Reach Obstructed High Reach.

**Text:**

Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 48 inches maximum where the reach depth is 20 inches maximum. Where the reach depth exceeds 20 inches, the high forward reach shall be 44 inches maximum and the reach depth shall be 25 inches maximum.

**Recommendation:**

The soap dispenser must be relocated to 44" above the floor.

**Violation #6 Cost:**

\$476

Priority

**Level 2**

**Violation #7:**

1st floor Men's Restroom (Fire Admin) - The door into the accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum. The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #7 Cost:**

\$154

Priority

**Level 2**

**College Station - Municipal Building**  
**Restrooms - Page 5**

**Violation #8:**

1st floor Women's Restroom (Fire Admin) - The soap dispensers located above the lavatory counter are 49" above the floor. Accessible reach range over an obstruction is 44" maximum.

**Standard:**

2010 ADAAG 308.2.2 Forward Reach Obstructed High Reach.

**Text:**

Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 48 inches maximum where the reach depth is 20 inches maximum. Where the reach depth exceeds 20 inches, the high forward reach shall be 44 inches maximum and the reach depth shall be 25 inches maximum.

**Recommendation:**

The soap dispenser must be relocated to 44" above the floor.

**Violation #8 Cost:**

\$476

Priority

Level 2

**Violation #9:**

1st floor Women's Restroom (Fire Admin) - The door into the accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum. The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #9 Cost:**

\$154

Priority

Level 2

**College Station - Municipal Building**  
**Restrooms - Page 6**

**Violation #10:**

Women's Restroom 241 - The wall mounted storage cabinet and the wall mounted paper towel dispenser are protruding objects as they extend up to 15" from the wall into the circulation path within the restroom.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

The paper towel dispenser and cabinet must be relocated so that it is not within a circulation path.

**Violation #10 Cost:**

\$952

Priority

Level 2

**Violation #11:**

Women Restroom 241 - The door into the accessible toilet compartment swings outward and has 6" of maneuvering clearance on the pull side of the door where 18" minimum is required.

**Standard:**

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

**Text:**

Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

**Recommendation:**

The toilet compartment door may be reversed to swing into the toilet compartment.

**Violation #11 Cost:**

\$2,168

Priority

Level 2

**Violation #12:**

Men Restroom 240 - The paper towel dispenser is a protruding object as it extends approximately 8" from the wall into the circulation path within the restroom.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**College Station - Municipal Building  
Restrooms - Page 7**

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

The paper towel dispenser must be relocated so that it is not within a circulation path.

**Violation #12 Cost:**

\$476

Priority

**Level 2****Violation #13:**

Men Restroom 240 - The door into the accessible toilet compartment swings outward and has 6" of maneuvering clearance on the pull side of the door where 18" minimum is required.

**Standard:**

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

**Text:**

Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

**Recommendation:**

The toilet compartment door may be reversed to swing into the toilet compartment.

**Violation #13 Cost:**

\$2,168

Priority

**Level 2****Violation #14:**

Men Restroom 240 - The door into the accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum.

**College Station - Municipal Building  
Restrooms - Page 8**

**Text:**  
**PT 2**

The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #14 Cost:**

\$154

Priority

**Level 2**

**Violation #15:**

Women Restroom 255 - The wall mounted hooks next to the shower are installed at 60" above the floor. At least one hook must be provided at 48" high.

**Standard:**

2010 ADAAG 308.3.1 Side Reach Unobstructed.

**Text:**

Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground.

**Recommendation:**

At least one of the towel hooks must be relocated to 48" high maximum.

**Violation #15 Cost:**

\$40

Priority

**Level 2**

**Violation #16:**

Men Restroom 254 - The clearance between the water closet sidewall and the urinal is 50-1/2". The water closet must have a 60" minimum clearance from the sidewall. At the time of construction 2002/2003 the only fixture permitted to be within the 60" minimum clearance was a lavatory.

**Standard:**

2010 ADAAG 604.3.1 Water Closets Clearance Size.

**Text:**

Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.

**College Station - Municipal Building  
Restrooms - Page 9**

**Recommendation:**

The urinal must be relocated or removed to provide the required 60" clearance at the water closet.

**Violation #16 Cost:**

\$2,348

Priority

**Level 2****Violation #17:**

Men Restroom 254 - The wall mounted hooks next to the shower are installed at 60" above the floor. At least one hook must be provided at 48" high.

**Standard:**

2010 ADAAG 308.3.1 Side Reach Unobstructed.

**Text:**

Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground.

**Recommendation:**

At least one of the towel hooks must be relocated to 48" high maximum.

**Violation #17 Cost:**

\$40

Priority

**Level 2**

Restrooms Total

\$10,966

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Municipal Court Building**Facility Contact:** Dianne Eberhardt**Contact Phone:** 979-764-3650**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Monday, November 03, 2014**Email:** steven@accessology.com**Latitude:** 30°36'21.8"N**Longitude:** 96°18'09.9"W**Address:** 300 Krenak Tap Road**City:** College Station**County:** Brazos**General Break Room Notes:**

There are four break room/coffee bar areas in the building and all are substantially compliant.

**Does the facility have a break room?**

Yes

**Is there a stove or cooktop?**

No

**Is there a sink?**

Yes

**Is the sink substantially compliant?**

Yes

**Are the counters at 34" aff?**

Yes

Break Rooms Total

\$0

High Priority



Medium Priority



Low Priority





**City of College Station  
BUILDING REPORT**

**Facility Information:**

**Facility Name:** Municipal Court Building

**Facility Contact:** Dianne Eberhardt

**Contact Phone:** 979-764-3650

**Accessology Inspector Information:**

**Inspector:** Steven Lewandowski

**Date:** Monday, November 03, 2014

**Email:** steven@accessology.com

**Latitude:** 30°36'21.8"N

**Longitude:** 96°18'09.9"W

**Address:** 300 Krenek Tap Road

**City:** College Station

**County:** Brazos

**General Misc Notes:**

There are high/low drinking fountain units on the 1st and 2nd floors and they are substantially compliant.

**Are there exterior drinking fountains?**

No

**Are there any other miscellaneous items not previously covered?**

Yes

Miscellaneous Total

\$0

High Priority

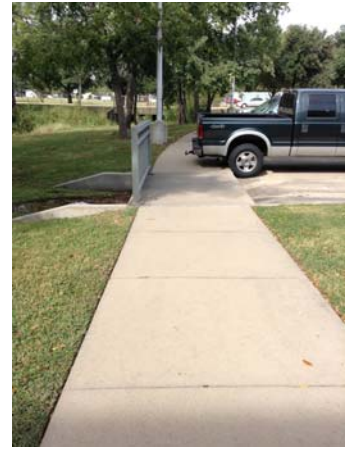


Medium Priority



Low Priority





AR Violation 1 - Vehicle overhangs obstruct the clear width of the accessible route to Krenak Tap Rd.



AR Violation 2 - The exterior ramp that provides access up to the north side main entrance has a running slope of 4% and a cross slope of 2.7% within the landing area at the bottom of the ramp. Ramp landings must have a cross slope of 1:48 maximum in all directions.



AR Violation 3 - The exterior ramp that provides access up to the north side main entrance has a cross slope of 3.8% within the ramp segment. The ramp must have a cross slope not exceeding 1:48 throughout its length.



AR Violation 4 - No accessible connecting route is provided to serve the picnic table provided at the covered service entrance on the south side of the building.



Hallway Violation 1 - The room identification at the the Fire Administration/Fire Prevention office area is etched into the glass adjacent to the the door. Signs designating permanent spaces must be accessible and include raised tactile characters and Braille.



RR Violation 1,5 - 1st floor lobby Men Restroom - The room sign is located on the door where it is required to be installed on the latch side of the door.



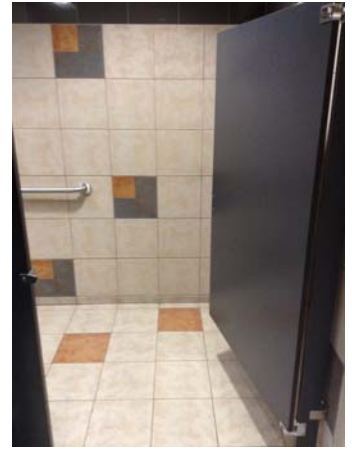
RR Violation 2 - 1st floor Lobby Men Restroom - The soap dispenser located above the lavatory counter is 50" above the floor. Accessible reach range over an obstruction is 44" maximum.



RR Violation 3,4 - 1st floor lobby Men/ Women Restrooms - The door into the accessible toilet compartment does not self-close.



RR Violation 6 - 1st floor Men Restroom (Fire Admin) - The soap dispensers located above the lavatory counter are 49" above the floor. Accessible reach range over an obstruction is 44" maximum.



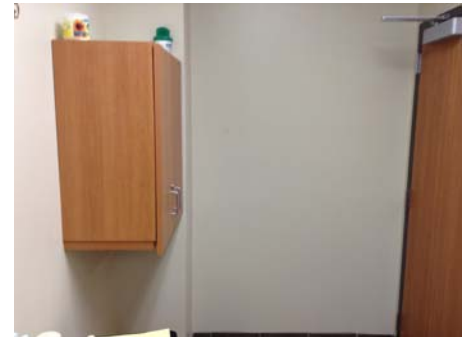
RR Violation 7 - 1st floor Men Restroom (Fire Admin) - The door into the accessible toilet compartment does not self-close.



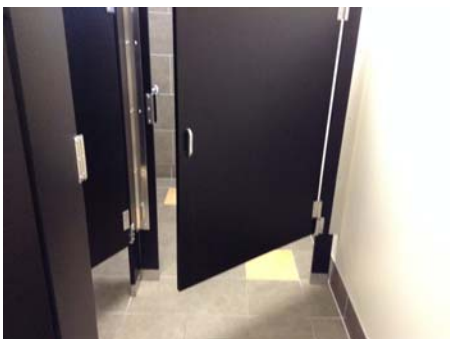
RR Violation 8 - 1st floor Women Restroom (Fire Admin) - The soap dispensers located above the lavatory counter are 49" above the floor. Accessible reach range over an obstruction is 44" maximum.



RR Violation 9 - 1st floor Women Restroom (Fire Admin) - The door into the accessible toilet compartment does not self-close.



RR Violation 10 - Women Restroom 241 - The wall mounted storage cabinet and the wall mounted paper towel dispenser are protruding objects as they extend up to 15" from the wall into the circulation path within the restroom.



RR Violation 11 - Women Restroom 241 - The door into the accessible toilet compartment swings outward and has 6" of maneuvering clearance on the pull side of the door where 18" minimum is required.



RR Violation 12 - Men Restroom 240 - The paper towel dispenser is a protruding object as it extends approximately 8" from the wall into the circulation path within the restroom.



RR Violation 13,14 - Men Restroom 240 - The door into the accessible toilet compartment swings outward and has 6" of maneuvering clearance on the pull side of the door where 18" minimum is required. The door into the accessible toilet compartment does not self-close.



RR Violation 15 - Women Restroom 255  
- The wall mounted hooks next to the shower are installed at 60" above the floor. At least one hook must be provided at 48" high.



RR Violation 16 - Men Restroom 254 -  
The clearance between the water closet sidewall and the urinal is 50-1/2". The water closet must have a 60" minimum clearance from the sidewall. At the time of construction 2002/2003 the only fixture permitted to be within the 60" minimum clearance was a lavatory.



RR Violation 17 - Men Restroom 254 -  
The wall mounted hooks next to the shower are installed at 60" above the floor. At least one hook must be provided at 48" high.



**City of College Station  
BUILDING REPORT**

**Facility Information:****Facility Name:** Utility Customer Service**Facility Contact:** Brenda Martz**Contact Phone:** 979-764-3525**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Tuesday, November 04, 2014**Email:** steven@accessology.com**Latitude:** 30°36'24.2"N**Longitude:** 96°18'07.5"W**Address:** 310 Krenek Tap Road**City:** College Station**County:** Brazos**General Parking Notes:**

This facility was constructed in 1998/1999 and was subject to 1991 ADAAG and 1994 TAS. The facility includes the required number of accessible parking in each parking lot as well as the required number of van accessible parking spaces.

**General Parking Notes:**

The customer parking area has 23 parking spaces. One accessible parking space is required. Two accessible parking spaces are provided with one van accessible as required.

**Total Parking Spaces - Customer Parking Lot**

23

**Total Accessible Parking Spaces:**

2

**Number of van accessible spaces:**

1

**Is the accessible parking substantially compliant?**

No

**General Parking Notes:**

The employee parking lot has 70 parking spaces. Three accessible parking spaces are required and four are provided with two van accessible.

**Total Parking Spaces - Employee Parking Lot**

70

**Total Accessible Parking Spaces:**

4

**Number of van accessible spaces:**

2

**Is the accessible parking substantially compliant?**

No



# College Station - Utility Customer Service - Parking

## Page 2

### Violation #1:

Customer Parking - The right accessible parking space has a longitudinal slope of 2.6% along the length of the parking space where 1:48 (2%) maximum is required.

### Standard:

2010 ADAAG 502.4 Floor or Ground Surfaces.

### Text:

Parking spaces and access aisles serving them shall comply with (302 Floor or Ground Surfaces). Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.  
EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

### Recommendation:

The existing accessible parking space will need to be regraded to achieve a 1:48 (2%) slope in all directions.

### Violation #1 Cost:

\$2,507

Priority

Level 12

### Violation #2:

Employee Parking - The four accessible parking spaces have a longitudinal slope of 2.6% to 3.3% along the length of the parking spaces where 1:48 (2%) maximum is required.

### Standard:

2010 ADAAG 502.4 Floor or Ground Surfaces.

### Text:

Parking spaces and access aisles serving them shall comply with (302 Floor or Ground Surfaces). Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.  
EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

### Recommendation:

The existing accessible parking spaces will need to be regraded to achieve a 1:48 (2%) slope in all directions.

### Violation #2 Cost:

\$10,028

Priority

Level 2

Parking Violations Total

\$12,535

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Utility Customer Service**Facility Contact:** Brenda Martz**Contact Phone:** 979-764-3525**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Tuesday, November 04, 2014**Email:** steven@accessology.com**Latitude:** 30°36'24.2"N**Longitude:** 96°18'07.5"W**Address:** 310 Krenek Tap Road**City:** College Station**County:** Brazos**General Accessible Route Notes:**

The accessible connecting route from the public sidewalk along Krenek Tap Road and the main entrance has slopes in excess of 1:20(5%) and does not comply with ramp requirements. The route also includes cross slopes in excess of 1:48 (2%).

The route from the accessible parking to the main entrance has a running slope of 8.2% and does not comply with ramp requirements.

Is the path of travel from accessible parking to building entrance compliant?

No

Does the path of travel serve all exterior amenities offered by the facility?

Yes

Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?

No

**Violation #1:**

The sidewalk that connects the sidewalk along Krenek Tap Road to the main entrance includes running slopes of 5.8% to 6.6% and does not comply with ramp requirements. The sidewalk also includes cross slopes of 3.1%. Running slopes in excess of 1:20(5%) must comply with ramp requirements. Cross slopes must not exceed 1:48 (2%).

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

The sidewalk providing access to Krenek Tap Road will need to be replaced to either provide a 1:20 (5%) maximum running slope or provide a compliant ramp system.

College Station - Utility Customer Service  
Accessible Route - Page 2

Violation #1 Cost: \$7,843 Priority Level 2

Violation #2: The concrete area leading up to the main entrance has a running slope of 8.2% and does not comply with ramp requirements.

Standard: 2010 ADAAG 403.3 Walking Surface Slope.

Text: The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Recommendation: The sloped area leading up to the customer entrance must either provide a running slope of 1:20 (5%) maximum or comply with ramp requirements.

Violation #2 Cost: \$2,657 Priority Level 2

Accessible Route Total \$10,500

High Priority

Medium Priority

Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Utility Customer Service**Facility Contact:** Brenda Martz**Contact Phone:** 979-764-3525**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Tuesday, November 04, 2014**Email:** steven@accessology.com**Latitude:** 30°36'24.2"N**Longitude:** 96°18'07.5"W**Address:** 310 Krenak Tap Road**City:** College Station**County:** Brazos**General Entrance Notes:**

The building has a main customer entrance and an employee entrance. Both of the entrance doors are substantially compliant.

Is the main entry door accessible?

Yes

Is there an alternate door that is accessible?

Yes

If so, does the inaccessible door have signage indicating the location of the nearest accessible door?

N/A

Entrance Total

\$0

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Utility Customer Service**Facility Contact:** Brenda Martz**Contact Phone:** 979-764-3525**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Tuesday, November 04, 2014**Email:** steven@accessology.com**Latitude:** 30°36'24.2"N**Longitude:** 96°18'07.5"W**Address:** 310 Krenek Tap Road**City:** College Station**County:** Brazos**General Hallway Notes:**

All of the doors within the facility are equipped with lever type hardware. There are two doors that do not have the required door maneuvering clearance. A few of the room signs do not include raised tactile characters or Braille.

**Does this facility have any hallways?**

Yes

**Do the doors have compliant hardware?**

Yes

**Do the doors have proper maneuvering clearances?**

No

**Is the hallway width at least 36" clear width?**

Yes

**Are visual strobes provided?**

Yes

**Are there any protruding objects?**

No

**Is the signage substantially compliant?**

No

**Violation #1:**

Exit door from office area to drive-thru has a closer and latch and 11" of maneuvering clearance on the push side of the door where 12" minimum is required. There is no accessible connecting to grade level on the exterior of the exit door.

**Standard:**

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

**Text:**

Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance..

**Recommendation:**

Either the closer or latch could be removed or an auto door opener could be installed. A curb ramp is required on the exterior side of the exit door in order to provide access to grade level.

**Violation #1 Cost:**

\$3,650

Priority

Level 2

**College Station - Utility Customer Service**  
**Hallway - Page 2**

**Violation #2:**

Door from Dept. of Information Technology to lobby has is equipped with a closer and a latch. 6-1/2" of maneuvering clearance on the push side of the door is provided where 12" minimum is required.

**Standard:**

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

**Text:**

Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance..

**Recommendation:**

Either the closer or latch could be removed or an auto door opener could be installed.

**Violation #2 Cost:**

\$2,146

Priority

Level 2

**Violation #3:**

The Print Mail and Employee Lunchroom signs do not include raised tactile characters or Braille.

**Standard:**

2010 ADAAG 216.2 Designations.

**Text:**

Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided as designations of permanent interior rooms and spaces, the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.

**Recommendation:**

New room signs with raised tactile characters and Braille are required if room signs are to be provided.

**Violation #3 Cost:**

\$575

Priority

Level 2

**Hallway Total**

\$6,371

High Priority

Medium Priority

Low Priority

## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Utility Customer Service**Facility Contact:** Brenda Martz**Contact Phone:** 979-764-3525**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Tuesday, November 04, 2014**Email:** steven@accessology.com**Latitude:** 30°36'24.2"N**Longitude:** 96°18'07.5"W**Address:** 310 Krenek Tap Road**City:** College Station**County:** Brazos**General Restroom Notes:**

Two sets of men and women restrooms are provided. The restrooms are substantially compliant except the doors into the accessible toilet compartments do not self-close.

Is the door to the restroom substantially compliant?

Yes

Does the room have the required turning radius?

Yes

Is the water closet substantially compliant?

Yes

Does the water closet have the required clear floor space?

Yes

Is the lavatory substantially compliant?

Yes

Is the urinal substantially compliant?

Yes

Is the mirror substantially compliant?

Yes

**Violation #1:**

Lobby Men Restroom - Door to accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum. The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #1 Cost:**

\$154

Priority

Level 2

**College Station - Utility Customer Service**  
**Restrooms - Page 2**

**Violation #2:**

Lobby Women Restroom - Door to accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

The toilet compartment door must be adjusted to self-close.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #2 Cost:**

\$154

Priority

Level 2

**Violation #3:**

Employee Men Restroom - Door to accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum. The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #3 Cost:**

\$154

Priority

Level 2

**Violation #4:**

Employee Women Restroom - Door to accessible toilet compartment does not self-close.

**Standard:**

2010 ADAAG 604.8.2.2 Doors.

**Text:**

Toilet compartment doors, including door hardware, shall comply with (404 Doors, Doorways, and Gates), except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches minimum.

**College Station - Utility Customer Service  
Restrooms - Page 3**

**Text:**  
**PT 2**

The door shall be self-closing. A door pull complying with (404.2.7 Door and Gate Hardware) shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

**Recommendation:**

The toilet compartment door must be adjusted to self-close.

**Violation #4 Cost:**

\$154

Priority

Level 2

**Violation #5:**

Employee Women Restroom - The surface mounted feminine product dispenser is a protruding objects as it extends 8" from the wall into the circulation path to the accessible toilet compartment.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

The dispenser must be relocated out of the circulation path.

**Violation #5 Cost:**

\$476

Priority

Level 2

**Restrooms Total**

\$1,093

High Priority



Medium Priority



Low Priority



## City of College Station BUILDING REPORT

**Facility Information:****Facility Name:** Utility Customer Service**Facility Contact:** Brenda Martz**Contact Phone:** 979-764-3525**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Tuesday, November 04, 2014**Email:** steven@accessology.com**Latitude:** 30°36'24.2"N**Longitude:** 96°18'07.5"W**Address:** 310 Krenek Tap Road**City:** College Station**County:** Brazos**General Break Room Notes:**

One break room is provided. No cooktop is provided. Sink was constructed with a knee clearance for a forward approach; however, the disposal obstructs the required clearances.

**Does the facility have a break room?**

Yes

**Is there a stove or cooktop?**

No

**Is there a sink?**

Yes

**Is the sink substantially compliant?**

No

**Are the counters at 34" aff?**

Yes

**Violation #1:**

Employee Lunchroom - The garbage disposal obstructs the required knee clearance under the sink. At the time of construction of this facility, an knee/toe clearance for a forward approach was required.

**Standard:**

2010 ADAAG 606.2 Lavatories and Sinks Clear Floor Space.

**Text:**

A clear floor space complying with (305 Clear Floor or Ground Space), positioned for a forward approach, and knee and toe clearance complying with (306 Knee and Toe Clearance) shall be provided.

**Recommendation:**

The disposal will need to be removed or the sink drain/disposal modified to allow for the required knee/toe clearance.

**Violation #1 Cost:**

\$3,243

Priority

Level 2

**Violation #2:**

Employee Lunchroom - The exposed water lines and drain pipe are not protected against contact.

**Standard:**

2010 ADAAG 606.5 Exposed Pipes and Surfaces.

College Station - Utility Customer Service  
Break Rooms - Page 2

**Text:**

Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

**Recommendation:**

The water lines and drain pipes will need to be protected against contact.

**Violation #2 Cost:**

\$61

Priority

Level 2

Break Rooms Total

\$3,304

High Priority

Medium Priority

Low Priority



# **City of College Station** **BUILDING REPORT**

**Facility Information:****Facility Name:** Utility Customer Service**Facility Contact:** Brenda Martz**Contact Phone:** 979-764-3525**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Tuesday, November 04, 2014**Email:** steven@accessology.com**Latitude:** 30°36'24.2"N**Longitude:** 96°18'07.5"W**Address:** 310 Krenek Tap Road**City:** College Station**County:** Brazos**General Misc Notes:**

There are two high/low drinking fountain units in this facility. Both units are substantially compliant.

**Are there exterior drinking fountains?**

No

**Are there any other miscellaneous items not previously covered?**

Yes

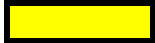
Miscellaneous Total

\$0

High Priority



Medium Priority



Low Priority





Parking Violation 1 - Customer Parking - The right accessible parking space has a longitudinal slope of 2.6% along the length of the parking space where 1:48 maximum is required.



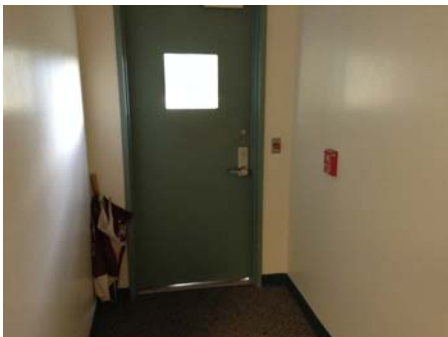
Parking Violation 2 - Employee Parking - The four accessible parking spaces have a longitudinal slope of 2.6% to 3.3% along the length of the parking spaces where 1:48 maximum is required.



AR Violation 1 - The sidewalk that connects the sidewalk along Krennek Tap Road to the main entrance includes running slopes of 5.8% to 6.6% and does not comply with ramp requirements. The sidewalk also includes cross slopes of 3.1%.



AR Violation 2 - The concrete area leading up to the main entrance has a running slope of 8.2%.



Hallway Violation 1 - Exit door from office area to exterior does not have 12" on the push side of the door.



Hallway Violation 2 - 6-1/2" clearance on the push side of the door is provided where 12" minimum is required.



Hallway Violation 3 - The Print Mail and Employee Lunchroom signs do not include raised tactile characters or Braille.



RR Violation 1 - Lobby Men Restroom - Door to accessible toilet compartment does not self-close.



RR Violation 2 - Lobby Women Restroom - Door to accessible toilet compartment does not self-close.



RR Violation 3 - Employee Men Restroom - Door to accessible toilet compartment does not self-close.



RR Violation 4 - Employee Women Restroom - Door to accessible toilet compartment does not self-close.



RR Violation 5 - Employee Women Restroom -The surface mounted feminine product dispenser is a protruding object as it extends 8" from the wall into the circulation path to the accessible toilet compartment.



BR Violation 1,2 - Employee Lunchroom - The garbage disposal obstructs the required knee clearance under the sink. At the time of construction of this facility, a knee/toe clearance for a forward approach was required. The exposed water lines and drain pipe are not protected against contact.

**City of College Station**  
**ADA Self-Evaluation and Transition Plan Update**  
**Park Cost Projection Summary**  
6/24/2015

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>
1	Brian Bachman Community Park	\$ 276,636.00
2	Stephen C. Beachy Central Park	\$ 445,459.00
<b>TOTAL</b>		<b>\$ 722,095.00</b>



**City of College Station  
PARK REPORT**

<b>Facility Information:</b>	<b>Facility Name:</b> Brian Bachmann Community Park
<b>Facility Contact:</b> Rusty Warncke	<b>Contact Phone:</b> 979-764-3731

<b>Accessology Inspector Information:</b>	
<b>Inspector:</b> Steven Lewandowski	<b>Date:</b> Thursday, January 15, 2015
<b>Email:</b> steven@accessology.com	

<b>Latitude:</b> 30°36'41.4"N	<b>Longitude:</b> 96°17'48.2"W
<b>Address:</b> 1600 Rock Prairie Road	<b>City:</b> College Station <b>County:</b> Brazos

**General Parking Notes:**

Overall, the accessible parking is not in substantial compliance. The number of accessible parking provided is insufficient and the distribution does not equally serve the pedestrian entrances into each park element (little league fields, pavilion, etc.). Most of the accessible parking signs are installed too low. Many of the accessible spaces are not striped appropriately to provide the minimum space and aisle dimensions.

**General Parking Notes:**

The west parking lot has 194 total parking spaces which requires six accessible parking spaces with one being van accessible. Only two accessible parking spaces are provided and neither is van accessible.

<b>Total Parking Spaces - West Parking Lot:</b>	194
<b>Total Accessible Parking Spaces:</b>	2
<b>Number of van accessible spaces:</b>	0
<b>Is the accessible parking substantially compliant?</b>	No

**General Parking Notes:**

The middle parking lot has 212 total parking spaces which requires seven accessible parking spaces, two of which must be van accessible. Four accessible parking spaces are provided and only one is designated as van accessible.

**College Station - Brian Bachmann Park**  
**Parking - Page 2**

**Total Parking Spaces - Middle Parking Lot:**

212

**Total Accessible Parking Spaces:**

4

**Number of van accessible spaces:**

1

**Is the accessible parking substantially compliant?**

No

**General Parking Notes:**

The east parking lot, serving the pool and Southwood Community Center, has 125 total parking spaces which requires five accessible parking spaces one of which must be van accessible. Eight accessible parking spaces are provided and three are designated as van accessible. Three of the eight accessible parking spaces are lacking accessible signs.

**Total Parking Spaces - East Parking Lot:**

125

**Total Accessible Parking Spaces:**

8

**Number of van accessible spaces:**

5

**Is the accessible parking substantially compliant?**

No

**Violation #1:**

Accessible parking is determined on a per lot basis. Based on the number of parking lots and the number of parking spaces, 18 total accessible parking spaces are required and four of them must be van accessible. Currently, only 14 accessible parking spaces are provided, six of which are designated as van accessible.  
 Four additional accessible parking spaces are required to be created.

**Standard:**

2010 ADAAG 208.2 Minimum Number.

**Text:**

Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3. Where more than one parking facility is provided on a site, the number of accessible spaces provided on the site shall be calculated according to the number of spaces required for each parking facility.

**Recommendation:**  
**Pt1**

In the west parking area, one van accessible parking space must be designated as none are currently. It is recommended that two accessible parking spaces should be created to serve the access point that leads to the soccer fields. Two accessible parking spaces should be created to serve the southwest curb ramp entrance into the middle little league fields.

**College Station - Brian Bachmann Park  
Parking - Page 3**

In the middle parking lot the van accessible parking space serving the little league fields must be re-striped to meet the minimum dimensions of a van accessible parking space. Both of the accessible parking spaces serving the pavilion must be restriped to meet the minimum dimensions for accessible parking spaces. It is recommended that one of these spaces be striped and signed to become a van accessible space as the only van space is on the other side of the parking lot with no accessible connecting route.

**Recommendation:  
Pt2**

The three accessible parking spaces serving the pool entrance should be re-striped to meet the minimum dimensions for accessible parking spaces. It is recommended that one of these spaces be striped and signed to become a van accessible parking space as the only van spaces in this area serve the Southwood Community Center. The remaining two spaces will also require signs.

The east van space serving the Southwood Community Center should be re-striped to meet the minimum dimensions for a van accessible parking space.

**Violation #1 Cost:**

\$10,333

Priority

**Level 3**

**Violation #2:**

The existing parking signs serving the accessible parking spaces in the middle parking lot are too low at 37". Signs must be installed at 60" minimum above the parking surface.

**Standard:**

2010 ADAAG 502.6 Parking Spaces Identification.

**Text:**

Parking space identification signs shall include the International Symbol of Accessibility complying with (703.7.2.1 International Symbol of Accessibility). Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

**Recommendation:**

The existing signs should be relocated to 60" minimum.

College Station - Brian Bachmann Park  
Parking - Page 4

Violation #2 Cost:

\$1,787

Priority

Level 9

Parking Violations Total

\$12,120

High Priority



Medium Priority



Low Priority





## City of College Station PARK REPORT

**Facility Information:** **Facility Name:** Brian Bachmann Community Park

**Facility Contact:** Rusty Warncke **Contact Phone:** 979-764-3731

**Accessology Inspector Information:**

**Inspector:** Steven Lewandowski

**Date:** Thursday, January 15, 2015

**Email:** steven@accessology.com

**Latitude:** 30°36'41.4"N

**Longitude:** 96°17'48.2"W

**Address:** 1600 Rock Prairie Road

**City:** College Station

**County:** Brazos

**General Accessible Route Notes:**

There is no overall sidewalk system to serve the entire park. The park is arranged such that each area is served by a parking area and only a connection to that parking area is provided. However, there are two areas that do not connect to any accessible parking and those are the ball fields near the Southwood Community Center and the soccer fields on the southwest portion of the park. There is no route to these fields at all.

The connecting routes to the existing accessible parking are not compliant. They involve excessive slopes and changes in level.

**Is the path of travel from accessible parking to building entrance compliant?**

No

**Does the path of travel serve all exterior amenities offered by the facility?**

No

**Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?**

No

**Violation #1:**

The sloped walk leading up to the west side little league fields is considered a ramp and has a running slope of 7% and does not meet the requirements for a ramp in terms of handrails.

**Standard:**

2010 ADAAG 405.8 Ramps Handrails.

**Text:**

Ramp runs with a rise greater than 6 inches shall have handrails complying with (505 Handrails).

**Recommendation:**

This sloped walk appears to have been designed similar to a curb ramp; however, it is a ramp and must provide compliant handrails.

**Violation #1 Cost:**

\$12,351

Priority

Level 7

**College Station - Brian Bachmann Park**  
**Accessible Route - Page 2**

**Violation #2:**

Access into the dugouts at the west side little league fields includes running slopes approximately 7.7% and no accessible ramp is provided.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

These areas should be replaced to reduce the running slope to 5% or less so that they will not become ramps.

**Violation #2 Cost:**

\$633

Priority

Level 6

**Violation #3:**

No accessible routes are provided to any of the batting cages located between the ball fields. Access into the batting area includes level changes of approximately 3".

**Standard:**

2010 ADAAG 303.4 Changes in Level Ramps

**Text:**

Changes in level greater than 1/2 inch high shall be ramped, and shall comply with (405 Ramps & 406 Curb Ramps)

**Recommendation:**

An accessible connecting route must be provided to and into the batting cages.

**Violation #3 Cost:**

\$6,210

Priority

Level 4

**Violation #4:**

Access into the umpires are includes a significant change in level at the door threshold and the exterior door maneuvering clearance is not level.

**Standard:**

2010 ADAAG 404.2.4.4 Door and Gate Floor or Ground Surface.

**College Station - Brian Bachmann Park**  
**Accessible Route - Page 3**

**Text:**

Floor or ground surface within required maneuvering clearances shall comply with (302 Floor or Ground Surfaces) changes in level are not permitted.

**EXCEPTIONS:**

1. Slopes not steeper than 1:48 shall be permitted.
2. Changes in level at thresholds complying with 404.2.5 shall be permitted.

**Recommendation:**

The door threshold should be modified to eliminate the change in level. The area outside of the door should be replaced to create a level maneuvering clearance.

**Violation #4 Cost:**

\$665

Priority

**Level 4****Violation #5:**

The curb ramps serving the three accessible parking spaces at the pool are not compliant. Each has a 14% to 17% slope at the transition to the parking surface and the flares exceed the maximum 1:10 slope.

The curb ramps serving the two accessible parking spaces at the pavilion have a 23% slope at the transition to the parking surface.

The curb ramps serving the accessible parking spaces on the west side of the middle parking lot have flares in excess of 20%.

**Standard:**

2010 ADAAG 406.2 Curb Ramps Counter Slope.

**Text:**

Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.

**Recommendation:**

All of these curb ramps must be replaced in order to provide fully compliant curb ramps with the proper counter slope and flare slope.

**Violation #5 Cost:**

\$9,025

Priority

**Level 2**

**College Station - Brian Bachmann Park**  
**Accessible Route - Page 4**

**Violation #6:**

The route at the pool from the accessible parking to the pool house entrance includes a 1" change in level. Currently it is painted red to alert of a level change but level changes greater than 1/2" must be ramped or eliminated.

There is a 1" change in level onto the pavilion area.

**Standard:**

2010 ADAAG 303.4 Changes in Level Ramps

**Text:**

Changes in level greater than 1/2 inch high shall be ramped, and shall comply with (405 Ramps & 406 Curb Ramps)

**Recommendation:**

The changes in level at these locations must be eliminated either by ramp or grinding down the transition.

**Violation #6 Cost:**

\$1,380

Priority

**Level 4**

**Violation #7:**

The ramp at the rear of the pool house is not compliant. The ramp is missing the required edge protection, handrail extensions and the top landing is not level.

**Standard:**

2010 ADAAG 405.7 Ramps Landings.  
 2010 ADAAG 405.8 Ramps Handrails.  
 2010 ADAAG 405.9 Ramps Edge Protection.

**Text:**

Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with 405.7.  
 Ramp runs with a rise greater than 6 inches shall have handrails complying with (505 Handrails).  
 Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.

**Recommendation:**

The handrails should be modified to provide the required extensions at the top and bottom of the ramp. Edge protection must be added to each side of the ramp. The upper landing area must be modified to create a level landing.

**College Station - Brian Bachmann Park**  
**Accessible Route - Page 5**

**Violation #7 Cost:**

\$8,550

Priority

Level 7

**Violation #8:**

There are large gaps of 1" or more in the expansion joints along the route from the pool house to the tennis courts.

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings.

**Text:**

Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter except as allowed in ( 407.4.3 & 409.4.3 Platform to Hoist way Clearance) & ( 410.4 Platform to Runway Clearance).

**Recommendation:**

These gaps should be filled to eliminate the large opening.

**Violation #8 Cost:**

\$1,035

Priority

Level 4

**Violation #9:**

The route to the brand new men's and women's restrooms near the tennis courts has a running slope of 10.5%.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

The section of sidewalk must be replaced to create an accessible route of 1:20 (5%). If a ramp is needed then it must fully comply.

**Violation #9 Cost:**

\$5,520

Priority

Level 2

**Violation #10:**

No accessible route is provided to the basketball court light control.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site.

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

## College Station - Brian Bachmann Park

## Accessible Route - Page 6

**Recommendation:**

Provide a small concrete area to connect the light pole to the nearby sidewalk.

**Violation #10 Cost:**

\$127

**Priority**

Level 4

**Violation #11:**

The curb ramp landing in front of the Southwood Community Center has a cross slope of 7.1%. The route from the bicycle rack would cross this landing. This landing should be level in all directions. The sidewalk to the bicycle rack has a 3.5% cross slope.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

This segment of sidewalk must be replaced to create a 1:48 (2%) maximum cross slope.

**Violation #11 Cost:**

\$3,273

**Priority**

Level 2

**Violation #12:**

The sidewalk in front of the pool facility that connects to the sidewalk along Rock Prairie Road has a running slope of 12% and includes significant level changes in excess of 1".

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

This segment of sidewalk must be replaced as it is dangerously steep.

**Violation #12 Cost:**

\$3,163

**Priority**

Level 1

**Accessible Route Total**

\$51,931

High Priority



Medium Priority



Low Priority



## City of College Station PARK REPORT

**Facility Information:****Facility Name:** Brian Bachmann Community Park**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Thursday, January 15, 2015**Email:** steven@accessology.com**Latitude:** 30°36'41.4"N**Longitude:** 96°17'48.2"W**Address:** 1600 Rock Prairie Road**City:** College Station**County:** Brazos**General Entrance Notes:**

The entrance door serving the Southwood Community Center is substantially compliant. The door into the pool house is not accessible as it includes an excessive slope within the exterior maneuvering clearance of the door.

**Is the main entry door accessible?**

No

**Is there an alternate door that is accessible?**

No

**If so, does the inaccessible door have signage indicating the location of the nearest accessible door?**

No

**Violation #1:**

The entrance door into the pool house has a 7% slope on the exterior of the door where it is required to be level.

**Standard:**

2010 ADAAG 404.2.4.4 Door and Gate Floor or Ground Surface.

**Text:**

Floor or ground surface within required maneuvering clearances shall comply with (302 Floor or Ground Surfaces) changes in level are not permitted.

**EXCEPTIONS:**

1. Slopes not steeper than 1:48 shall be permitted.
2. Changes in level at thresholds complying with 404.2.5 shall be permitted.

**Recommendation:**

The area in front of the entrance door should be replaced to create a level door maneuvering clearance.

**Violation #1 Cost:**

\$316

**Priority**

Level 3

**College Station - Brian Bachmann Park**  
**Entrance - Page 2**

Entrance Total		High Priority	<div></div>
		Medium Priority	<div></div>
		Low Priority	<div></div>
	\$316		



## City of College Station PARK REPORT

**Facility Information:****Facility Name:** Brian Bachmann Community Park**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Thursday, January 15, 2015**Email:** steven@accessology.com**Latitude:** 30°36'41.4"N**Longitude:** 96°17'48.2"W**Address:** 1600 Rock Prairie Road**City:** College Station**County:** Brazos**General Hallway Notes:**

The restroom hallway doors in the Southwood Community Center do not have the required maneuvering clearance on the pull side of the doors. The restroom room signs are not accessible and are installed on the face of the doors. The doors into the little league concession areas do not provide the required clear width.

**Does this facility have any hallways?**

Yes

**Do the doors have compliant hardware?**

Yes

**Do the doors have proper maneuvering clearances?**

No

**Is the hallway width at least 36" clear width?**

Yes

**Are visual strobes provided?**

Yes

**Are there any protruding objects?**

No

**Is the signage substantially compliant?**

No

**Violation #1:**

The doors into the concessions areas provide only 27" clear width where 32" minimum is required.

**Standard:**

2010 ADAAG 404.2.3 Door and Gate Clear Width.

**Text:**

Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches deep shall provide a clear opening of 36 inches minimum. There shall be no projections into the required clear opening width lower than 34 inches above the finish floor or ground. Projections into the clear opening width between 34 inches and 80 inches above the finish floor or ground shall not exceed 4 inches.

**College Station - Brian Bachmann Park**  
**Hallway - Page 2**

**Recommendation:**

These doors will need to be replaced in order provide the required 32" minimum clear width.

**Violation #1 Cost:**

\$4,370

Priority

**Level 2**

**Violation #2:**

The doors within the pavilion concession work area do not have the required 18" clearance on the pull side of the doors. The doors from the two pavilion restrooms do not have the required door maneuvering clearances.

Within the Southwood Community Center the doors in the restroom corridor have 16" of clearance on the pull side of the doors. The door from the Men's Restroom has 17" of clearance on the pull side of the door. The door from the staff break room has 17" of clearance on the pull side of the door.

**Standard:**

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

**Text:**

Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

**Recommendation:**

Installation of auto door openers will alleviate the maneuvering clearance requirements. If these doors are part of an egress route then they will need to be attached to back up power.

**Violation #2 Cost:**

\$4,292

Priority

**Level 3**

**Violation #3:**

The room signs within the pool facility and Southwood Community Center are not accessible as they do not have tactile characters or Braille and are located on the face of the doors.

**Standard:**

2010 ADAAG 216.2 Designations.

**Text:**

Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided as designations of permanent interior rooms and spaces, the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.

**College Station - Brian Bachmann Park**  
**Hallway - Page 3**

**Recommendation:**

New compliant room signs should be provided in the required location on the latch side of the doors.

**Violation #3 Cost:**

\$1,438

Priority

Level 6

**Violation #4:**

The wall mounted shelving within the interior of the pool house is a protruding object.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

The shelving should be removed and relocated to an area that is not within a circulation path. Currently it is located in an open gathering area.

**Violation #4 Cost:**

\$478

Priority

Level 9

**Violation #5:**

The width of the route into the Southwood Community Center staff break room is only 29" between the refrigerator and the countertop.

**Standard:**

2010 ADAAG 403.5.1 Walking Surface Clear Width.

**Text:**

Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches minimum.

**Recommendation:**

The refrigerator should be relocated in order to provide a 36" minimum clear width.

**Violation #5 Cost:**

Labor

Priority

Level 2

Hallway Total

\$10,578

High Priority

Medium Priority

Low Priority

## City of College Station PARK REPORT

**Facility Information:** **Facility Name:** Brian Bachmann Community Park

**Facility Contact:** Rusty Warncke **Contact Phone:** 979-764-3731

**Accessology Inspector Information:**

**Inspector:** Steven Lewandowski  
**Email:** steven@accessology.com

**Date:** Thursday, January 15, 2015

**Latitude:** 30°36'41.4"N

**Longitude:** 96°17'48.2"W

**Address:** 1600 Rock Prairie Road

**City:** College Station

**County:** Brazos

**General Restroom Notes:**

The restrooms serving both little league field complexes, pavilion, and restrooms/locker rooms in the pool house are not substantially compliant. The new restrooms serving the tennis court area are substantially compliant except for the route up to them which is addressed in the accessible route tab of this report. The restrooms within the Southwood Community Center are compliant except that the grab bars are mounted a bit too low.

**Is the door to the restroom substantially compliant?**

Yes

**Does the room have the required turning radius?**

Yes

**Is the water closet substantially compliant?**

No

**Does the water closet have the required clear floor space?**

No

**Is the lavatory substantially compliant?**

No

**Is the urinal substantially compliant?**

No

**Is the mirror substantially compliant?**

No

**Violation #1:**

The four restrooms serving the little league fields are not substantially compliant. The lavatories are 36" high. The water lines and drain pipes are not protected. The mirrors are located above the required 40" maximum. No accessible toilet compartments are provided. The lowered urinals are not served by the required centered clear floor space.

**Standard:**

2010 ADAAG 213.1 General.

**Text:**

Where toilet facilities and bathing facilities are provided, they shall comply with 213. Where toilet facilities and bathing facilities are provided in facilities permitted by 206.2.3 Exceptions 1 and 2 not to connect stories by an accessible route, toilet facilities and bathing facilities shall be provided on a story connected by an accessible route to an accessible entrance.

**College Station - Brian Bachmann Park  
Restrooms - Page 2**

**Recommendation:**

The restrooms will require significant modification to provide accessible fixtures. Currently there are no accessible restrooms serving any of the little league fields.

**Violation #1 Cost:**

\$26,165

Priority

**Level 4****Violation #2:**

The two restrooms serving the pavilion are not substantially compliant. The lavatories are 36" high. No accessible toilet compartments are provided.

**Standard:**

2010 ADAAG 213.1 General.

**Text:**

Where toilet facilities and bathing facilities are provided, they shall comply with 213. Where toilet facilities and bathing facilities are provided in facilities permitted by 206.2.3 Exceptions 1 and 2 not to connect stories by an accessible route, toilet facilities and bathing facilities shall be provided on a story connected by an accessible route to an accessible entrance.

**Recommendation:**

The restrooms will require significant modification to provide accessible fixtures. Currently there are no accessible restrooms serving the pavilion.

**Violation #2 Cost:**

\$13,082

Priority

**Level 4****Violation #3:**

The pool facility locker rooms are not substantially compliant. The locker hardware requires tight pinching or keys to operate. No accessible dressing bench is provided. All of the storage hooks are well above accessible reach range. No accessible toilet compartments, lavatories or shower stalls are provided. The slope to the shower stall area is approximately 12%.

**Standard:**

2010 ADAAG 213.1 General.

**Text:**

Where toilet facilities and bathing facilities are provided, they shall comply with 213. Where toilet facilities and bathing facilities are provided in facilities permitted by 206.2.3 Exceptions 1 and 2 not to connect stories by an accessible route, toilet facilities and bathing facilities shall be provided on a story connected by an accessible route to an accessible entrance.

**College Station - Brian Bachmann Park**  
**Restrooms - Page 3**

**Recommendation:**

The restrooms will require significant modification to provide accessible fixtures. Currently there are no accessible restrooms or bathing facilities serving the pool.

**Violation #3 Cost:**

\$26,712

**Priority****Level 4****Violation #4:**

The grab bars within the Southwood Community Center restrooms are too low at 31-1/2" to the top of the bars.

**Standard:**

2010 ADAAG 609.4 Position of Grab Bars.

**Text:**

Grab bars shall be installed in a horizontal position, 33 inches minimum and 36 inches maximum above the finish floor measured to the top of the gripping surface, except that at water closets for children's use complying with (604.9 Position of Grab Bars), grab bars shall be installed in a horizontal position 18 inches minimum and 27 inches maximum above the finish floor measured to the top of the gripping surface. The height of the lower grab bar on the back wall of a bathtub shall comply with (607.4.1.1 Bathtubs With Permanent Seats Back Wall or (607.4.2.1 Bathtubs Without Permanent Seats Back Wall).

**Recommendation:**

The grab bars will need to be relocated to 33"-36" above the floor.

**Violation #4 Cost:**

\$1,904

**Priority****Level 11****Violation #5:**

The hooks in the accessible toilet compartments in the Southwood Community Center are too high at 64".

**Standard:**

2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.

**Text:**

Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

**Recommendation:**

The hooks should be relocated to 48" maximum above the floor.

College Station - Brian Bachmann Park  
Restrooms - Page 4

Violation #5 Cost:

\$81

Priority

Level 8

Restrooms Total

\$67,944

High Priority



Medium Priority



Low Priority



**City of College Station  
PARK REPORT**

**Facility Information:****Facility Name:** Brian Bachmann Community Park**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Thursday, January 15, 2015**Email:** steven@accessology.com**Latitude:** 30°36'41.4"N**Longitude:** 96°17'48.2"W**Address:** 1600 Rock Prairie Road**City:** College Station**County:** Brazos**General Break Room Notes:**

There is a break room provided in the Southwood Community Center and it is substantially compliant.

**Does the facility have a break room?**

Yes

**Is there a stove or cooktop?**

No

**Is there a sink?**

Yes

**Is the sink substantially compliant?**

Yes

**Are the counters at 34" aff?**

Yes

Break Rooms Total

\$0

High Priority



Medium Priority



Low Priority





## City of College Station PARK REPORT

**Facility Information:****Facility Name:** Brian Bachmann Community Park**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Thursday, January 15, 2015**Email:** steven@accessology.com**Latitude:** 30°36'41.4"N**Longitude:** 96°17'48.2"W**Address:** 1600 Rock Prairie Road**City:** College Station**County:** Brazos**General Misc Notes:**

The park includes concessions counters not of which are accessible. There are drinking fountains scattered throughout the park. Many are high/low units; however, there are no fountains for standing persons at the little league fields, pavilion or pool house. The fountains that serve the dugouts are old and require twisting of the wrist to operate.

**Are there exterior drinking fountains?**

Yes

**Are there any other miscellaneous items not previously covered?**

Yes

Concessions counters serving the little league fields are all at 43" high. The concession counters serving the pavilion are 42" high. No accessible concession counters are provided.

**Violation #1:**

The pool reception counter is 38" high with no accessible portion of counter. The lowered portion of the reception counter at the Southwood Community Center is only 34" wide where 36" minimum is required.

**Standard:**

2010 ADAAG 904.4 Sales and Service Counters.

**Text:**

Sales counters and service counters shall comply with (904.4.1 Parallel Approach or 904.4.2 Forward Approach). The accessible portion of the counter top shall extend the same depth as the sales or service counter top.

**Recommendation:**

The counters should be modified to provide a 36" length of counter at 36" high.

**Violation #1 Cost:**

\$1,150

Priority

Level 4

**College Station - Brian Bachmann Park**  
**Miscellaneous - Page 2**

**Violation #2:**

Only one drinking fountain is provided at each little league field complex. The units that are provided only have 24" knee clearance where 27" minimum is required. No drinking fountains for standing persons are provided.

Only one drinking fountain is provided to serve the pool facility. The unit is not is not fully accessible as the knee clearance is 26-1/2". No drinking fountain for standing persons is provided.

Only one drinking fountain is provided to serve the pavilion. The unit is accessible in terms of knee clearance. No drinking fountain for standing persons is provided.

There is a drinking fountain serving each dugout in the middle little league fields. 50% must be accessible and provide knee clearance for a forward approach and 50% must be for standing persons.

**Standard:**

2010 ADAAG 211.2 Minimum Number.

**Text:**

No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.

**Recommendation:**

It is recommended that the existing old drinking fountains be removed and a high/low unit be installed at each little league field, the pavilion and at the pool house.

**Violation #2 Cost:**


\$35,319


Priority

Level 8

Miscellaneous Total

\$36,469

High Priority 

Medium Priority 

Low Priority 

## City of College Station PARK REPORT

**Facility Information:****Facility Name:** Brian Bachmann Community Park**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Steven Lewandowski**Date:** Thursday, January 15, 2015**Email:** steven@accessology.com**Latitude:** 30°36'41.4"N**Longitude:** 96°17'48.2"W**Address:** 1600 Rock Prairie Road**City:** College Station**County:** Brazos**General Amenities Notes:**

The park includes little league fields, soccer fields and a pool. Accessible seating is provided at the little league field bleacher seating; however, it is not fully accessible due to an excessive slope within the seating spaces. There are no accessible seating spaces provided to serve the any of the soccer field bleachers. There are no connecting accessible routes to the southwest soccer fields or to the ball fields adjacent to the Southwood Community Center.

**Does each amenity have an accessible route leading into it?**

No

**Is there a playground?**

Yes

**Does it have accessible play elements?**

Yes

**Are they substantially compliant?**

Yes

**Are there sports fields?**

Yes

**Do the accessible routes extend into the dugout?**

No

**Is seating provided?**

Yes

**Is accessible seating provided?**

No

**Is it compliant?**

No

**Are pavilions and/or picnic tables provided?**

Yes

**Is an accessible route provided to them?**

Yes

**Are accessible picnic tables provided?**

No

**Are grills provided?**

Yes

**Are they accessible?**

Yes

**Violation #1:**

The accessible wheelchair seating spaces serving the west side little league fields have a slope of 3.5% within the seating spaces. The wheelchair spaces at the middle little league fields have a 5% slope within the seating spaces.

No accessible wheelchair seating is provided within any of the soccer field bleacher seating.

**College Station - Brian Bachmann Park**  
**Park Amenities - Page 2**

**Standard:**

2010 ADAAG 802.1.1 Floor or Ground Surface.

**Text:**

The floor or ground surface of wheelchair spaces shall comply with (302 Floor or Ground Surfaces). Changes in level are not permitted.  
 EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

**Recommendation:**

The existing wheelchair seating spaces need to be modified so the ground surface is level in all directions within the spaces. Each bleacher seating area at the soccer fields must have accessible wheelchair seating integrated into the seating layout.

**Violation #1 Cost:**

\$43,487

Priority

**Level 4**

**Violation #2:**

The dugouts do not include at one wheelchair seating space within the player seating. The seating is on a raised concrete platform.

**Standard:**

2010 ADAAG 221.2.1.4 Team or Player Seating.

**Text:**

At least one wheelchair space complying with 802.1 shall be provided in team or player seating areas serving areas of sport activity.

**Recommendation:**

Each dugout will require modification so that a compliant wheelchair space may be provided within the team seating area.

**Violation #2 Cost:**

\$1,518

Priority

**Level 6**

**Violation #3:**

No accessible picnic tables are provided at the pavilion.

**Standard:**

2010 ADAAG 902.2 Clear Floor or Ground Space.

**Text:**

A clear floor space complying with (305 Clear Floor or Ground Space) positioned for a forward approach shall be provided. Knee and toe clearance complying with (306 Knee Clearance) shall be provided.

**Recommendation:**

Provide at least one accessible picnic table that provides an accessible height and knee clearance under the table for a forward approach.

**Violation #3 Cost:**

\$2,622

Priority

**Level 4**

**College Station - Brian Bachmann Park**  
**Park Amenities - Page 3**

**Violation #4:**

There is no accessible route serving the horseshoe pits and exercise area at the rear of the pavilion.

No accessible connecting route is provided to the ball fields near the Southwood Community Center. These fields do not connect to any accessible parking or other amenities on the site.

No accessible connecting route is provided to any of the soccer fields in the southwest area of the park.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site.

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

**Recommendation:**

An accessible route must be provided to connect to these elements.

**Violation #4 Cost:**

\$49,651

Priority

**Level 4**

**Park Amenities Total**

\$97,279

High Priority

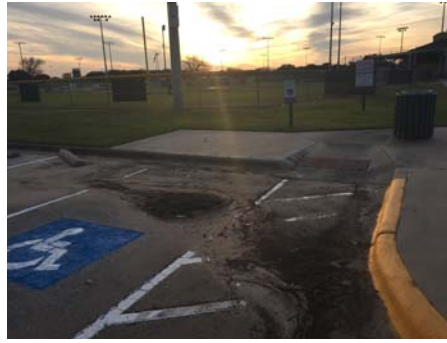


Medium Priority



Low Priority





Parking Violation 1 - In the middle parking lot the van accessible parking space serving the little league fields must be restriped to meet the minimum dimensions of a van accessible parking space.



Parking Violation 1 - Both of the accessible parking spaces serving the pavilion must be restriped to meet the minimum dimensions for accessible parking spaces.



Parking Violation 1 - The three accessible parking spaces serving the pool entrance should be restriped to meet the minimum dimensions for accessible parking spaces.



Parking Violation 2 - The parking signs are too low.



AR Violation 1 - The sloped walk leading up to the west side little league fields has a 7% running slope and is not treated as a ramp.



AR Violation 2 - Access into the dugouts at the west side little league fields includes running slopes approximately 7.7% and no accessible ramp is provided.



AR Violation 3 - No accessible routes are provided to any of the batting cages located between the ball fields.



AR Violation 4 - Access into the umpires area includes a significant change in level at the door threshold and the exterior door maneuvering clearance is not level.





AR Violation 5 - The curb ramps serving the three accessible parking spaces at the pool are not compliant. Each has a 14% to 17% slope at the transition to the parking surface and the flares exceed the maximum 1:10 slope.



AR Violation 5 - The curb ramps serving the two accessible parking spaces at the pavilion have a 23% slope at the transition to the parking surface.



AR Violation 5 - The curb ramp flares exceed 20% slope where 10% maximum is required.



AR Violation 6 - The route at the pool from the accessible parking to the pool house entrance includes a 1" change in level.



AR Violation 7 - The ramp at the rear of the pool house is not compliant. The ramp is missing the required edge protection, handrail extensions and the top landing is not level.



AR Violation 8 - There are large gaps of 1" or more in the expansion joints along the route from the pool house to the tennis courts.



AR Violation 9 - The route to the brand new men's and women's restrooms near the tennis courts has a running slope of 10.5%.



AR Violation 10 - No accessible route is provided to the basketball court light control.



AR Violation 11 - The curb ramp landing in front of the Southwood Community Center has a cross slope of 7.1%. The route from the bicycle rack would cross this landing. This landing should be level in all directions. The sidewalk to the bicycle rack has a 3.5% cross slope.



AR Violation 12 - The sidewalk in front of the pool facility that connects to the sidewalk along Rock Prairie Road has a running slope of 12%.



AR Violation 12 - The sidewalk in front of the pool facility that connects to the sidewalk along Rock Prairie Road has significant level changes.



Entrance Violation 1 - The entrance door into the pool house has a 7% slope on the exterior of the door where it is required to be level.



Hallway Violation 1 - The doors into the concessions areas provide only 27" clear width where 32" minimum is required.



Hallway Violation 2 - The doors within the pavilion do not have the required 18" clearance on the pull side of the doors.



Hallway Violation 2 - Within the Southwood Community Center the doors in the restroom corridor have 16" of clearance on the pull side of the doors.



Hallway Violation 3 - The room signs within the park facilities are not accessible. Many do not include tactile characters or Braille.

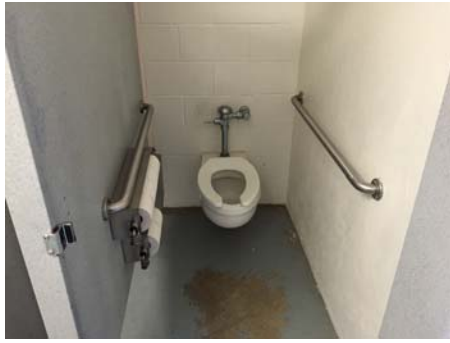


Hallway Violation 4 - The wall mounted shelving within the interior of the pool house is a protruding object.



Hallway Violation 5 - The width of the route into the Southwood Community Center staff break room is only 29" between the refrigerator and the countertop.





RR Violation 1 - The restrooms serving the both baseball field complexes do not include any accessible elements.



RR Violation 2 - The two restrooms serving the pavilion are not substantially compliant.



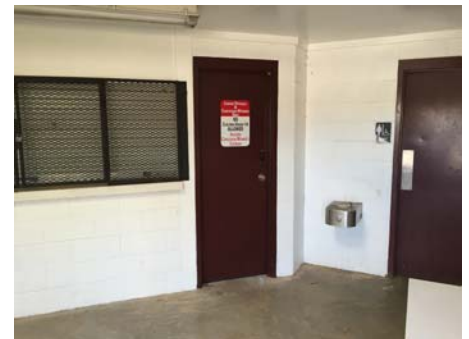
RR Violation 3 - The pool facility locker rooms are not substantially compliant.



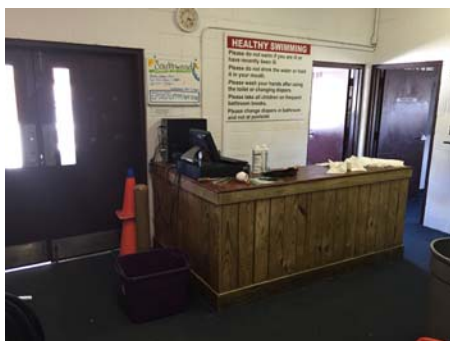
RR Violation 4 - The grab bars within the Southwood Community Center restrooms are too low at 31-1/2" to the top of the bars.



RR Violation 5 - The hooks in the accessible toilet compartments in the Southwood Community Center are too high at 64".



Misc Violation 1 - Concessions counters serving the little league fields are all at 43" high. The concession counters serving the pavilion are 42" high. No accessible concession counters are provided.



Misc Violation 1 - The pool reception counter is 38" high with no accessible portion of counter.



Misc Violation 1 - The pavilion concession counters are 42" high with no accessible portion of counter.



Misc Violation 2 - Only one drinking fountain is provided at each little league field complex. The units that are provided only have 24" knee clearance where 27" minimum is required. No drinking fountains for standing persons are provided.



Misc Violation 2 - Only one drinking fountain is provided to serve the pool facility. No drinking fountain for standing persons is provided.



Misc Violation 2 - Only one drinking fountain is provided to serve the pavilion. The unit is accessible in terms of knee clearance. No drinking fountain for standing persons is provided.



Misc Violation 2 - The drinking fountains serving the dugouts are not compliant.



Park Violation 1 - The accessible wheelchair seating spaces serving the west side little league fields have a slope of 3.5% within the seating spaces. The wheelchair spaces at the middle little league fields have a 5% slope within the seating spaces.



Park Violation 1 - No accessible wheelchair seating is provided within any of the soccer field bleacher seating.



Park Violation 2 - The dugouts do not include at one wheelchair seating space within the player seating. The seating is on a raised concrete platform.



Park Violation 3 - No accessible picnic tables are provided at the pavilion.



Park Violation 4 - There is no accessible route to the horseshoe pits.



Park Violation 4 - No accessible connecting route is provided to the ball fields near the Southwood Community Center. These fields do not connect to any accessible parking or other amenities on the site.



Park Violation 4 - No accessible connecting route is provided to any of the soccer fields in the southwest area of the park.



**City of College Station  
PARK REPORT**

**Facility Information:****Facility Name:** Stephen C. Beachy Central Park**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Kristi Avalos**Date:** Monday, January 12, 2015**Email:** kjavaalos@accessology.com**Latitude:** 30°32'41.3"N**Longitude:** 96°17'40.5"W**Address:** 1000 Krenek Tap Rd**City:** College Station**County:** Brazos**General Parking Notes:**

There are three parking areas serving the park. One parking area serves the baseball field complex. Another serves pavilion and basketball court and the third serves the administration building, tennis courts and soccer fields. The accessible parking serving the baseball complex contains the required number of accessible spaces and is generally compliant; however, the parking surfaces are cracking and beginning to retain water, so this will become a maintenance issue for the City. The ground surfaces within the accessible spaces must be maintained in an accessible condition. The parking serving the pavilion is lacking one accessible parking space and the route from the existing accessible parking space is not compliant. The parking serving the soccer fields do not have access aisles and one space is lacking signage.

**General Parking Notes:**

The parking area serving the baseball complex has 161 total parking spaces and requires six accessible parking spaces with one being van accessible. Six accessible parking spaces are provided and all six are van accessible.

**Total Parking Spaces - Baseball Complex**

161

**Total Accessible Parking Spaces:**

6

**Number of van accessible spaces:**

6

**Is the accessible parking substantially compliant?**

Yes



**College Station - Beachy Park**  
**Parking - Page 2**

**General Parking Notes:**

The parking area serving the pavilion and basketball court has 31 total parking spaces and requires one accessible parking space which must be van accessible. One accessible parking space is provided.

**Total Parking Spaces - Pavilion**

31

**Total Accessible Parking Spaces:**

1

**Number of van accessible spaces:**

0

**Is the accessible parking substantially compliant?**

No

**General Parking Notes:**

The parking area serving the Recreation World HDQ, tennis courts and soccer fields has 70 total parking spaces and requires three accessible spaces with one being van accessible.

**Total Parking Spaces - Recreation World HDQ**

70

**Total Accessible Parking Spaces:**

5

**Number of van accessible spaces:**

0

**Is the accessible parking substantially compliant?**

No

**Violation #1:**

The asphalt ground surface within the six accessible parking spaces is cracking and deteriorating where it meets the concrete surface, creating level changes greater than 1/4".

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings  
 2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Because the City has a continuing obligation to maintain accessible features in an accessible condition, we recommend a maintenance process that repairs gaps and level changes along accessible routes. Level changes can often be ground down if they aren't too bad. Gaps can be filled with caulk or other material.

**Violation #1 Cost:**

\$403

Priority

Level 4

**College Station - Beachy Park  
Parking - Page 3**

**Violation #2:**

The accessible parking space serving the pavilion is missing the required "van accessible" sign. The van accessible sign must be installed below the International Symbol of Accessibility.

**Standard:**

2010 ADAAG 502.6 Parking Spaces Identification.

**Text:**

Parking space identification signs shall include the International Symbol of Accessibility complying with (703.7.2.1 International Symbol of Accessibility). Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

**Recommendation:**

Install a van accessible sign below the existing accessible parking sign.

**Violation #2 Cost:**

\$255

Priority

Level 9

**Violation #3:**

The curb ramp serving the pavilion accessible parking space is not compliant as it includes a level change at the bottom of the ramp.

**Standard:**

2010 ADAAG 406.2 Curb Ramps Counter Slope.

**Text:**

Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.

**Recommendation:**

The existing curb ramp should be replaced with a compliant curb ramp that includes a flush transition to the parking surface. Be advised that the curb ramp also serves the accessible route to the basketball court, so the ramp must either have a route around the ramp at the top of the ramp or relocated to serve both the pavilion and the basketball court.

**Violation #3 Cost:**

\$3,082

Priority

Level 3

**College Station - Beachy Park  
Parking - Page 4**

**Violation #4:**

One additional accessible parking space is required to serve the parking lot at the pavilion and it must also connect to the pavilion and basketball court by an accessible route.

**Standard:**

2010 ADAAG 208.2 Minimum Number.

**Text:**

Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3. Where more than one parking facility is provided on a site, the number of accessible spaces provided on the site shall be calculated according to the number of spaces required for each parking facility.

**Recommendation:**

Create one additional standard accessible parking space and provide an accessible connecting route to the pavilion and basketball court.

**Violation #4 Cost:**

\$4,117

Priority

**Level 3**

**Violation #5:**

The non-accessible and accessible parking spaces serving the Recreation World HDQ and the tennis courts that are located at the curb line will overhang the sidewalk and reduce the clear width of the sidewalk.

**Standard:**

2010 ADAAG 502.7 Relationship to Accessible Routes.

**Text:**

Parking spaces and access aisles shall be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent accessible routes.

**Recommendation:**

Install wheel stops at the six parking spaces that are located at the curb line where the sidewalk narrows.

**Violation #5 Cost:**

\$566

Priority

**Level 5**

**Violation #6:**

An accessible route is not provided around the top of the curb ramp serving the accessible parking spaces near the tennis courts. Users are required to travel across the ramp surface which creates a cross slope greater than 2%.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**College Station - Beachy Park  
Parking - Page 5**

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Extend the sidewalk to provide a 36" minimum wide path around the curb ramp to connect to the sidewalk leading to the tennis courts.

**Violation #6 Cost:**

\$949

Priority

**Level 3****Violation #7:**

The two accessible parking spaces serving the soccer field area are not served by access aisles.

**Standard:**

2010 ADAAG 502.2 Parking Spaces Vehicle Spaces.

**Text:**

Car parking spaces shall be 96 inches wide (8') minimum and van parking spaces shall be 132 inches wide (11') minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with (502.3 Access Aisle).

**Recommendation:**

An access aisle must be created to serve each of the two accessible spaces. The minimum access aisle width is 60"; however, since these serve the soccer fields and there is no accessible route provided from the existing van accessible space near the tennis courts, it is recommended that one of these two spaces become van accessible and be served by a 96" wide access aisle. Van accessible signage will also need to be provided at this new van space.

**Violation #7 Cost:**

\$2,507

Priority

**Level 5****Parking Violations Total**

\$11,878

High Priority



Medium Priority



Low Priority





## City of College Station PARK REPORT

**Facility Information:****Facility Name:** Stephen C. Beachy Central Par**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Kristi Avalos**Date:** Monday, January 12, 2015**Email:** kjaalos@accessology.com**Latitude:** 30°32'41.3"N**Longitude:** 96°17'40.5"W**Address:** 1000 Krenk Tap Rd**City:** College Station**County:** Brazos**General Accessible Route Notes:**

Routes intended to be accessible are provided, however they have not been properly maintained. Gaps, cracks and level changes are found through-out the park, especially directly serving amenities. Individual locations are noted below.

Additionally, the route around the water has a cross slope over 2% toward the water with no edge protection into the water. This is potential liability to the City and one of the highest priority items. See violation # 11 below.

**Is the path of travel from accessible parking to building entrance compliant?**

No

**Does the path of travel serve all exterior amenities offered by the facility?**

Yes

**Is the path of travel from building entrances to all amenities served by the entrance substantially compliant?**

No

**Violation #1:**

The path of travel from the accessible parking serving the ball fields to the ball fields themselves has gaps and level changes that exceed allowable tolerances.

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings  
2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Because the City has a continuing obligation to maintain accessible features in an accessible condition, we recommend a maintenance process that repairs gaps and level changes along accessible routes.

**College Station - Beachy Park**  
**Accessible Route - Page 2**

**Recommendation:**  
**PT 2**

Level changes can often be ground down if they aren't too bad. Gaps can be filled with caulk or other material.

**Violation #1 Cost:**

\$1,438

Priority

**Level 4**

**Violation #2:**

The path of travel from the dugout to the ball fields has a level change onto the field.

**Standard:**

2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Install compliant accessible routes that lead from the main sidewalk to each ball field.

**Violation #2 Cost:**

\$863

Priority

**Level 5**

**Violation #3:**

Ball field restrooms - The main path of travel into each restroom has a baby changing station that protrudes into the path of travel to the stalls.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

Move the baby changing stations so they are not directly in the accessible route.

**Violation #3 Cost:**

\$403

Priority

**Level 7**

**Violation #4:**

The concrete area between the ball fields has slopes from compliant to 9.2%. This area, where people will transverse from different directions, should not exceed 2% in any direction.

**College Station - Beachy Park**  
**Accessible Route - Page 3**

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Level the area where pedestrians coming from several directions meet so it's no more than 2% slope in any direction. Ensure any area where they are traveling in a single direction is below 5% running slope unless it's treated as a ramp.

**Violation #4 Cost:**

\$1,783

Priority

Level 4

**Violation #5:**

The area around the bleachers has protruding objects very dangerous to a person with little or no vision, or to anyone not paying attention. They protrude out 11" at 59" height.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

Install some kind of barrier below the bleachers to enclose the protruding areas.

**Violation #5 Cost:**

\$2,875

Priority

Level 4

**Violation #6:**

There is no accessible route to the bull pen.

**Standard:**

2010 ADAAG 402.2 Components

**Text:**

Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps, curb ramps excluding the flared sides, elevators, and platform lifts. All components of an accessible route shall comply with the applicable requirements of Chapter 4.

**Recommendation:**

Ensure each bull pen has an accessible route leading to each end of it.

**College Station - Beachy Park**  
**Accessible Route - Page 4**

**Violation #6 Cost:**

\$995

Priority

Level 4

**Violation #7:**

One of the main paths of travel leading from the ball fields north of Central Park Ln. to the amenities just south of Central Park Ln. is also a drainage ditch. This makes the entire path have a cross slope issue far above reasonable tolerances. In some cases the cross slope is 7.1%.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Either this existing path needs to be redesigned so the running and cross slopes are compliant, or this needs to be identified as a drainage ditch and a new, compliant, accessible path needs to be installed.

**Violation #7 Cost:**

\$22,138

Priority

Level 4

**Violation #8:**

The area around the information sign has protruding objects dangerous to a person with little or no vision, or to anyone not paying attention. They protrude out 19" at 79" height.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

Install some kind of barrier below the sign, or extend the side panels, to enclose the protruding areas.

**Violation #8 Cost:**

\$1,725

Priority

Level 4

**Violation #9:**

On the south side of Central Park Ln. the path of travel also has gaps and level changes that exceed allowable tolerances.

**College Station - Beachy Park**  
**Accessible Route - Page 5**

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings  
 2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Because the City has a continuing obligation to maintain accessible features in an accessible condition, we recommend a maintenance process that repairs gaps and level changes along accessible routes. Level changes can often be ground down if they aren't too bad. Gaps can be filled with caulk or other material.

**Violation #9 Cost:**

\$2,875

Priority

**Level 4**

**Violation #10:**

The running slope of the path that goes around the Wayne Bryan Bike Loop exceeds 5% in several areas, especially just before and just after the lake/pond, which makes it a ramp. However, it has not been treated as a ramp and has no handrails, level landing areas, etc.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Either re-grade to ensure the slope is under 5% or develop the area into a fully compliant ramp by installing handrails and ensuring level landing areas are provided at the top and bottom and every 30'.

**Violation #10 Cost:**

\$2,875

Priority

**Level 7**

**Violation #11:**

The cross slope of the sidewalk directly in front of the lake/pond is up to 2.6% and just west of the lake/pond is up to 4.7%. Because there is no edge protection between this path and the water, we see this as a liability issue for someone with limited mobility and should be resolved.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**College Station - Beachy Park**  
**Accessible Route - Page 6**

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Re-grade to ensure the cross slope is under 2% and we also recommend a rail or edge protection is developed to provide protection between the accessible route and the water.

**Violation #11 Cost:**

\$3,738

Priority

**Level 2****Violation #12:**

The sidewalk on the south side of the lake, west of the little storage building, is connected by wood path connections that have gaps between the panels.

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings  
 2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Because the City has a continuing obligation to maintain accessible features in an accessible condition, we recommend a maintenance process that repairs gaps and level changes along accessible routes. Wood routes will work if the slats of wood are mounted close together without gaps. This should be reinstalled.

**Violation #12 Cost:**

\$978

Priority

**Level 4****Violation #13:**

The connection from the dock area back to the sidewalk has a running slope of 6%. This qualifies as a ramp, but more importantly it ends at the water. Without handrails to hold onto, a person using this route could easily end up in the water.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**College Station - Beachy Park**  
**Accessible Route - Page 7**

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Either re-grade to ensure the running slope is under 5% or develop a rail or edge protection between the accessible route and the water.

**Violation #13 Cost:**

\$3,738

Priority

**Level 2****Violation #14:**

The connection from the dock area back to the sidewalk has broken concrete and a gap at the expansion joint.

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings  
 2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Because the City has a continuing obligation to maintain accessible features in an accessible condition, we recommend a maintenance process that repairs gaps and level changes along accessible routes. All expansion joints should be watched and maintained for compliance.

**Violation #14 Cost:**

\$747

Priority

**Level 4****Violation #15:**

The cross slope of the sidewalk directly in front of the lake/pond on the west side is up to 3.5%. Again, because there is no edge protection between this path and the water, we see this as a liability issue for someone with limited mobility and should be resolved.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**College Station - Beachy Park**  
**Accessible Route - Page 8**

**Recommendation:**

Re-grade to ensure the cross slope is under 2% and we also recommend a rail or edge protection is developed to provide protection between the accessible route and the water.

**Violation #15 Cost:**

\$3,738

Priority

**Level 2****Violation #16:**

The cross slope of the wood bridge that crosses the lake/pond on the west side is up to 4.2% . Again, because there is no edge protection between this path and the water, we see this as a liability issue for someone with limited mobility and should be resolved.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Either re-grade to ensure the cross slope is under 2% or develop a rail or edge protection between the accessible route and the water.

**Violation #16 Cost:**

\$3,738

Priority

**Level 2****Violation #17:**

There is no accessible route to the edge of the sand volleyball court.

**Standard:**

2010 ADAAG 206.2.12 Court Sports.

**Text:**

In court sports, at least one accessible route shall directly connect both sides of the court.

**Recommendation:**

Install a compliant route connecting the sidewalk system to both end of the sand volleyball court.

**Violation #17 Cost:**

\$978

Priority

**Level 4****Violation #18:**

The cross slope of the sidewalk between the sand volleyball court and the basketball court is up to 4.6% . The running slope goes up to 7.1% but is not treated as a ramp. Any slope above 5% is, by definition, a ramp.



**College Station - Beachy Park**  
**Accessible Route - Page 9**

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Re-grade to ensure the cross slope is under 2% and the running slope is less than 5% or prepare the area as a full compliant ramp meeting all requirements of a ramp.

**Violation #18 Cost:**

\$1,725

Priority

Level 4

**Violation #19:**

The path of travel from the sand volleyball court to the basketball court ends in a parking lot with no accessible connection.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

**Recommendation:**

Install a fully compliant accessible route connecting the sidewalk from the lake/pond/sand volleyball area to the basketball court and pavilion and Rec building. This can be done by installing a sidewalk along the east side of the parking lot and improving the connection to the sidewalk on the south side of the basketball court.

**Violation #19 Cost:**

\$1,323

Priority

Level 4

**Violation #20:**

There is a sidewalk that leads to the playground. There is no route to get into the playground area. The sidewalk dead ends at the edge of the playground.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site

**College Station - Beachy Park**  
**Accessible Route - Page 10**

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

**Recommendation:**

Install a fully compliant accessible route connecting the sidewalk leading to the playground to the playground itself.

**Violation #20 Cost:**

\$2,645

Priority

**Level 4****Violation #21:**

There is no accessible route leading to the picnic table serving the playground.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

**Recommendation:**

Install a fully compliant accessible route connecting the picnic table to the playground itself, and then to an accessible route.

**Violation #21 Cost:**

\$2,875

Priority

**Level 7****Violation #22:**

The sidewalk from the playground to the Rec building has gaps at the expansion joints that are more than 1/2" wide. Some up to 1.5".

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings  
 2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**College Station - Beachy Park**  
**Accessible Route - Page 11**

**Recommendation:**

Because the City has a continuing obligation to maintain accessible features in an accessible condition, we recommend a maintenance process that repairs gaps and level changes along accessible routes. Level changes can often be ground down if they aren't too bad. Gaps can be filled with caulk or other material.

**Violation #22 Cost:**

\$978

**Priority****Level 4****Violation #23:**

No accessible route is provided to the benches by the water.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

**Recommendation:**

Install a fully compliant accessible route connecting the sidewalk to at least one the bench areas by the water.

**Violation #23 Cost:**

\$4,025

**Priority****Level 7****Violation #24:**

No accessible route is provided to the picnic areas by the water.

**Standard:**

2010 ADAAG 206.2.2 Accessible Routes Within a Site

**Text:**

At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

**Recommendation:**

Install a fully compliant accessible route connecting the sidewalk to at least one of the picnic areas by the water.

**Violation #24 Cost:**

\$4,140

**Priority****Level 4****Violation #25:**

The running slope of the concrete path that leads to the dock on the south side of the lake/pond is 5.9% but has no handrails or edge protection.

**College Station - Beachy Park  
Accessible Route - Page 12**

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Re-grade to ensure the cross slope is under 2% and the running slope is less than 5% or prepare the area as a full compliant ramp meeting all requirements of a ramp.

**Violation #25 Cost:**

\$3,738

Priority

**Level 4**

**Violation #26:**

There is a level change in the required clear floor space for the drinking fountain at the south side of the lake/pond.

**Standard:**

2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Reinstall the required clear floor space so it meets the size requirements of 30" by 48" but does not include the utility cap that causes the level change, or reinstall the cap so it's flush with the concrete.

**Violation #26 Cost:**

\$949

Priority

**Level 9**

**Violation #27:**

The door into the concession area from the pavilion has a knob and a level change to get inside.

**Standard:**

2010 ADAAG 404.2.5 Door Thresholds  
2010 ADAAG 404.2.7 Door and Gate Hardware.

**Text:**

Thresholds, if provided at doorways, shall be 1/2 inch high maximum. Raised thresholds and changes in level at doorways shall comply with (302 Floor or Ground Surfaces) & (303 Changes in Level)

**College Station - Beachy Park**  
**Accessible Route - Page 13**

**Text:**  
**PT 2**

Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

**Recommendation:**

Fix door threshold and replace door hardware for compliance.

**Violation #27 Cost:**

\$819

Priority

Level 10

**Violation #28:**

The bridge between the pavilion and the rec building has level changes, sinking bricks and dangerously steep slopes up to 35.0%. This is the highest priority on the property.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Replace this bridge and the path of travel to it on both sides to ensure compliance.

**Violation #28 Cost:**

\$7,475

Priority

Level 1

**Violation #29:**

There is a level change along the accessible route from the pavilion to the rec center. One level change is caused by wood that appears to have been installed to fill a gap in the bricks. The other is where the bricks and concrete meet and there is about a 1" level change.

**Standard:**

2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**Recommendation:**

Reinstall the brick pavers for compliance.

**College Station - Beachy Park  
Accessible Route - Page 14**

**Violation #29 Cost:**

\$633

Priority

**Level 2****Violation #30:**

Shelves in the work room in the Tourist Center protrude 11 1/2" at 52" in height.

**Standard:**

2010 ADAAG 307.2 Protruding Objects Protrusion Limits.

**Text:**

Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

**Recommendation:**

Install some kind of barrier below the shelving, like permanent cabinets, or extend the side panels to enclose the protruding areas.

**Violation #30 Cost:**

\$288

Priority

**Level 5****Violation #31:**

There is no elevator to the second floor of the Recreation World HDQ.

**Standard:**

2010 ADAAG 206.2.4 Spaces and Elements.

**Text:**

At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility which are otherwise connected by a circulation path unless exempted by 206.2.3 Exceptions 1 through 7.

**Recommendation:**

Install an elevator in the Recreation World HDQ to serve the second floor.

**Violation #31 Cost:**

\$262,948

Priority

**Level 5****Violation #32:**

The stairs to the second floor of the Recreation World HDQ do not have compliant handrails.

**Standard:**

2010 ADAAG 505.6 Gripping Surface.

**Text:**

Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides.

**College Station - Beachy Park**  
**Accessible Route - Page 15**

**Text:**

Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1½ (38 mm) minimum below the bottom of the handrail gripping surface.

**Recommendation:**

Install new handrails for compliance.

**Violation #32 Cost:**

\$7,475

Priority

**Level 4****Violation #33:**

The cross slope of the sidewalk between the Recreation World HDQ and the tennis courts has is up to 5.7%.

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The

**Recommendation:**

Re-grade to ensure the cross slope is under 2% and the running slope is less than 5% or prepare the area as a full compliant ramp meeting all requirements of a ramp.

**Violation #33 Cost:**

\$7,475

Priority

**Level 4****Violation #34:**

Where the Wayne Bryan Bike Loop cross the street, it has slopes up to 12.9% and is especially steep on both sides of the street. This path also has gaps along the path that exceed the allowable 1/2".

**Standard:**

2010 ADAAG 403.3 Walking Surface Slope.

**Text:**

The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

**Recommendation:**

Re-grade to ensure the cross slope is under 2% and the running slope is less than 5% or prepare the area as a full compliant ramp meeting all requirements of a ramp.

College Station - Beachy Park  
Accessible Route - Page 15

Violation #34 Cost: \$2,645 Priority Level 4

Violation #35: There is a 4 1/2" level change to get into the Tennis Courts.


Standard: 2010 ADAAG 303.2 Changes in Level Vertical


Text: Changes in level of 1/4 inch high maximum shall be permitted to be vertical.


Recommendation: Provide a compliant accessible route into the tennis courts that connects both sides of each court.

Violation #35 Cost: \$3,105 Priority Level 4

Accessible Route Total \$370,877

High Priority 

Medium Priority 

Low Priority 



**City of College Station  
PARK REPORT**

**Facility Information:****Facility Name:** Stephen C. Beachy Central Par**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Kristi Avalos**Date:** Monday, January 12, 2015**Email:** kjavalos@accessology.com**Latitude:** 30°32'41.3"N**Longitude:** 96°17'40.5"W**Address:** 1000 Krenek Tap Rd**City:** College Station**County:** Brazos**General Entrance Notes:**

This section only refers to the main entrance to the Tourist Information building.

**Is the main entry door accessible?**

No

**Is there an alternate door that is accessible?**

No

**If so, does the inaccessible door have signage indicating the location of the nearest accessible door?**

NA

**Violation #1:**

There is a gap in the expansion joint directly in front of the main entrance that is 1" wide. This could catch the front wheel of a wheelchair or trip someone using a walker.

**Standard:**

2010 ADAAG 302.3 Floor or Ground Surfaces Openings  
2010 ADAAG 303.2 Changes in Level Vertical

**Text:**

Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch diameter. Changes in level of 1/4 inch high maximum shall be permitted to be vertical.

**College Station - Beachy Park**  
**Entrance - Page 2**

**Recommendation:**

Because the City has a continuing obligation to maintain accessible features in an accessible condition, we recommend a maintenance process that repairs gaps and level changes along accessible routes. All expansion joints should be watched and maintained for compliance.

**Violation #1 Cost:**

\$94


**Priority**

Level 4

**Entrance Total**

\$94

High Priority 

Medium Priority 

Low Priority 

**City of College Station  
PARK REPORT**

**Facility Information:** **Facility Name:** Stephen C. Beachy Central Par

**Facility Contact:** Rusty Warncke **Contact Phone:** 979-764-3731

**Accessology Inspector Information:**

**Inspector:** Kristi Avalos

**Date:** Monday, January 12, 2015

**Email:** kjaavalos@accessology.com

**Latitude:** 30°32'41.3"N

**Longitude:** 96°17'40.5"W

**Address:** 1000 Krenek Tap Rd

**City:** College Station

**County:** Brazos

**General Hallway Notes:**

The hallways in the Recreation World HDQ are the only hallways evaluated for this section.

**Does this facility have any hallways?**

Yes

**Do the doors have compliant hardware?**

No

**Do the doors have proper maneuvering clearances?**

No

**Is the hallway width at least 36" clear width?**

Yes

**Are visual strobes provided?**

No

**Are there any protruding objects?**

Yes

**Is the signage substantially compliant?**

Yes

**Violation #1:**

Door knobs are used throughout the Tourist information building.

**Standard:**

2010 ADAAG 404.2.7 Door and Gate Hardware.

**Text:**

Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with (309.4 Operation) operable parts of such hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

**Recommendation:**

Replace all door hardware with lever hardware.

College Station - Beachy Park  
Hallway - Page 2

Violation #1 Cost:

\$6,107

Priority

Level 7

Hallway Total

\$6,107

High Priority

Medium Priority

Low Priority

**City of College Station  
PARK REPORT**

**Facility Information:****Facility Name:** Stephen C. Beachy Central Par**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Kristi Avalos**Date:** Monday, January 12, 2015**Email:** kjavalos@accessology.com**Latitude:** 30°32'41.3"N**Longitude:** 96°17'40.5"W**Address:** 1000 Krenek Tap Rd**City:** College Station**County:** Brazos**General Restroom Notes:**

There is a restroom building serving the ball fields.

Is the door to the restroom substantially compliant?

Yes

Does the room have the required turning radius?

Yes

Is the water closet substantially compliant?

Yes

Does the water closet have the required clear floor space?

Yes

Is the lavatory substantially compliant?

Yes

Is the urinal substantially compliant?

Yes

Is the mirror substantially compliant?

NA

**Violation #1:**

Ballfield Restrooms- Both the men's and the women's have the toilet paper mounted about 6" above the grab bar. If above the grab bar it must be at least 12" above it so it doesn't obstruct the use of it.

**Standard:**

2010 ADAAG 609.3 Spacing

**Text:**

The space between the wall and the grab bar shall be 1½ inches. The space between the grab bar and projecting objects below and at the ends shall be 1½ inches minimum. The space between the grab bar and projecting objects above shall be 12 inches minimum.

**Recommendation:**

Move the toilet paper dispensers in both men's and women's restrooms so the paper is dispensed at 48" above the finished floor.

**Violation #1 Cost:**

\$173

Priority

Level 7

**Violation #2:**

The women's room inside the Recreation World HDQ has the flush control on the wrong side.

**College Station - Beachy Park**  
**Restrooms - Page 2**

**Standard:** 2010 ADAAG 604.6 Flush Controls.

**Text:** Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with (309 Operable Parts). Flush controls shall be located on the open side of the water closet except in ambulatory accessible compartments complying with (604.8.2 Ambulatory Accessible Compartments).

**Recommendation:** Replace tank with a right handed flush mechanism.

**Violation #2 Cost:** \$233      Priority **Level 5**

**Violation #3:** The coat hook in the accessible stall in both the men's and women's restrooms are mounted at 60" above the finished floor.

**Standard:** 2010 ADAAG 308.2.1 Reach Ranges Forward Reach Unobstructed.

**Text:** Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

**Recommendation:** Lower the coat hooks in the accessible stalls so they are no more than 48" aff or add an additional coat hook at accessible heights.

**Violation #3 Cost:** \$40      Priority **Level 9**

**Violation #4:** The pipes underneath the lavatories in both the men's and women's restrooms, on both floors, are not wrapped or protected from contact.

**Standard:** 2010 ADAAG 606.5 Exposed Pipes and Surfaces.

**Text:** Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

**Recommendation:** Install insullation or a panel to protect a user from contact.

**Violation #4 Cost:** \$61      Priority **Level 7**

**College Station - Beachy Park**  
**Restrooms - Page 3**

**Violation #5:**

The men's and women's restrooms serving the pavillion do not have compliant stalls, doors, urinals or lavatories.

**Standard:**

2010 ADAAG 213.1 General.

**Text:**

Where toilet facilities and bathing facilities are provided, they shall comply with 213.

**Recommendation:**

Bring restrooms into compliance with a full 5' wide stall that meets all of the requirements of a compliant toilet compartment, compliant lavatories, mirrors, urinals and doors.

**Violation #5 Cost:**

\$8,692

Priority

**Level 6**

**Violation #6:**

The men's and women's restrooms serving the tennis courts do not have compliant maneuvering clearance on the doors but are otherwise substantially compliant.

**Standard:**

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

**Text:**

Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance..

**Recommendation:**

Extend the concrete on the pull side of the door to provide the proper maneuvering clearance and fill in the gaps in front of the door.

**Violation #6 Cost:**

\$316

Priority

**Level 4**

**Violation #7:**

The men's room serving the tennis courts has the flush control on the wrong side.

**Standard:**

2010 ADAAG 604.6 Flush Controls.

**Text:**

Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with (309 Operable Parts). Flush controls shall be located on the open side of the water closet except in ambulatory accessible compartments complying with (604.8.2 Ambulatory Accessible Compartments).

**College Station - Beachy Park**  
**Restrooms - Page 4**

**Recommendation:**

Alter flush control so it's on the wide side of the water closet.

**Violation #7 Cost:**

\$233

Priority

Level 5

**Violation #8:**

The mirrors in the men's and women's restrooms serving the tennis courts are mounted above 40" to the bottom of the reflecting surface.

**Standard:**

2010 ADAAG 603.3 Mirrors.

**Text:**

Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

**Recommendation:**

Lower mirrors so the bottom of the reflecting surface is at or below 40" aff.

**Violation #8 Cost:**

\$952

Priority

Level 10

**Violation #9:**

The urinal in the men's restroom serving the tennis courts is located within the 60" wide clear floor space of the water closet.

**Standard:**

2010 ADAAG 604.3.1 Water Closets Clearance Size.

**Text:**

Clearance around a water closet shall be 60 inches minimum measured perpendicular from the side wall and 56 inches minimum measured perpendicular from the rear wall.

**Recommendation:**

In order to comply the urinal with either need to be relocated so that it is at least 60" from the water closet sidewall or removed completely.

**Violation #9 Cost:**

\$2,348

Priority

Level 4

Restrooms Total

\$13,049

High Priority



Medium Priority



Low Priority





## City of College Station PARK REPORT

<b>Facility Information:</b>	<b>Facility Name:</b> Stephen C. Beachy Central Par
<b>Facility Contact:</b> Rusty Warncke	<b>Contact Phone:</b> 979-764-3731

<b>Accessology Inspector Information:</b>	
<b>Inspector:</b> Kristi Avalos <b>Email:</b> kjavalos@accessology.com	<b>Date:</b> Monday, January 12, 2015

<b>Latitude:</b> 30°32'41.3"N	<b>Longitude:</b> 96°17'40.5"W	
<b>Address:</b> 1000 Krenk Tap Rd	<b>City:</b> College Station	<b>County:</b> Brazos

**General Break Room Notes:**

There is one break room located in the Recreation World HDQ.

Does the facility have a break room?  
 Is there a stove or cooktop?  
 Is there a sink?  
 Is the sink substantially compliant?  
 Are the counters at 34" aff?

Yes

No

Yes

No

No

**Violation #1:**

The counter in the break room is mounted at 36" aff.

**Standard:**

2010 ADAAG 606.3 Lavatories and Sinks Height.

**Text:**

Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches maximum above the finish floor or ground.

**Recommendation:**

Lower the break room counter so it is no more than 34" aff.

**Violation #1 Cost:**

\$2,295

Priority 

Level 4

**Violation #2:**

The door maneuvering clearance for the break room door is only 10" on the pull side of the door. 18" is required.

**Standard:**

2010 ADAAG 404.2.4 Door and Gate Maneuvering Clearances.

**Text:**

Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance..

College Station - Beachy Park  
Break Rooms - Page 2

Recommendation:

Remove door, move door or change the door swing so there is at least 18" on the pull side of the door.

Violation #2 Cost:

\$2,146

Priority

Level 5

Break Rooms Total

\$4,441

High Priority



Medium Priority



Low Priority



## City of College Station PARK REPORT

**Facility Information:****Facility Name:** Stephen C. Beachy Central Par**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Kristi Avalos**Date:** Monday, January 12, 2015**Email:** kjavaalos@accessology.com**Latitude:** 30°32'41.3"N**Longitude:** 96°17'40.5"W**Address:** 1000 Krenek Tap Rd**City:** College Station**County:** Brazos**General Misc Notes:**

Drinking fountains are provided throughout the property. The area North of Central Park Ln., by the ball fields, the drinking fountains are substantially compliant. Most of the drinking fountains on the south side of Central Park Ln. are not compliant. Wherever a single drinking fountain is provided, there must be two. One for people who have trouble bending or stooping and one for people who use wheelchair.

**Are there exterior drinking fountains?**

Yes

**Are there any other miscellaneous items not previously covered?**

No

**Violation #1:**

The drinking fountains on the south side of Central Park Ln. do not comply. The drinking fountain serving the pavilion by the rec center also does not comply. A lower fountain is installed but there is not a standard height drinking fountain.

**Standard:**

2010 ADAAG 211.2 Minimum Number.

**Text:**

No fewer than two drinking fountains shall be provided. One drinking fountain shall comply with 602.1 through 602.6 and one drinking fountain shall comply with 602.7.

**Recommendation:**

Install a standard height drinking fountain serving the pavilion area and anywhere only one drinking fountain is provided.

**Violation #1 Cost:**

\$8,830

Priority

Level 9

**Violation #2:**

The main counter in the lobby has a height of 45" high with no lowered section.

**College Station - Beachy Park**  
**Miscellaneous - Page 2**

**Standard:**

2010 ADAAG 904.4 Sales and Service Counters.

**Text:**

Sales counters and service counters shall comply with (904.4.1 Parallel Approach or 904.4.2 Forward Approach). The accessible portion of the counter top shall extend the same depth as the sales or service counter top.

**Recommendation:**

Lower at least one section of the counter to meet the requirements of Section 904.4. The lowered section must be at 36" aff. That section must be 36" wide if a parallel approach is going to be used or 30" wide for a frontal approach.

**Violation #2 Cost:**

\$2,295

Priority

Level 4

Miscellaneous Total

\$11,125

High Priority

Medium Priority

Low Priority

## City of College Station PARK REPORT

**Facility Information:****Facility Name:** Stephen C. Beachy Central Par**Facility Contact:** Rusty Warncke**Contact Phone:** 979-764-3731**Accessology Inspector Information:****Inspector:** Kristi Avalos**Date:** Monday, January 12, 2015**Email:** kjalalos@accessology.com**Latitude:** 30°32'41.3"N**Longitude:** 96°17'40.5"W**Address:** 1000 Krenek Tap Rd**City:** College Station**County:** Brazos**General Amenities Notes:**

Beachy Park, AKA 'Central Park', is divided into different section. The North part of the park has ball fields and they have their own parking lot. South of Central Park Ln. is the rest of the park with Tennis courts, basketball, playground, sand volley ball and picnic areas throughout the park.

**Does each amenity have an accessible route leading into it?**

No

**Is there a playground?**

Yes

**Does it have accessible play elements?**

Yes

**Are they substantially compliant?**

Yes

**Are there sports fields?**

Yes

**Do the accessible routes extend into the dugout?**

No

**Is seating provided?**

Yes

**Is accessible seating provided?**

Yes

**Is it compliant?**

Yes

**Are pavilions and/or picnic tables provided?**

Yes

**Is an accessible route provided to them?**

Yes

**Are accessible picnic tables provided?**

No

**Are grills provided?**

Yes

**Are they accessible?**

Yes

**Violation #1:**

No accessible picnic tables were noted at any of the pavillions.

**Standard:**

226.1 Dining Surfaces and Work Surfaces

**Text:**

Where dining surfaces are provided for the consumption of food or drink, at least 5 percent of the seating spaces and standing spaces at the dining surfaces shall comply with 902.

**College Station - Beachy Park**  
**Park Amenities - Page 2**

**Text:**  
**PT 2**

In addition, where work surfaces are provided for use by other than employees, at least 5 percent shall comply with 902.

**Recommendation:**

Ensure at least one accessible picnic table is provided at each available pavillion

**Violation #1 Cost:**

\$5,014

Priority

Level 7

**Violation #2:**

The playground equipment is not accessible equipment and the surface under the equipment is also not compliant.

**Standard:**

2010 ADAAG 206.2.17.1 Ground Level and Elevated Play Components.

**Text:**

At least one accessible route shall be provided within the play area. The accessible route shall connect ground level play components required to comply with 240.2.1 and elevated play components required to comply with 240.2.2, including entry and exit points of the play components.

**Recommendation:**

Both the equipment and the surfacing need to be replaced.

**Violation #2 Cost:**

\$20,183

Priority

Level 5

**Violation #3:**

The concession stand attached to the Rec building has counters that are 42" high with no lowered counter.

**Standard:**

2010 ADAAG 904.4 Sales and Service Counters.

**Text:**

Sales counters and service counters shall comply with (904.4.1 Parallel Approach or 904.4.2 Forward Approach). The accessible portion of the counter top shall extend the same depth as the sales or service counter top.

**College Station - Beachy Park**  
**Park Amenities - Page 3**

**Recommendation:**

Lower at least one counter to meet the requirements of Section 904.4. The lowered section must be at 36" aff. That section must be 36" wide if a parallel approach is going to be used or 30" wide for a frontal approach.

**Violation #3 Cost:**

\$2,691

Priority

Level 5

Park Amenities Total

\$27,888

High Priority



Medium Priority



Low Priority





Parking Violation 1 - The asphalt ground surface within the six accessible parking spaces is cracking and deteriorating where it meets the concrete surface, creating level changes greater than 1/4".



Parking Violation 2 - The accessible parking space serving the pavilion is missing the required "van accessible" sign. The van accessible sign must be installed below the International Symbol of Accessibility.



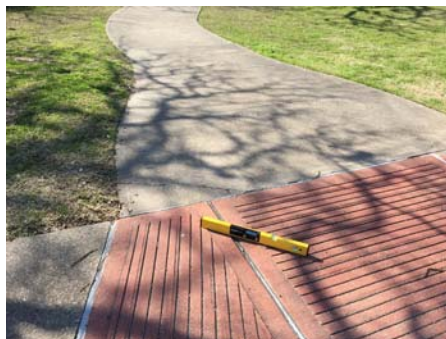
Parking Violation 3 - The curb ramp serving the pavilion accessible parking space is not compliant as it includes a level change at the bottom of the ramp.



Parking Violation 4 - One additional accessible parking space is required to serve the parking lot at the pavilion and it must also connect to the pavilion and basketball court by an accessible route.



Parking Violation 5 - The non-accessible and accessible parking spaces serving the Recreation World HDQ and the tennis courts that are located at the curb line will overhang the sidewalk and reduce the clear width of the sidewalk.



Parking Violation 6 - An accessible route is not provided around the top of the curb ramp.



Parking Violation 7 - The two accessible parking spaces serving the soccer field area are not served by access aisles.



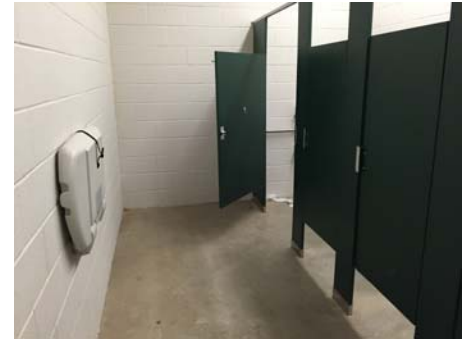
## Stephen C. Beachy Park



AR Violation 1 - The path of travel from the accessible parking serving the ball fields to the ball fields themselves has gaps and level changes that exceed allowable tolerances.



AR Violation 2 - The path of travel from the dugout to the ball fields has a level change onto the field.



AR Violation 3 - Ball field restrooms - The main path of travel into each restroom has a baby changing station that protrudes into the path of travel to the stalls.



AR Violation 4 - The concrete area between the ball fields has slopes from compliant to 9.2%. This area, where people will transverse from different directions, should not exceed 2% in any direction.



AR Violation 5 - The area around the bleachers has protruding objects very dangerous to a person with little or no vision, or to anyone not paying attention. They protrude out 11" at 59" height.



AR Violation 6 - There is no accessible route to the bull pens.



AR Violation 7 - The entire path have a cross slope issue far above reasonable tolerances. In some cases the cross slope is 7.1%.



AR Violation 8 - The area around the information sign has protruding objects dangerous to a person with little or no vision.



AR Violation 9 - On the south side of Central Park Ln. the path of travel also has gaps and level changes that exceed allowable tolerances.



## Stephen C. Beachy Park



AR Violation 10 - The running slope of the path that goes around the Wayne Bryan Bike Loop exceeds 5% in several areas.



AR Violation 11 - The cross slope is 2.6% - 4.7% where 2% maximum is required.



AR Violation 12 - The sidewalk on the south side of the lake, west of the little storage building, is connected by wood path connections that have gaps between the panels.



AR Violation 13 - The connection from the dock area back to the sidewalk has a running slope of 6%. This qualifies as a ramp, but more importantly it ends at the water. Without handrails to hold onto, a person using this route could easily end up in the water.



AR Violation 14 - The connection from the dock area back to the sidewalk has broken concrete and a gap at the expansion joint.



Violation 15 - The cross slope of the sidewalk directly in front of the lake/pond on the west side is up to 3.5%. Again, because there is no edge protection between this path and the water, we see this as a liability issue for someone with limited mobility and should be resolved.



AR Violation 16 - The cross slope of the wood bridge that crosses the lake/pond on the west side is up to 4.2% .



AR Violation 17 - There is no accessible route to the edge of the sand volleyball court.



AR Violation 18 - The cross slope of the sidewalk between the sand volleyball court and the basketball court is up to 4.6%. The running slope goes up to 7.1% but is not treated as a ramp. Any slope above 5% is, by definition, a ramp.



## Stephen C. Beachy Park



AR Violation 19 - The path of travel from the sand volleyball court to the basketball court ends in a parking lot with no accessible connection.



AR Violation 20 - There is a sidewalk that leads to the playground. There is no route to get into the playground area. The sidewalk dead ends at the edge of the playground.



AR Violation 21 - There is no accessible route leading to the picnic table serving the playground.



AR Violation 22 - The sidewalk from the playground to the Rec building has gaps at the expansion joints that are more than 1/2" wide. Some up to 1.5".



AR Violation 23 - No accessible route is provided to the benches by the water.



AR Violation 24 - No accessible route is provided to the picnic areas by the water.



AR Violation 25 - The running slope of the concrete path that leads to the dock on the south side of the lake/pond is 5.9% but has no handrails or edge protection.



AR Violation 26 - There is a level change in the required clear floor space for the drinking fountain at the south side of the lake/pond.



AR Violation 27 - The door into the concession area from the pavilion has a knob and a level change to get inside.





AR Violation 28 - The bridge between the pavilion and the rec building has level changes, sinking bricks and dangerously steep slopes up to 35.0%. This is the highest priority on the property.



AR Violation 29 - Level changes greater than 1/4" exist along route between pavilion and Parks and Rec building.



AR Violation 30 - Shelves in the work room in the Tourist Center protrude 11 1/2" at 52" in height.



AR Violation 31/32 - There is no elevator to the second floor of the Recreation World HDQ. The stairs to the second floor of the Recreation World HDQ do not have compliant handrails.



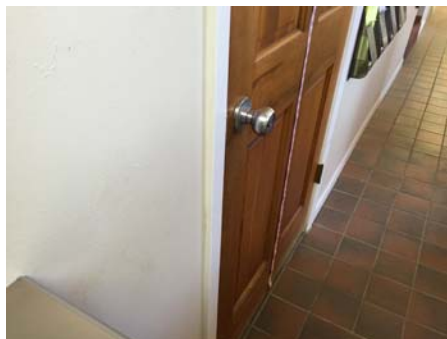
AR Violation 34 - Where the Wayne Bryan Bike Loop cross the street, it has slopes up to 12.9% and is especially steep on both sides of the street.



AR Violation 35 - There is a 4 1/2" level change to get into the Tennis Courts.



Entrance Violation 1 - There is a gap in the expansion joint directly in front of the main entrance that is 1" wide. This could catch the front wheel of a wheelchair or trip someone using a walker.



Hallway Violation 1 - Door knobs are used throughout the Tourist information building.



RR Violation 1 - Ballfield Restrooms- Both the men's and the women's have the toilet paper mounted about 6" above the grab bar. If above the grab bar it must be at least 12" above it so it doesn't obstruct the use of it.



RR Violation 2 - The women's room inside the Recreation World HDQ has the flush control on the wrong side.



RR Violation 3 - The coat hook in the accessible stall in both the men's and women's restrooms are mounted at 60" above the finished floor.



RR Violation 4 - The pipes underneath the lavatories in both the men's and women's restrooms, on both floors, are not wrapped or protected from contact.



RR Violation 5 - The men's and women's restrooms serving the pavilion do not have compliant stalls, doors, urinals or lavatories.



RR Violation 6 - The men's and women's restrooms serving the tennis courts do not have compliant maneuvering clearance on the doors but are otherwise substantially compliant.



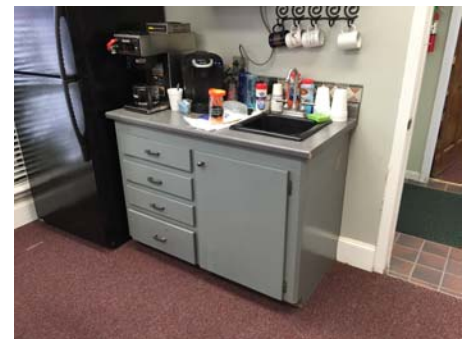
RR Violation 7 - The men's room serving the tennis courts has the flush control on the wrong side.



RR Violation 8 - The mirrors in the men's and women's restrooms serving the tennis courts are mounted above 40" to the bottom of the reflecting surface.



RR Violation 9 - The urinal is not permitted to be located within 60" of the water closet sidewall.



Break Room Violation 1 -The counter in the break room is mounted at 36" aff.



Stephen C. Beachy Park



Break Room Violation 2 - The door maneuvering clearance for the break room door is only 10" on the pull side of the door. 18" is required.



Misc Violation 1 - The drinking fountains on the south side of Central Park Ln. do not comply.



Misc Violation 2 - The main counter in the lobby has a height of 45" high with no lowered section.



Park Violation 1 - No accessible picnic tables were noted at any of the pavilions.



Park Violation 2 - The playground does not include accessible playground equipment.



Park Violation 3 - The concession stand attached to the Rec building has counters that are 42" high with no lowered counter.

**City of College Station**  
**ADA Self-Evaluation and Transition Plan Update**  
**Signalized Intersection Cost Projection Summary**  
4/21/2015

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>	<b>Priority</b>
1	Intersection of George Bush Dr and Anderson St	\$ 53,000.00	2
2	Intersection of George Bush Dr and Houston St	\$ 54,000.00	2
3	Intersection of George Bush Dr and Texas Ave	\$ 70,000.00	2
4	Intersection of Harvey Rd and Dartmouth St	\$ 80,000.00	5
5	Intersection of Harvey Rd and George Bush Dr	\$ 77,000.00	2
6	Intersection of Harvey Rd and Munson Ave	\$ 51,000.00	13
7	Intersection of Harvey Rd and Post Oak Mall (east entrance)	\$ 118,000.00	2
8	Intersection of Harvey Rd and Post Oak Mall (west entrance)	\$ 68,000.00	11
9	Intersection of Holleman Dr and Anderson St	\$ 74,000.00	2
10	Intersection of Holleman Dr and Dartmouth St	\$ 79,000.00	2
11	Intersection of Holleman Dr and Glade St	\$ 86,000.00	4
12	Intersection of Rock Prairie Rd and Rio Grande Blvd	\$ 54,000.00	2
13	Intersection of Rock Prairie Rd and Victoria Ave	\$ 84,000.00	2
14	Intersection of Rock Prairie Rd and Welsh Ave	\$ 73,000.00	2
15	Intersection of Southwest Pkwy and Anderson St	\$ 81,000.00	5
16	Intersection of Southwest Pkwy and Dartmouth St	\$ 59,000.00	5
17	Intersection of Southwest Pkwy and Glade St	\$ 69,000.00	5
18	Intersection of Southwest Pkwy and Southwood Dr	\$ 63,000.00	5
19	Intersection of Southwest Pkwy and Wellborn Rd	\$ 58,000.00	2
90007	Intersection of Southwest Pkwy and Welsh Ave	\$ 86,000.00	5
<b>TOTAL</b>		<b>\$ 1,437,000.00</b>	

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : George Bush Dr	GPS ID: 1
Project Name: Intersection of George Bush Dr and Anderson St	
City: College Station	

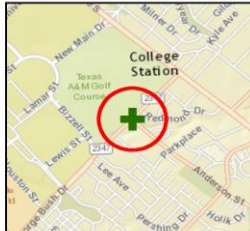
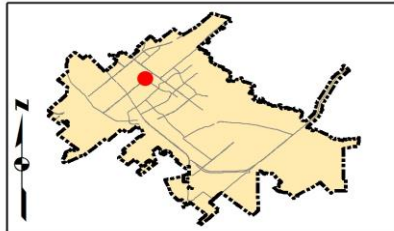
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	32	SY	\$ 45.00	\$ 1,440.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	56	SY	\$ 9.00	\$ 504.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	4	EA	\$ 1,400.00	\$ 5,600.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	298	LF	\$ 8.50	\$ 2,533.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	2	EA	\$ 1,300.00	\$ 2,600.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	2	EA	\$ 500.00	\$ 1,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	2	LS	\$ 2,000.00	\$ 4,000.00

Basin for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	38,777.00
Engineering: (% +/-)	15%	\$ 6,095.57
Contingency: (% +/-)	20%	\$ 8,127.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>53,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	N	E	S	W	Recommendations
Path of travel pavement condition	N/A	Good	Dangerous	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 5%	N/A				
Crosswalk width is less than 6'	N/A			N/A	
Crosswalk striping condition	N/A	Good	Good	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.33%	X	X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X			
Temporary obstruction (>0.25') in curb ramp/landing/flares		X			Remove temporary obstruction
No textured surface at base of curb ramp		X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp			X		Install landing area
Landing area does not exist and is needed			X		Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X			X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge			X	X	
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X		X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%			X		Remove and replace clear floor space
Missing or no pedestrian signal heads	X			X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X	X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp			X	X	Fix ponding





Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : George Bush Dr	GPS ID: 2
Project Name: Intersection of George Bush Dr and Houston St	
City: College Station	

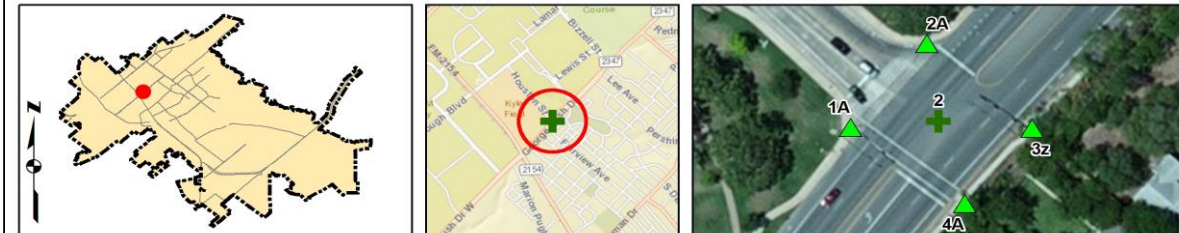
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	28	SY	\$ 45.00	\$ 1,260.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	46	SY	\$ 9.00	\$ 414.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	3	EA	\$ 1,400.00	\$ 4,200.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	532	LF	\$ 8.50	\$ 4,522.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	2	EA	\$ 1,300.00	\$ 2,600.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	1	EA	\$ 300.00	\$ 300.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	2	EA	\$ 500.00	\$ 1,000.00
	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basin for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	39,296.00
Engineering: (% +/-)	15%	\$ 6,301.71
Contingency: (% +/-)	20%	\$ 8,402.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>54,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	N/A	Dangerous	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		X	N/A		
Path of travel cross slope is greater than 5%		N/A	N/A		Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'		N/A	N/A		
Crosswalk striping condition	Worn	None	N/A	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4A	
Curb ramp does not exist and is needed			X		Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.33%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X			
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X		X	
No color contrast at base of curb ramp	X	X		X	
Landing area does not exist and is needed	X	X			
Landing area is less than 5' x 5' or slopes greater than 2%				X	
Missing or no pedestrian push buttons		X	X		
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X				
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48"					
or has a slope greater than 2%		X	X		
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"				X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	
Ponding occurs at base of curb ramp				X	

- Install curb ramp
- Remove and replace curb ramp
- For intersection ramps and commercial driveway ramps, install color truncated domes
- Install landing area
- Remove and replace landing area
- Install push button pole and APS push buttons
- Install push button pole and relocate pedestrian push buttons
- Install clear floor space
- Install countdown pedestrian signal head
- Fix curb ramp transition
- Fix curb ramp counter slope
- Fix ponding



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 3
Project Name: Intersection of George Bush Dr and Texas Ave	
City: College Station	

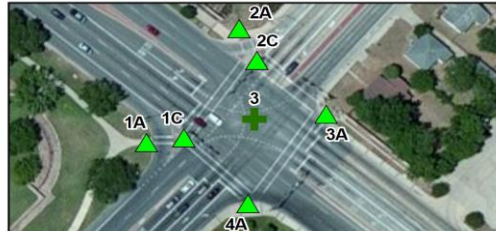
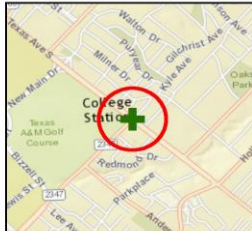
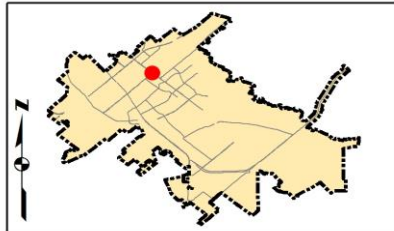
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	34	SY	\$ 45.00	\$ 1,530.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	89	SY	\$ 9.00	\$ 801.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	1	EA	\$ 1,400.00	\$ 1,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	442	LF	\$ 8.50	\$ 3,757.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	\$ 125.00	\$ 500.00
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	\$ 500.00	\$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	3	LS	\$ 2,000.00	\$ 6,000.00
---	FIX CURB RAMP TRANSITION	3	LS	\$ 2,000.00	\$ 6,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	51,788.00
Engineering: (% +/-)	15%	\$ 7,805.14
Contingency: (% +/-)	20%	\$ 10,406.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>70,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Poor	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)						Recommendations
	1A	1C	2A	2C	3A	4A	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%			X		X		
Curb ramp running slope is greater than 8.33%			X		X		
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%					X		
Curb ramp cross slope is greater than 2%	X						Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"					X		
Cut-thru ramp width is less than 60"		X		X			
Permanent obstruction (>0.25') in curb ramp/landing/flares					X		
Temporary obstruction (>0.25') in curb ramp/landing/flares							
No textured surface at base of curb ramp		X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X		X	X	X	
Landing area does not exist and is needed							
Landing area is less than 5' x 5' or slopes greater than 2%	X		X			X	Remove and replace landing area
Missing or no pedestrian push buttons							
Pedestrian push button is offset more than 5' from the nearest crosswalk edge						X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"				X	X		Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"		X		X	X		Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed		X		X			Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads							
Curb ramp transition onto roadway is greater than 0.25"	X			X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp		X		X		X	Fix ponding



Ramp 1A



Ramp 1C



Ramp 2A



Ramp 2C



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	2	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 4
Project Name: Intersection of Harvey Rd and Dartmouth St	
City:	

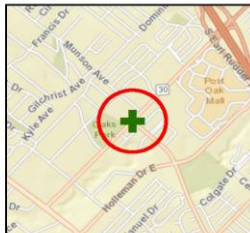
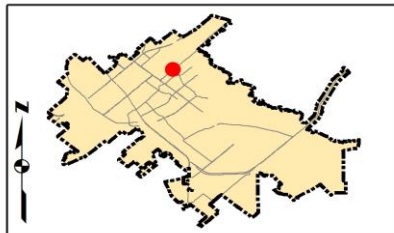
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	\$ 45.00	\$ 315.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	60	SY	\$ 9.00	\$ 540.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	4	EA	\$ 1,400.00	\$ 5,600.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	274	LF	\$ 8.50	\$ 2,329.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	2	EA	\$ 1,300.00	\$ 2,600.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	2	EA	\$ 500.00	\$ 1,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	1	EA	\$ 150.00	\$ 150.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	1	EA	\$ 50.00	\$ 50.00
---	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
---	FIX PONDING	3	LS	\$ 2,000.00	\$ 6,000.00
---	FIX CURB RAMP TRANSITION	5	LS	\$ 2,000.00	\$ 10,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	5	LS	\$ 2,000.00	\$ 10,000.00

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	58,684.00
Engineering: (% +/-)	15%	\$ 9,135.43
Contingency: (% +/-)	20%	\$ 12,180.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>80,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	N	E	S	W	Recommendations
Path of travel pavement condition	N/A	N/A	Poor	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A			
Path of travel cross slope is greater than 5%	N/A	N/A			
Crosswalk width is less than 6'	N/A	N/A			
Crosswalk striping condition	N/A	N/A	Good	Good	

Curb Ramp Issues	1A	2z	3A	3C	4A	4B	4C	Recommendations
Curb ramp does not exist and is needed								
Curb ramp does not land in crosswalk								
No 4' x 4' clear space at base of curb ramp								
Curbed side is not 90° or has traversable adjacent surface								
Flare cross slope is greater than 10%	X							
Curb ramp running slope is greater than 8.33%								
Blended transition running slope is greater than 5%								
Cut-thru ramp running slope is greater than 5%								
Curb ramp cross slope is greater than 2%					X			
Cut-thru ramp cross slope is greater than 5%					X	X		
Curb ramp width is less than 48"					X	X	X	
Cut-thru ramp width is less than 60"				X				
Permanent obstruction (>0.25') in curb ramp/landing/flares			X		X	X		
Temporary obstruction (>0.25') in curb ramp/landing/flares			X					Remove temporary obstruction
No textured surface at base of curb ramp			X				X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp			X				X	
Landing area does not exist and is needed								
Landing area is less than 5' x 5' or slopes greater than 2%	X		X		X			Remove and replace landing area
Missing or no pedestrian push buttons		X		X				Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge								Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face	X		X					Relocate pedestrian push buttons
Pedestrian push button is not parallel to crosswalk			X					
Pedestrian push button height is greater than 48"								
Pedestrian push button diameter is not 2"								
Pedestrian push button sign does not exist								
Pedestrian push button sign is not MUTCD approved			X					Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X	X	X	X				Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					X	X		Remove and replace clear floor space
Missing or no pedestrian signal heads		X		X				Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"	X		X	X	X	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X		X	X	X	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X			X	X			Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3C



Ramp 4A



Ramp 4B



Ramp 4C

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	2	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 5
Project Name: Intersection of Harvey Rd and George Bush Dr	
City: College Station	

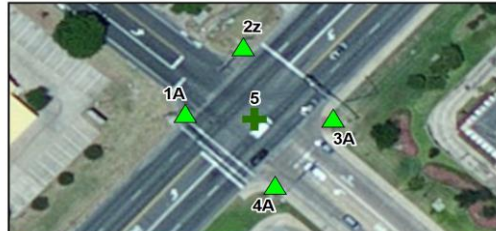
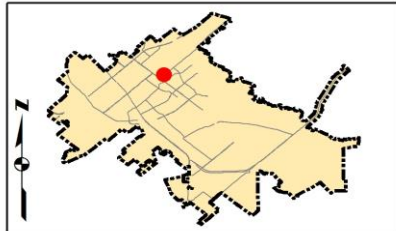
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	23	SY	\$ 45.00	\$ 1,035.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	8	EA	\$ 1,500.00	\$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	41	SY	\$ 9.00	\$ 369.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	570	LF	\$ 8.50	\$ 4,845.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	6	EA	\$ 1,300.00	\$ 7,800.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 300.00	\$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	6	EA	\$ 500.00	\$ 3,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	56,449.00
Engineering: (% +/-)	15%	\$ 8,807.57
Contingency: (% +/-)	20%	\$ 11,743.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>77,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	None	None	None	Good	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3A	4A	
Curb ramp does not exist and is needed		X			Install curb ramp
Curb ramp does not land in crosswalk	X			X	Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X				
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"			X	X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X		X	X	
No color contrast at base of curb ramp	X		X	X	
Landing area does not exist and is needed	X				For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area is less than 5' x 5' or slopes greater than 2%			X	X	Install landing area
Missing or no pedestrian push buttons	X	X	X	X	Remove and replace landing area
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					Install push button pole and APS push buttons
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48"					
or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X				Fix curb ramp counter slope
Ponding occurs at base of curb ramp					





Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 13
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 6
Project Name: Intersection of Harvey Rd and Munson Ave	
City:	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	\$ 45.00	\$ 315.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	4	EA	\$ 1,500.00	\$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	\$ 9.00	\$ -
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	251	LF	\$ 8.50	\$ 2,133.50
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	6	EA	\$ 1,300.00	\$ 7,800.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 300.00	\$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	6	EA	\$ 500.00	\$ 3,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basix for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	37,648.50
Engineering: (% +/-)	15%	\$ 5,722.07
Contingency: (% +/-)	20%	\$ 7,629.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>51,000.00</b>

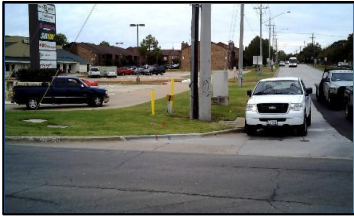
#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	N/A	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 5%		N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	None	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X		X	Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48"					
or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 7
Project Name: Intersection of Harvey Rd and Post Oak Mall (east entrance)	
City: College Station	

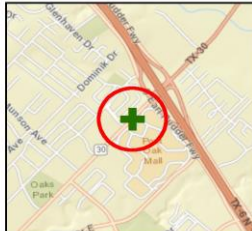
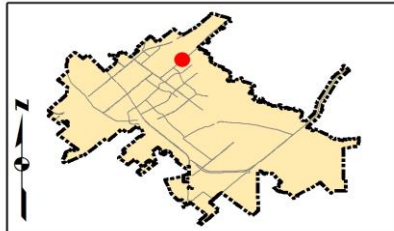
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	\$ 45.00	\$ 315.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	12	EA	\$ 1,500.00	\$ 18,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	77	SY	\$ 9.00	\$ 693.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	406	LF	\$ 8.50	\$ 3,451.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	6	EA	\$ 1,300.00	\$ 7,800.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	2	EA	\$ 125.00	\$ 250.00
	RELOCATE PEDESTRIAN PUSH BUTTONS	4	EA	\$ 300.00	\$ 1,200.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	4	EA	\$ 500.00	\$ 2,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	6	LS	\$ 2,000.00	\$ 12,000.00
---	FIX CURB RAMP TRANSITION	5	LS	\$ 2,000.00	\$ 10,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	3	LS	\$ 500.00	\$ 1,500.00
---	FIX CURB RAMP COUNTER SLOPE	4	LS	\$ 2,000.00	\$ 8,000.00

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	87,409.00
Engineering: (% +/-)	15%	\$ 13,539.00
Contingency: (% +/-)	20%	\$ 18,052.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>119,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Good	Dangerous	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%	X				Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A		N/A	N/A	
Crosswalk striping condition	None	Good	None	None	

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)										Recommendations
	1A	2A	3A	3C	3D	3i	4A	4C	4D	4i	
Curb ramp does not exist and is needed											Install curb ramp
Curb ramp does not land in crosswalk											Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp											
Curbed side is not 90° or has traversable adjacent surface		X									
Flare cross slope is greater than 10%	X		X	X	X			X	X		
Curb ramp running slope is greater than 8.33%	X			X				X	X		
Blended transition running slope is greater than 5%											
Cut-thru ramp running slope is greater than 5%											
Curb ramp cross slope is greater than 2%	X				X			X	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%											
Curb ramp width is less than 48"											
Cut-thru ramp width is less than 60"											
Permanent obstruction (>0.25") in curb ramp/landing/flares				X	X			X			
Temporary obstruction (>0.25") in curb ramp/landing/flares		X			X			X			Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	X			X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X			X	X	X	Install landing area
Landing area does not exist and is needed	X	X	X					X			Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%				X					X		Install push button pole and APS push buttons
Missing or no pedestrian push buttons		X			X	X				X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X										
Pedestrian push button offset more than 10' from curb face	X								X		
Pedestrian push button is not parallel to crosswalk											
Pedestrian push button height is greater than 48"											
Pedestrian push button diameter is not 2"	X								X		Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist											
Pedestrian push button sign is not MUTCD approved											
Clear floor space does not exist and is needed	X	X			X	X				X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%									X		Remove and replace clear floor space
Missing or no pedestrian signal heads		X			X	X				X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"	X	X		X	X				X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X	X		X				X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp		X	X	X	X		X		X		Fix ponding





Ramp 1A



Ramp 2A



Ramp 3A



Ramp 3C



Ramp 3D



Island 3 No Ramp (3i)



Ramp 4A



Ramp 4C



Ramp 4D



Island 4 No Ramp (4i)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	12	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 11
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 8
Project Name: Intersection of Harvey Rd and Post Oak Mall (west entrance)	
City: College Station	

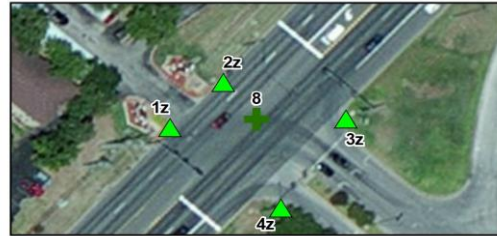
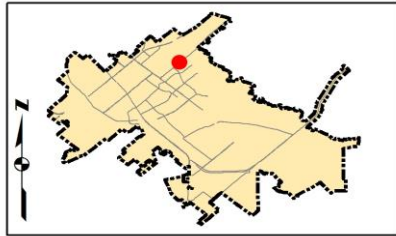
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	\$ 45.00	\$ 315.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	8	EA	\$ 1,500.00	\$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	\$ 9.00	\$ -
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	4	EA	\$ 1,400.00	\$ 5,600.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	532	LF	\$ 8.50	\$ 4,522.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	5	EA	\$ 1,300.00	\$ 6,500.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	1	EA	\$ 125.00	\$ 125.00
	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 300.00	\$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	2	EA	\$ 500.00	\$ 1,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	4	LS	\$ 5,000.00	\$ 20,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basin for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	50,062.00
Engineering: (% +/-)	15%	\$ 7,687.71
Contingency: (% +/-)	20%	\$ 10,250.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>68,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Poor	Poor	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%			X		Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					Install push button pole and APS push buttons
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons	X		X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					Remove PBs and replace with APS push buttons
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"		X			
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48"					Install clear floor space
or has a slope greater than 2%					
Missing or no pedestrian signal heads	X		X		
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					Install countdown pedestrian signal head
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 9
Project Name: Intersection of Holleman Dr and Anderson St	
City: College Station	

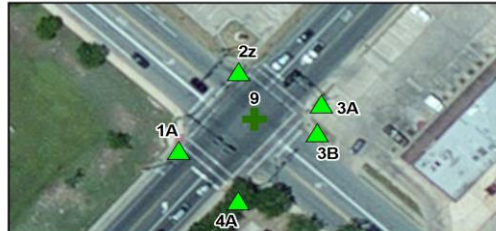
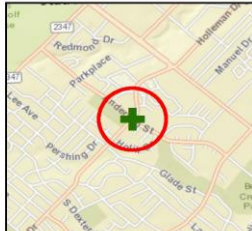
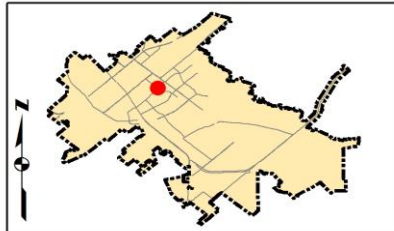
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	40	SY	\$ 45.00	\$ 1,800.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	68	SY	\$ 9.00	\$ 612.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	5	EA	\$ 1,400.00	\$ 7,000.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	108	LF	\$ 2.80	\$ 302.40
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	503	LF	\$ 8.50	\$ 4,275.50
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	5	EA	\$ 1,300.00	\$ 6,500.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	1	EA	\$ 125.00	\$ 125.00
	RELOCATE PEDESTRIAN PUSH BUTTONS	3	EA	\$ 300.00	\$ 900.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	\$ 500.00	\$ -
---	PEDESTRIAN PUSH BUTTON SIGN	3	EA	\$ 150.00	\$ 450.00
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	3	EA	\$ 50.00	\$ 150.00
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	54,614.90
Engineering: (% +/-)	15%	\$ 8,307.90
Contingency: (% +/-)	20%	\$ 11,077.20
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>74,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	Poor	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Good	Worn	Good	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2z	3A	3B	4A	
Curb ramp does not exist and is needed		X				Install curb ramp
Curb ramp does not land in crosswalk			X			Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp	X				X	Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface				X		
Flare cross slope is greater than 10%	X					
Curb ramp running slope is greater than 8.33%	X			X		
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X		X	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"			X	X		
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares	X		X	X	X	Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares					X	For intersection ramps and commercial driveway ramps, install color truncated domes
No textured surface at base of curb ramp	X		X	X	X	
No color contrast at base of curb ramp			X	X	X	
Landing area does not exist and is needed						Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		X	X		Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X	X	X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge				X		
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk	X	X		X	X	Relocate pedestrian push buttons
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"				X		Remove PBs and replace with APS push buttons
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved	X	X			X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed	X	X	X		X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X			X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads						
Curb ramp transition onto roadway is greater than 0.25"	X		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp				X	X	Fix ponding





Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 10
Project Name: Intersection of Holleman Dr and Dartmouth St	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	46	SY	\$ 45.00	\$ 2,070.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	4	EA	\$ 1,500.00	\$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	20	SF	\$ 50.00	\$ 1,000.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	75	SY	\$ 9.00	\$ 675.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	624	LF	\$ 8.50	\$ 5,304.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	3	EA	\$ 300.00	\$ 900.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	\$ 500.00	\$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	4	LS	\$ 5,000.00	\$ 20,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	3	LS	\$ 2,000.00	\$ 6,000.00

Basics for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	58,049.00
Engineering: (% +/-)	15%	\$ 8,979.00
Contingency: (% +/-)	20%	\$ 11,972.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>79,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Good	Good	

Curb Ramp Issues	Curb Ramp ID ('2' or '1' in ramp label indicates no existing ramp)						Recommendations
	1A	2A	2B	3A	4A	4B	
Curb ramp does not exist and is needed							
Curb ramp does not land in crosswalk							
No 4' x 4' clear space at base of curb ramp							
Curbed side is not 90° or has traversable adjacent surface							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.33%	X	X			X	X	
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%							
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"	X					X	
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares					X		
Temporary obstruction (>0.25') in curb ramp/landing/flares		X					Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X	X	X			Install landing area
Landing area does not exist and is needed		X	X				Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X				X	X	Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X			X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X			X			
Pedestrian push button offset more than 10' from curb face							
Pedestrian push button is not parallel to crosswalk	X		X	X			Relocate pedestrian push buttons
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X	X	X	X	X		Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X					X	Remove and replace clear floor space
Missing or no pedestrian signal heads							
Curb ramp transition onto roadway is greater than 0.25"							
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X			X	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					X		Fix ponding



Ramp 1A



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 4A



Ramp 4B

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 4
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 11
Project Name: Intersection of Holleman Dr and Glade St	
City: College Station	

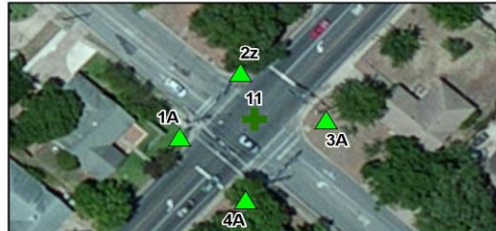
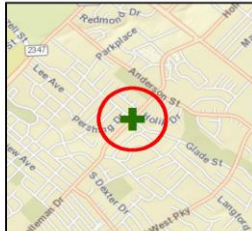
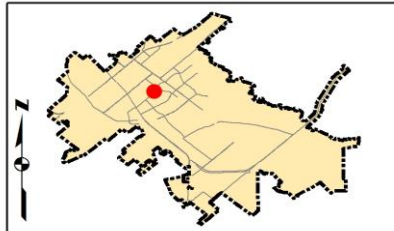
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	32	SY	\$ 45.00	\$ 1,440.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	7	EA	\$ 1,500.00	\$ 10,500.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	44	SY	\$ 9.00	\$ 396.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	466	LF	\$ 8.50	\$ 3,961.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	6	EA	\$ 1,300.00	\$ 7,800.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 300.00	\$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	2	EA	\$ 500.00	\$ 1,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	4	LS	\$ 5,000.00	\$ 20,000.00
---	FIX PONDING	3	LS	\$ 2,000.00	\$ 6,000.00
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	63,497.00
Engineering: (% +/-)	15%	\$ 9,644.14
Contingency: (% +/-)	20%	\$ 12,858.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>86,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Poor	Poor	Good	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				X	
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'		N/A			Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	None	Worn	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3A	4A	
Curb ramp does not exist and is needed		X			Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X		X		
Flare cross slope is greater than 10%				X	
Curb ramp running slope is greater than 8.33%	X				
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X		X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X		X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares			X	X	
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X		X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X		X	X	
Landing area does not exist and is needed				X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X		X		Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads		X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X		X	X	Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	7	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 12
Project Name: Intersection of Rock Prairie Rd and Rio Grande Blvd	
City: College Station	

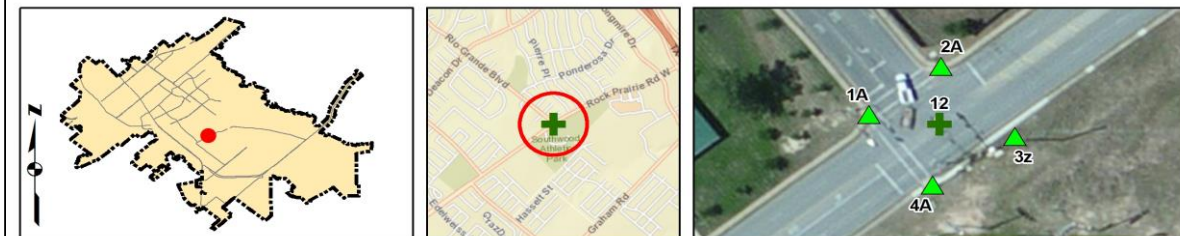
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	35	SY	\$ 45.00	\$ 1,575.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	46	SY	\$ 9.00	\$ 414.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	2	EA	\$ 1,400.00	\$ 2,800.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	366	LF	\$ 8.50	\$ 3,111.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	2	EA	\$ 1,300.00	\$ 2,600.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 300.00	\$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	2	EA	\$ 500.00	\$ 1,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,000.00
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basin for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	39,500.00
Engineering: (% +/-)	15%	\$ 6,214.29
Contingency: (% +/-)	20%	\$ 8,285.71
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>54,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 5%			N/A		
Crosswalk width is less than 6'		N/A	N/A		
Crosswalk striping condition	Good	None	N/A	Worn	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4A	
Curb ramp does not exist and is needed			X		Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.33%		X		X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X		X	Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares		X		X	
No textured surface at base of curb ramp	X	X		X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X		X	Install landing area
Landing area does not exist and is needed		X			
Landing area is less than 5' x 5' or slopes greater than 2%					
Missing or no pedestrian push buttons		X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%		X			Remove and replace clear floor space
Missing or no pedestrian signal heads		X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"	X			X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp				X	Fix ponding



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 13
Project Name: Intersection of Rock Prairie Rd and Victoria Ave	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	26	SY	\$ 45.00	\$ 1,170.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	8	EA	\$ 1,500.00	\$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	59	SY	\$ 9.00	\$ 531.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	8	EA	\$ 1,400.00	\$ 11,200.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	576	LF	\$ 8.50	\$ 4,896.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	6	EA	\$ 1,300.00	\$ 7,800.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	4	EA	\$ 500.00	\$ 2,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	3	LS	\$ 2,000.00	\$ 6,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,000.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	62,197.00
Engineering: (% +/-)	15%	\$ 9,344.14
Contingency: (% +/-)	20%	\$ 12,458.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>84,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Poor	Dangerous	Poor	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		X			
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'	N/A	N/A	X	X	Remove and replace crosswalk pavement markings
Crosswalk striping condition	None	None	Worn	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2A	3A	3B	4A	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%	X		X	X		
Curb ramp running slope is greater than 8.33%	X					
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%		X	X	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"		X				
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X	X	X	X	Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares		X	X			
No textured surface at base of curb ramp	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	Install landing area
Landing area does not exist and is needed				X	X	Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X			Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X	X	X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X				X	
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"						
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48"						
or has a slope greater than 2%						
Missing or no pedestrian signal heads	X	X		X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"						
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%						
Ponding occurs at base of curb ramp	X	X			X	Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 14
Project Name: Intersection of Rock Prairie Rd and Welsh Ave	
City: College Station	

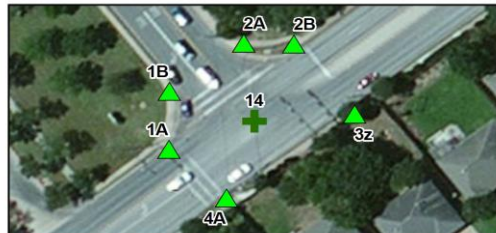
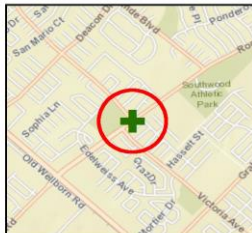
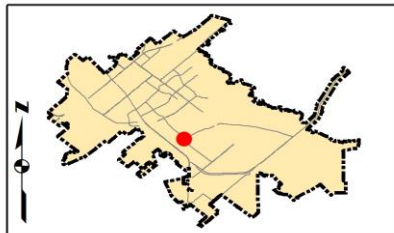
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	30	SY	\$ 45.00	\$ 1,350.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	66	SY	\$ 9.00	\$ 594.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	450	LF	\$ 8.50	\$ 3,825.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	3	EA	\$ 500.00	\$ 1,500.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basics for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	53,969.00
Engineering: (% +/-)	15%	\$ 8,156.14
Contingency: (% +/-)	20%	\$ 10,874.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>73,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	N	E	S	W	Recommendations
Path of travel pavement condition	Dangerous	Dangerous	N/A	Poor	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%		X	N/A		
Path of travel cross slope is greater than 5%		N/A	N/A		
Crosswalk width is less than 6'		N/A	N/A		
Crosswalk striping condition	Worn	None	N/A	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)						Recommendations
	1A	1B	2A	2B	3z	4A	
Curb ramp does not exist and is needed					X		Install curb ramp
Curb ramp does not land in crosswalk				X			Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp				X			
Curbed side is not 90° or has traversable adjacent surface				X			
Flare cross slope is greater than 10%			X			X	
Curb ramp running slope is greater than 8.33%		X	X				
Blended transition running slope is greater than 5%							
Cut-thru ramp running slope is greater than 5%							
Curb ramp cross slope is greater than 2%	X	X	X	X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%							
Curb ramp width is less than 48"				X			
Cut-thru ramp width is less than 60"							
Permanent obstruction (>0.25') in curb ramp/landing/flares				X			
Temporary obstruction (>0.25') in curb ramp/landing/flares						X	Remove temporary obstruction
No textured surface at base of curb ramp	X	X	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	Install landing area
Landing area does not exist and is needed			X				Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	X	X	Install push button pole and APS push buttons
Missing or no pedestrian push buttons		X	X	X	X		
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X						Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face						X	
Pedestrian push button is not parallel to crosswalk							
Pedestrian push button height is greater than 48"							
Pedestrian push button diameter is not 2"							
Pedestrian push button sign does not exist							
Pedestrian push button sign is not MUTCD approved							
Clear floor space does not exist and is needed	X	X	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%							
Missing or no pedestrian signal heads		X		X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"		X	X				Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X				Fix curb ramp counter slope
Ponding occurs at base of curb ramp						X	Fix ponding



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Corner 3 No Ramp (3z)



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 15
Project Name: Intersection of Southwest Pkwy and Anderson St	
City: College Station	

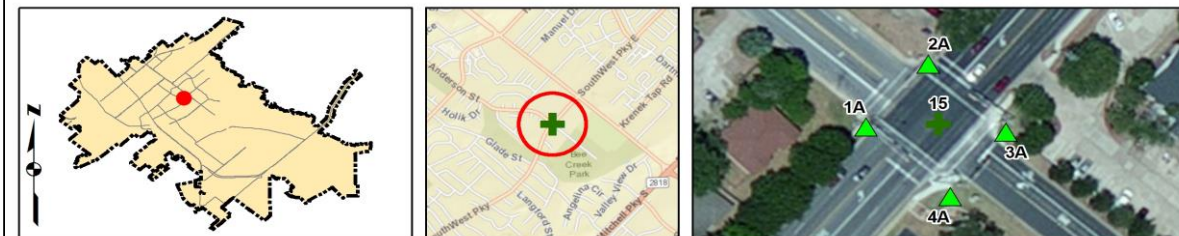
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	43	SY	\$ 45.00	\$ 1,935.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	8	EA	\$ 1,500.00	\$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	61	SY	\$ 9.00	\$ 549.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	4	EA	\$ 1,400.00	\$ 5,600.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	484	LF	\$ 8.50	\$ 4,114.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	1	EA	\$ 300.00	\$ 300.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	\$ 500.00	\$ -
	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
	REPAVE ROADWAY	4	LS	\$ 5,000.00	\$ 20,000.00
	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basin for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	59,698.00
Engineering: (% +/-)	15%	\$ 9,129.43
Contingency: (% +/-)	20%	\$ 12,172.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>81,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed			X		Remove and replace crosswalk pavement markings
Curb ramp does not land in crosswalk			X		
No 4' x 4' clear space at base of curb ramp		X	X		
Curbed side is not 90° or has traversable adjacent surface	X				Remove and replace curb ramp
Flare cross slope is greater than 10%		X	X		
Curb ramp running slope is greater than 8.33%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X	X		
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					For intersection ramps and commercial driveway ramps, install color truncated domes
Curb ramp width is less than 48"			X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X	X			Install landing area
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X		
No color contrast at base of curb ramp	X	X	X		Remove and replace landing area
Landing area does not exist and is needed		X			
Landing area is less than 5' x 5' or slopes greater than 2%	X				
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk			X		Relocate pedestrian push buttons
Pedestrian push button height is greater than 48"			X		
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					Install clear floor space
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%		X	X	X	Remove and replace clear floor space
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"	X	X			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X				Fix curb ramp transition
Ponding occurs at base of curb ramp			X	X	
					Fix curb ramp counter slope
					Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 16
Project Name: Intersection of Southwest Pkwy and Dartmouth St	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	22	SY	\$ 45.00	\$ 990.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	8	EA	\$ 1,500.00	\$ 12,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	57	SY	\$ 9.00	\$ 513.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	267	LF	\$ 2.80	\$ 747.60
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	592	LF	\$ 8.50	\$ 5,032.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	\$ 500.00	\$ -
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	43,482.60
Engineering: (% +/-)	15%	\$ 6,650.31
Contingency: (% +/-)	20%	\$ 8,867.09
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>59,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	Dangerous	Poor	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Good	Worn	Good	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk	X				Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp	X				
Curbed side is not 90° or has traversable adjacent surface			X		
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X		X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X			X	
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X			For intersection ramps and commercial driveway ramps, install color truncated domes
Landing area does not exist and is needed			X	X	Install landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge			X	X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face				X	
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"				X	Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48"					
or has a slope greater than 2%					
Missing or no pedestrian signal heads					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					





Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	8	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 17
Project Name: Intersection of Southwest Pkwy and Glade St	
City: College Station	

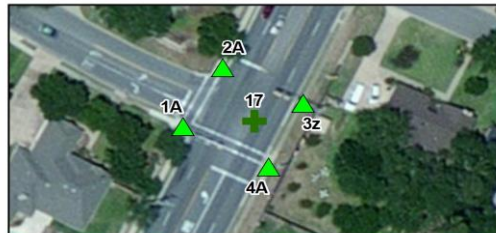
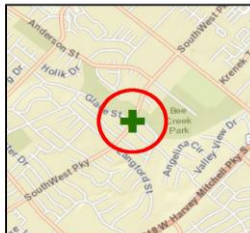
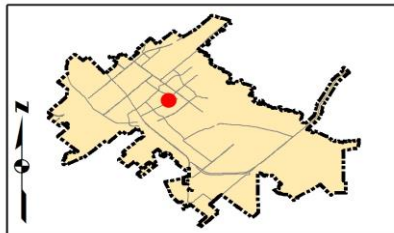
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	13	SY	\$ 45.00	\$ 585.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	5	EA	\$ 1,500.00	\$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	35	SY	\$ 9.00	\$ 315.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	338	LF	\$ 8.50	\$ 2,873.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	4	EA	\$ 500.00	\$ 2,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	3	LS	\$ 2,000.00	\$ 6,000.00

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	50,973.00
Engineering: (% +/-)	15%	\$ 7,725.86
Contingency: (% +/-)	20%	\$ 10,301.14
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>69,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Poor	N/A	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 5%			N/A		
Crosswalk width is less than 6'		N/A	N/A		
Crosswalk striping condition	Good	None	N/A	Good	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4A	
Curb ramp does not exist and is needed			X		Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X		X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares			X		
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X		Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X				Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face				X	
Pedestrian push button is not parallel to crosswalk				X	Relocate pedestrian push buttons
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X		Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X	X		X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp				X	Fix ponding



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	5	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 18
Project Name: Intersection of Southwest Pkwy and Southwood Dr	
City: College Station	

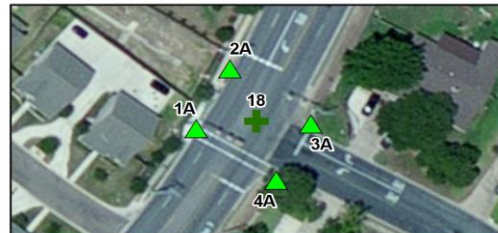
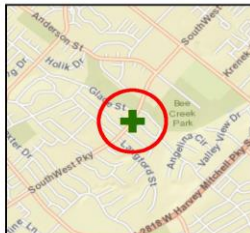
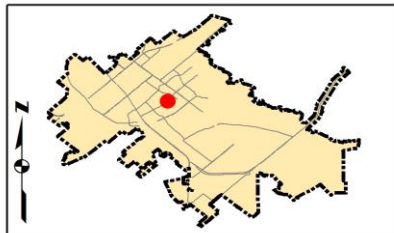
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	18	SY	\$ 45.00	\$ 810.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	4	EA	\$ 1,500.00	\$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	46	SY	\$ 9.00	\$ 414.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	5	EA	\$ 1,400.00	\$ 7,000.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II (W) 24"(SLD)	358	LF	\$ 8.50	\$ 3,043.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 300.00	\$ 600.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	4	EA	\$ 500.00	\$ 2,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ 15,000.00
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	2	LS	\$ 2,000.00	\$ 4,000.00

Basin for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	46,567.00
Engineering: (% +/-)	15%	\$ 7,042.71
Contingency: (% +/-)	20%	\$ 9,390.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>63,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	N	E	S	W	Recommendations
Path of travel pavement condition	N/A	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 5%	N/A				
Crosswalk width is less than 6'	N/A	N/A			
Crosswalk striping condition	N/A	None	Good	Good	Install crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface		X			
Flare cross slope is greater than 10%	X				
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"	X			X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares	X				
Temporary obstruction (>0.25') in curb ramp/landing/flares				X	
No textured surface at base of curb ramp		X			
No color contrast at base of curb ramp		X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Missing or no pedestrian push buttons		X	X	X	
Pedestrian push button is offset more than 5' from the nearest crosswalk edge				X	
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk	X				
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed		X	X	X	
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X				
Missing or no pedestrian signal heads		X	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X	X			
Ponding occurs at base of curb ramp					



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor :	GPS ID: 19
Project Name: Intersection of Southwest Pkwy and Wellborn Rd	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	7	SY	\$ 45.00	\$ 315.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET W/ARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	10	SY	\$ 9.00	\$ 90.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	430	LF	\$ 8.50	\$ 3,655.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	6	EA	\$ 1,300.00	\$ 7,800.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 300.00	\$ -
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	6	EA	\$ 500.00	\$ 3,000.00
---	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
---	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
---	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,000.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basics for Cost Projection

- ☒ No Design Completed
- ☐ Preliminary Design
- ☐ Final Design

Subtotal:	\$	42,260.00
Engineering: (% +/-)	15%	\$ 6,745.71
Contingency: (% +/-)	20%	\$ 8,994.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>58,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Dangerous	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 5%				N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'i' in ramp label indicates no existing ramp)				Recommendations
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25') in curb ramp/landing/flares		X			
Temporary obstruction (>0.25') in curb ramp/landing/flares		X	X		Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		Remove and replace landing area
Missing or no pedestrian push buttons	X	X	X	X	Install push button pole and APS push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge					
Pedestrian push button offset more than 10' from curb face					
Pedestrian push button is not parallel to crosswalk					
Pedestrian push button height is greater than 48"					
Pedestrian push button diameter is not 2"					
Pedestrian push button sign does not exist					
Pedestrian push button sign is not MUTCD approved					
Clear floor space does not exist and is needed	X	X	X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48"					
or has a slope greater than 2%					
Missing or no pedestrian signal heads	X	X	X	X	Install countdown pedestrian signal head
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Signalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90007
Project Name: Intersection of Southwest Pkwy and Welsh Ave	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	26	SY	\$ 45.00	\$ 1,170.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	5	EA	\$ 1,500.00	\$ 7,500.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	10	SF	\$ 50.00	\$ 500.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	51	SY	\$ 9.00	\$ 459.00
TxDOT 687-6002	PEDESTRIAN PUSH BUTTON POLE	6	EA	\$ 1,400.00	\$ 8,400.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP. TY I & TY II 24"(SLD)	496	LF	\$ 8.50	\$ 4,216.00
TxDOT 688-6001	PED DETECT PUSH BUTTON (APS)	4	EA	\$ 1,300.00	\$ 5,200.00
TxDOT 690-6030	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
	RELOCATE PEDESTRIAN PUSH BUTTONS	3	EA	\$ 300.00	\$ 900.00
TxDOT 682-6018	PED SIG SEC (LED) (COUNTDOWN)	0	EA	\$ 500.00	\$ -
	PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 150.00	\$ -
	REMOVE PEDESTRIAN PUSH BUTTON SIGN	0	EA	\$ 50.00	\$ -
	REPAVE ROADWAY	4	LS	\$ 5,000.00	\$ 20,000.00
	FIX PONDING	3	LS	\$ 2,000.00	\$ 6,000.00
	FIX CURB RAMP TRANSITION	3	LS	\$ 2,000.00	\$ 6,000.00
	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,000.00
	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basin for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	63,345.00
Engineering: (% +/-)	15%	\$ 9,709.29
Contingency: (% +/-)	20%	\$ 12,945.71
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>86,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Dangerous	Dangerous	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Worn	Good	Worn	Good	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2A	3A	3B	4A	
Curb ramp does not exist and is needed						
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface	X		X	X		
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%						
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%		X				Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 5%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25') in curb ramp/landing/flares		X				
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X			Remove temporary obstruction
No textured surface at base of curb ramp	X	X			X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			X	Install landing area
Landing area does not exist and is needed					X	Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%	X	X				Install push button pole and APS push buttons
Missing or no pedestrian push buttons	X	X			X	Install push button pole and relocate pedestrian push buttons
Pedestrian push button is offset more than 5' from the nearest crosswalk edge	X		X			
Pedestrian push button offset more than 10' from curb face						
Pedestrian push button is not parallel to crosswalk						
Pedestrian push button height is greater than 48"	X	X	X			Relocate pedestrian push buttons
Pedestrian push button diameter is not 2"						
Pedestrian push button sign does not exist						
Pedestrian push button sign is not MUTCD approved						
Clear floor space does not exist and is needed	X	X		X	X	Install clear floor space
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%			X		X	Remove and replace clear floor space
Missing or no pedestrian signal heads						
Curb ramp transition onto roadway is greater than 0.25"		X	X		X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X	X	X			Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	5	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

**City of College Station**  
**ADA Self-Evaluation and Transition Plan Update**  
**Sidewalk Cost Projection Summary**  
4/21/2015

<b>GPS ID</b>	<b>Project Name</b>	<b>Cost Projection</b>
1	George Bush Dr	\$ 32,000.00
2	George Bush Dr	\$ 56,000.00
3	George Bush Dr	\$ 31,000.00
4	Southwest Pkwy	\$ 86,000.00
5	Southwest Pkwy	\$ 96,000.00
6	Southwest Pkwy	\$ 74,000.00
7	Southwest Pkwy	\$ 78,000.00
8	Southwest Pkwy	\$ 63,000.00
<b>TOTAL</b>		<b>\$ 516,000.00</b>

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** City of College Station  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061271408

**Date:** 04/21/15  
**Prepared By:** EPE  
**Checked By:** SRA

**Corridor:** George Bush Dr **GPS ID:** 1  
**Limits:** Texas Ave - Rosemary Ln  
**City:** College Station

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	237	SY	\$ 45.00	\$ 14,371.42
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	\$ 60.00	\$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	\$ 15.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	218	SY	\$ 9.00	\$ 2,649.31
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	22	SY	\$ 35.00	\$ 1,060.39
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
--	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
--	ADJUST UTILITY ELEVATION	0	LS	\$ 1,000.00	\$ -
--	REMOVE OBSTRUCTION	9	LS	\$ 1,000.00	\$ 12,150.00
--	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,350.00
--	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	22	SY	\$ 5.10	\$ 154.51

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	31,735.62
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>32,000.00</b>
Engineering: (% +/-)	15%	\$ 3,526.18
Contingency: (% +/-)	20%	\$ 4,701.57

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	322	\$ 24,719.46
Medium	136	\$ 7,016.16
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	276	
Not Prioritized	0	
Subtotal	734	\$ 31,735.62
<b>Sidewalk Total</b>		<b>\$ 32,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 32,000.00
Unsignalized Intersection Total	\$ 7,000.00
<b>Corridor Total</b>	<b>\$ 39,000.00</b>

**End of Project Description for Project 1 George Bush Dr**

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** City of College Station  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061271408

**Date:** 04/21/15  
**Prepared By:** EPE  
**Checked By:** SRA

**Corridor:** George Bush Dr **GPS ID: 2**  
**Limits:** Rosemary Ln - Redmond Dr  
**City:** College Station

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	350	SY	\$ 45.00	\$ 21,262.03
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	\$ 60.00	\$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	\$ 15.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	339	SY	\$ 9.00	\$ 4,123.78
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	278	SY	\$ 35.00	\$ 13,118.18
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
--	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
--	ADJUST UTILITY ELEVATION	0	LS	\$ 1,000.00	\$ -
--	REMOVE OBSTRUCTION	11	LS	\$ 1,000.00	\$ 14,850.00
--	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 675.00
--	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	278	SY	\$ 5.10	\$ 1,911.51

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	55,940.51
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>56,000.00</b>
Engineering: (% +/-)	15%	\$ 6,215.61
Contingency: (% +/-)	20%	\$ 8,287.48

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	823	\$ 51,988.98
Medium	77	\$ 3,951.53
Low	24	\$ -
Handrail Needed	0	\$ -
Compliant	28	
Not Prioritized	0	
Subtotal	952	\$ 55,940.51
<b>Sidewalk Total</b>		<b>\$ 56,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 56,000.00
Unsignalized Intersection Total	\$ 18,000.00
<b>Corridor Total</b>	<b>\$ 74,000.00</b>

**End of Project Description for Project 2 George Bush Dr**

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** City of College Station  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061271408

**Date:** 04/21/15  
**Prepared By:** EPE  
**Checked By:** SRA

**Corridor:** George Bush Dr **GPS ID:** 3  
**Limits:** Redmond Dr - Holik St  
**City:** College Station

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	368	SY	\$ 45.00	\$ 22,330.04
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	\$ 60.00	\$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	\$ 15.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	351	SY	\$ 9.00	\$ 4,259.70
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	\$ 35.00	\$ -
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
---	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
---	ADJUST UTILITY ELEVATION	0	LS	\$ 1,000.00	\$ -
---	REMOVE OBSTRUCTION	1	LS	\$ 1,000.00	\$ 1,350.00
---	REMOVE TEMPORARY OBSTRUCTION	4	LS	\$ 500.00	\$ 2,700.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	\$ 5.10	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	30,639.74
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>31,000.00</b>
Engineering: (% +/-)	15%	\$ 3,404.42
Contingency: (% +/-)	20%	\$ 4,539.22

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	418	\$ 19,436.20
Medium	244	\$ 11,203.54
Low	0	\$ -
Handrail Needed	0	\$ -
Compliant	493	
Not Prioritized	0	
Subtotal	1,155	\$ 30,639.74
<b>Sidewalk Total</b>		<b>\$ 31,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 31,000.00
Unsignalized Intersection Total	\$ 52,000.00
<b>Corridor Total</b>	<b>\$ 83,000.00</b>

**End of Project Description for Project 3 George Bush Dr**

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** City of College Station  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061271408

**Date:** 04/21/15  
**Prepared By:** EPE  
**Checked By:** SRA

**Corridor:** Southwest Pkwy **GPS ID: 4**  
**Limits:** Texas Ave - Anderson St  
**City:** College Station

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	677	SY	\$ 45.00	\$ 41,156.54
TxDOT 530-6004	DRIVEWAYS (CONC)	345	SY	\$ 60.00	\$ 27,968.57
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	345	SY	\$ 15.00	\$ 6,992.14
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	601	SY	\$ 9.00	\$ 7,296.80
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	\$ 35.00	\$ -
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
--	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
--	ADJUST UTILITY ELEVATION	1	LS	\$ 1,000.00	\$ 1,350.00
--	REMOVE OBSTRUCTION	0	LS	\$ 1,000.00	\$ -
--	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 675.00
--	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	\$ 5.10	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	85,439.05
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>86,000.00</b>
Engineering: (% +/-)	15%	\$ 9,493.23
Contingency: (% +/-)	20%	\$ 12,657.64

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	471	\$ 27,375.49
Medium	815	\$ 38,931.79
Low	246	\$ 19,131.76
Handrail Needed	0	\$ -
Compliant	875	
Not Prioritized	4	
Subtotal	2,412	\$ 85,439.05
<b>Sidewalk Total</b>		<b>\$ 86,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 86,000.00
Unsignalized Intersection Total	\$ 85,000.00
<b>Corridor Total</b>	<b>\$ 171,000.00</b>

**End of Project Description for Project 4 Southwest Pkwy**



**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** City of College Station  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061271408

**Date:** 04/21/15  
**Prepared By:** EPE  
**Checked By:** SRA

**Corridor:** Southwest Pkwy **GPS ID: 5**  
**Limits:** Anderson St - Glade St  
**City:** College Station

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	987	SY	\$ 45.00	\$ 59,982.95
TxDOT 530-6004	DRIVEWAYS (CONC)	95	SY	\$ 60.00	\$ 7,722.99
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	95	SY	\$ 15.00	\$ 1,930.75
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	798	SY	\$ 9.00	\$ 9,699.86
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	43	SY	\$ 35.00	\$ 2,030.29
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
--	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
--	ADJUST UTILITY ELEVATION	0	LS	\$ 1,000.00	\$ -
--	REMOVE OBSTRUCTION	9	LS	\$ 1,000.00	\$ 12,150.00
--	REMOVE TEMPORARY OBSTRUCTION	3	LS	\$ 500.00	\$ 2,025.00
--	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	43	SY	\$ 5.10	\$ 295.84

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	95,837.67
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>96,000.00</b>
Engineering: (% +/-)	15%	\$ 10,648.63
Contingency: (% +/-)	20%	\$ 14,198.17

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	1,163	\$ 64,134.65
Medium	622	\$ 26,219.62
Low	223	\$ 5,483.39
Handrail Needed	0	\$ -
Compliant	744	
Not Prioritized	9	
Subtotal	2,761	\$ 95,837.67
<b>Sidewalk Total</b>		<b>\$ 96,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 96,000.00
Unsignalized Intersection Total	\$ 104,000.00
<b>Corridor Total</b>	<b>\$ 200,000.00</b>

**End of Project Description for Project 5 Southwest Pkwy**

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** City of College Station  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061271408

**Date:** 04/21/15  
**Prepared By:** EPE  
**Checked By:** SRA

**Corridor:** Southwest Pkwy **GPS ID: 6**  
**Limits:** Glade St - Lawyer St  
**City:** College Station

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	945	SY	\$ 45.00	\$ 57,416.04
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	\$ 60.00	\$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	\$ 15.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	796	SY	\$ 9.00	\$ 9,675.07
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	\$ 35.00	\$ -
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
--	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
--	ADJUST UTILITY ELEVATION	3	LS	\$ 1,000.00	\$ 4,050.00
--	REMOVE OBSTRUCTION	2	LS	\$ 1,000.00	\$ 2,700.00
--	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
--	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	\$ 5.10	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	73,841.10
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>74,000.00</b>
Engineering: (% +/-)	15%	\$ 8,204.57
Contingency: (% +/-)	20%	\$ 10,939.42

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	654	\$ 32,316.51
Medium	984	\$ 39,758.51
Low	238	\$ 1,766.08
Handrail Needed	0	\$ -
Compliant	1,665	
Not Prioritized	9	
Subtotal	3,550	\$ 73,841.10
<b>Sidewalk Total</b>		<b>\$ 74,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 74,000.00
Unsignalized Intersection Total	\$ 103,000.00
<b>Corridor Total</b>	<b>\$ 177,000.00</b>

**End of Project Description for Project 6 Southwest Pkwy**

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

<b>Client:</b> City of College Station	<b>Date:</b> 04/21/15
<b>Program:</b> ADA Self-Evaluation and Transition Plan	<b>Prepared By:</b> EPE
<b>KHA No.:</b> 061271408	<b>Checked By:</b> SRA

<b>Corridor:</b> Southwest Pkwy	<b>GPS ID:</b> 7
<b>Limits:</b> Lawyer St - Medina Dr	
<b>City:</b> College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	949	SY	\$ 45.00	\$ 57,622.51
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	\$ 60.00	\$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	\$ 15.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	860	SY	\$ 9.00	\$ 10,452.28
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	31	SY	\$ 35.00	\$ 1,463.48
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
---	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
---	ADJUST UTILITY ELEVATION	3	LS	\$ 1,000.00	\$ 4,050.00
---	REMOVE OBSTRUCTION	2	LS	\$ 1,000.00	\$ 2,700.00
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 675.00
---	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	31	SY	\$ 5.10	\$ 213.25

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	77,176.52
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>78,000.00</b>
Engineering: (% +/-)	15%	\$ 8,575.17
Contingency: (% +/-)	20%	\$ 11,433.56

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	441	\$ 24,162.03
Medium	976	\$ 43,150.89
Low	373	\$ 9,863.60
Handrail Needed	0	\$ -
Compliant	655	
Not Prioritized	4	
Subtotal	2,448	\$ 77,176.52
<b>Sidewalk Total</b>		<b>\$ 78,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 78,000.00
Unsignalized Intersection Total	\$ 126,000.00
<b>Corridor Total</b>	<b>\$ 204,000.00</b>

**End of Project Description for Project 7 Southwest Pkwy**

**Kimley-Horn and Associates, Inc.**  
**Project Description for Sidewalk Corridor**

**Client:** City of College Station  
**Program:** ADA Self-Evaluation and Transition Plan  
**KHA No.:** 061271408

**Date:** 04/21/15  
**Prepared By:** EPE  
**Checked By:** SRA

**Corridor:** Southwest Pkwy **GPS ID: 8**  
**Limits:** Medina Dr - Welsh Ave  
**City:** College Station

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost <small>Includes Engineering (15%) and Contingency (20%)</small>
TxDOT 450	RAIL (HANDRAIL)	0	LF	\$ 89.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	842	SY	\$ 45.00	\$ 51,159.57
TxDOT 530-6004	DRIVEWAYS (CONC)	0	SY	\$ 60.00	\$ -
TxDOT 104-6017	REMOVING CONC (DRIVEWAYS)	0	SY	\$ 15.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	763	SY	\$ 9.00	\$ 9,274.91
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
--	PRE-FAB RAILROAD PLATES	0	LS	\$ 36,000.00	\$ -
TxDOT 530-6005	DRIVEWAYS (ASPHALT CONC PAV)	0	SY	\$ 35.00	\$ -
--	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
--	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
--	ADJUST UTILITY ELEVATION	0	LS	\$ 1,000.00	\$ -
--	REMOVE OBSTRUCTION	0	LS	\$ 1,000.00	\$ -
--	REMOVE TEMPORARY OBSTRUCTION	3	LS	\$ 500.00	\$ 2,025.00
--	RAILROAD COMPANY FLAGGER	0	Day(s)	\$ 1,000.00	\$ -
TxDOT 105-6008	REMOVING STAB BASE AND ASPH PAV (6")	0	SY	\$ 5.10	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	62,459.48
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>63,000.00</b>
Engineering: (% +/-)	15%	\$ 6,939.94
Contingency: (% +/-)	20%	\$ 9,253.26

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**Sidewalk Summary**

Priority	Length (LF)	Cost
High	548	\$ 22,471.50
Medium	838	\$ 37,925.32
Low	87	\$ 2,062.66
Handrail Needed	0	\$ -
Compliant	418	
Not Prioritized	0	
Subtotal	1,892	\$ 62,459.48
<b>Sidewalk Total</b>		<b>\$ 63,000.00</b>

**Corridor Summary**

Facility	Cost
Sidewalk Total	\$ 63,000.00
Unsignalized Intersection Total	\$ 104,000.00
<b>Corridor Total</b>	<b>\$ 167,000.00</b>

**End of Project Description for Project 8 Southwest Pkwy**

**City of College Station**  
**ADA Self-Evaluation and Transition Plan Update**  
**Unsignalized Intersection Cost Projection Summary**  
4/21/2015

GPS ID	Project Name	Cost Projection	Priority
101	Intersection of George Bush Dr and Holik St	\$ 13,000.00	2
102	Intersection of George Bush Dr and Redmond Dr	\$ 29,000.00	5
103	Intersection of George Bush Dr and Rosemary Ln	\$ 18,000.00	2
104	Intersection of Southwest Pkwy and Potomac Pl	\$ 18,000.00	2
105	Intersection of Southwest Pkwy and Bee Creek Dr	\$ 21,000.00	5
107	Intersection of Southwest Pkwy and Leona Dr (West)	\$ 27,000.00	2
108	Intersection of Southwest Pkwy and Leona Dr (East)	\$ 14,000.00	9
110	Intersection of Southwest Pkwy and Medina Dr	\$ 13,000.00	9
111	Intersection of Southwest Pkwy and Medina Dr	\$ 14,000.00	9
112	Intersection of Southwest Pkwy and Hondo Dr	\$ 15,000.00	5
113	Intersection of Southwest Pkwy and Shadowwood Dr	\$ 16,000.00	5
114	Intersection of Southwest Pkwy and Trinity Pl	\$ 18,000.00	5
115	Intersection of Southwest Pkwy and Lawyer St	\$ 52,000.00	5
116	Intersection of Southwest Pkwy and Sabine Ct	\$ 13,000.00	13
117	Intersection of Southwest Pkwy and Langford St	\$ 40,000.00	2
118	Intersection of Southwest Pkwy and Laura Ln	\$ 37,000.00	2
119	Intersection of Southwest Pkwy and N Bardell Ct	\$ 13,000.00	5
90000	Intersection of George Bush Dr and driveway (Lat. 30.6176; Long. -96.3245)	\$ 7,000.00	2
90001	Intersection of George Bush Dr and driveway (Lat. 30.6141; Long. -96.3287)	\$ 10,000.00	2
90002	Intersection of Southwest Pkwy and S Dexter Dr	\$ 36,000.00	2
90003	Intersection of Southwest Pkwy and driveway (Lat. 30.5975; Long. -96.3195)	\$ 10,000.00	5
90004	Intersection of Southwest Pkwy and driveway (Lat. 30.5973; Long. -96.3197)	\$ 5,000.00	5
90005	Intersection of Southwest Pkwy and driveway (Lat. 30.5973; Long. -96.3199)	\$ 5,000.00	9
90006	Intersection of Southwest Pkwy and driveway (Lat. 30.5971; Long. -96.3203)	\$ 5,000.00	9
90008	Intersection of Southwest Pkwy and driveway (Lat. 30.6024; Long. -96.3131)	\$ 5,000.00	2
90009	Intersection of Southwest Pkwy and driveway (Lat. 30.6032; Long. -96.3127)	\$ 7,000.00	2
90010	Intersection of Southwest Pkwy and driveway (Lat. 30.6043; Long. -96.3122)	\$ 16,000.00	2
90011	Intersection of Southwest Pkwy and midblock crossing (Lat. 30.6030; Long. -96.3128)	\$ 18,000.00	2
90012	Intersection of Southwest Pkwy and driveway (Lat. 30.6040; Long. -96.3124)	\$ 9,000.00	2
90013	Intersection of Southwest Pkwy and driveway (Lat. 30.6048; Long. -96.3117)	\$ 10,000.00	2
90014	Intersection of Southwest Pkwy and driveway (Lat. 30.6052; Long. -96.3114)	\$ 13,000.00	2
90015	Intersection of Southwest Pkwy and driveway (Lat. 30.6057; Long. -96.3109)	\$ 10,000.00	2
90016	Intersection of Southwest Pkwy and driveway (Lat. 30.6062; Long. -96.3103)	\$ 25,000.00	2
90017	Intersection of Southwest Pkwy and driveway (Lat. 30.6069; Long. -96.3096)	\$ 10,000.00	5
90018	Intersection of Southwest Pkwy and driveway (Lat. 30.6069; Long. -96.3096)	\$ 7,000.00	5
90019	Intersection of Southwest Pkwy and driveway (Lat. 30.6064; Long. -96.3101)	\$ 10,000.00	9
90020	Intersection of Southwest Pkwy and driveway (Lat. 30.6058; Long. -96.3107)	\$ 10,000.00	9
<b>TOTAL</b>		<b>\$ 599,000.00</b>	

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : George Bush Dr	GPS ID: 101
Project Name: Intersection of George Bush Dr and Holik St	
City: College Station	

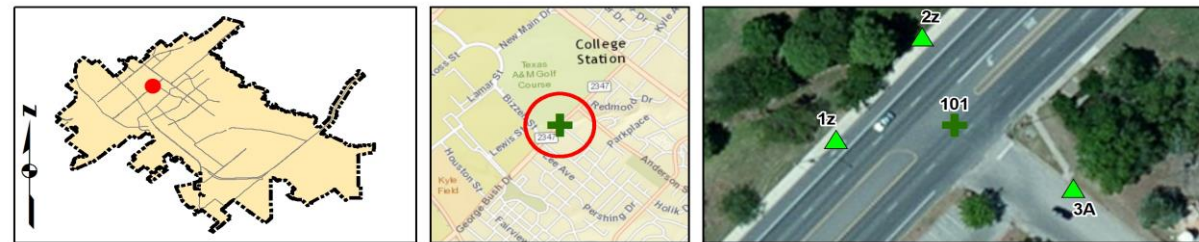
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	1	EA	\$ 1,500.00	\$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	\$ 9.00	\$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	98	LF	\$ 8.50	\$ 833.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	9,432.00
Engineering: (% +/-)	15%	\$ 1,529.14
Contingency: (% +/-)	20%	\$ 2,038.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>13,000.00</b>

#### Project Location

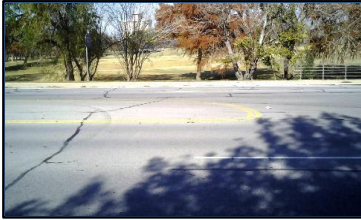


#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)			Recommendations
	1z	2z	3A	
Curb ramp does not exist and is needed				Remove and replace curb ramp
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				
Curbed side is not 90° or has traversable adjacent surface		X		
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.33%				
Blended transition running slope is greater than 5%				
Cut-thru ramp running slope is greater than 5%				
Curb ramp cross slope is greater than 2%				
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares		X		
Temporary obstruction (>0.25") in curb ramp/landing/flares				Remove and replace landing area
No textured surface at base of curb ramp		X		
No color contrast at base of curb ramp		X		
Landing area does not exist and is needed				Fix curb ramp counter slope
Landing area is less than 5' x 5' or slopes greater than 2%		X		
Curb ramp transition onto roadway is greater than 0.25"				
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X	
Ponding occurs at base of curb ramp				

Comment: Ramp 4A under construction.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	1	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : George Bush Dr	GPS ID: 102
Project Name: Intersection of George Bush Dr and Redmond Dr	
City:	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	84	LF	\$ 8.50	\$ 714.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	20,894.00
Engineering: (% +/-)	15%	\$ 3,474.00
Contingency: (% +/-)	20%	\$ 4,632.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>29,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	Worn	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface		X	X		
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		
No color contrast at base of curb ramp		X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		
Curb ramp transition onto roadway is greater than 0.25°		X	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X	X		
Ponding occurs at base of curb ramp		X	X		Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : George Bush Dr	GPS ID: 103
Project Name: Intersection of George Bush Dr and Rosemary Ln	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	80	LF	\$ 8.50	\$ 680.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	12,860.00
Engineering: (% +/-)	15%	\$ 2,202.86
Contingency: (% +/-)	20%	\$ 2,937.14
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>18,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	Repace roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb side is not 90° or has traversable adjacent surface			X		
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp				X	Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 104
Project Name: Intersection of Southwest Pkwy and Potomac PI	
City: College Station	

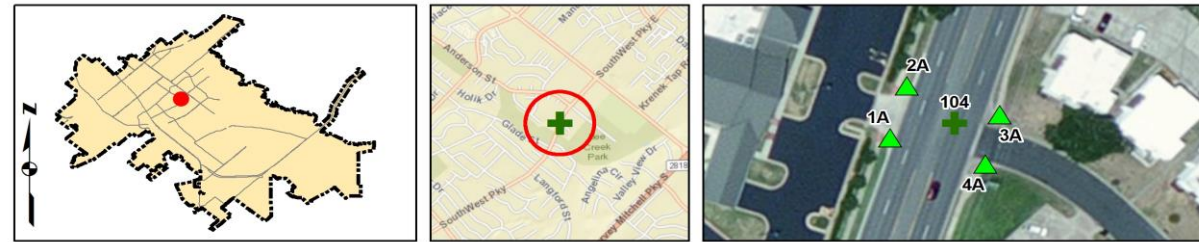
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	4	EA	\$ 1,500.00	\$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	39	SY	\$ 9.00	\$ 351.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	-2	LF	\$ 2.80	\$ (5.60)
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	144	LF	\$ 8.50	\$ 1,224.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	13,069.40
Engineering: (% +/-)	15%	\$ 2,113.11
Contingency: (% +/-)	20%	\$ 2,817.49
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>18,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A	X	N/A	Repare roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed			X		Remove and replace crosswalk pavement markings
Curb ramp does not land in crosswalk			X		
No 4' x 4' clear space at base of curb ramp			X	X	Remove and replace curb ramp
Curb side is not 90° or has traversable adjacent surface			X	X	
Flare cross slope is greater than 10%		X	X		
Curb ramp running slope is greater than 8.33%		X	X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%		X	X	X	
Curb ramp cross slope is greater than 2%	X	X	X	X	Remove temporary obstruction
Cut-thru ramp cross slope is greater than 2%	X	X	X	X	
Curb ramp width is less than 48"	X	X	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"			X		
Permanent obstruction (>0.25") in curb ramp/landing/flares			X		Remove and replace landing area
Temporary obstruction (>0.25") in curb ramp/landing/flares			X		
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp			X	X	
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					





Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 105
Project Name: Intersection of Southwest Pkwy and Bee Creek Dr	
City: College Station	

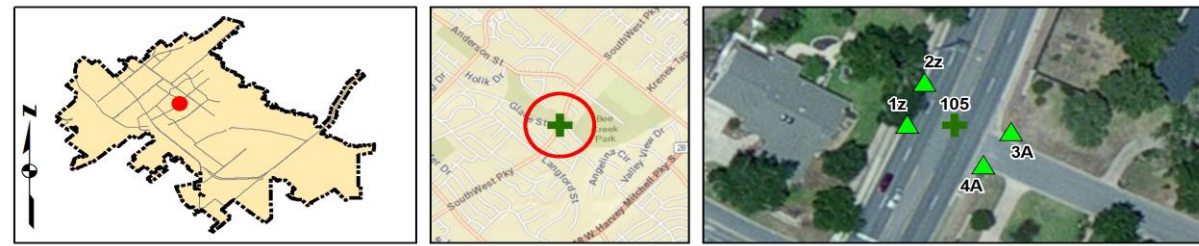
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	19	SY	\$ 9.00	\$ 171.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	80	LF	\$ 8.50	\$ 680.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	14,851.00
Engineering: (% +/-)	15%	\$ 2,635.29
Contingency: (% +/-)	20%	\$ 3,513.71
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>21,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface		X	X		
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"		X	X		
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares		X			
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		
No color contrast at base of curb ramp		X	X		
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		
Curb ramp transition onto roadway is greater than 0.25"			X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp		X	X		

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area

Fix curb ramp transition

Fix ponding





Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 107
Project Name: Intersection of Southwest Pkwy and Leona Dr (West)	
City: College Station	

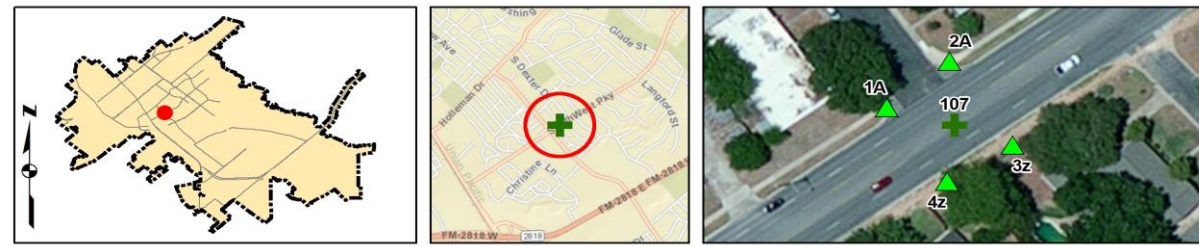
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	12	SY	\$ 45.00	\$ 540.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	27	SY	\$ 9.00	\$ 243.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	338	LF	\$ 8.50	\$ 2,873.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	19,656.00
Engineering: (% +/-)	15%	\$ 3,147.43
Contingency: (% +/-)	20%	\$ 4,196.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>27,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Good	N/A	Good	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3Z	4Z	
Curb ramp does not exist and is needed			X	X	Install curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					Remove and replace curb ramp
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					For intersection ramps and commercial driveway ramps, install color truncated domes
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			Remove and replace landing area
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Fix ponding
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X				

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 108
Project Name: Intersection of Southwest Pkwy and Leona Dr (East)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	1	EA	\$ 1,500.00	\$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	14	SY	\$ 9.00	\$ 126.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	124	LF	\$ 8.50	\$ 1,054.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	9,680.00
Engineering: (% +/-)	15%	\$ 1,851.43
Contingency: (% +/-)	20%	\$ 2,468.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>14,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repace roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	None	N/A	

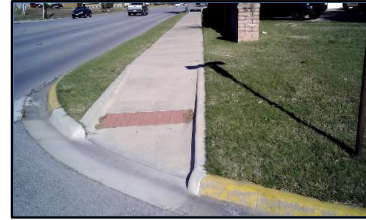
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X		Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	1	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 110
Project Name: Intersection of Southwest Pkwy and Medina Dr	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	22	SY	\$ 9.00	\$ 198.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	86	LF	\$ 8.50	\$ 731.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	8,929.00
Engineering: (% +/-)	15%	\$ 1,744.71
Contingency: (% +/-)	20%	\$ 2,326.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>13,000.00</b>

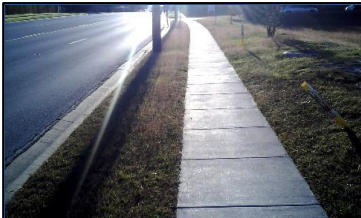
#### Project Location



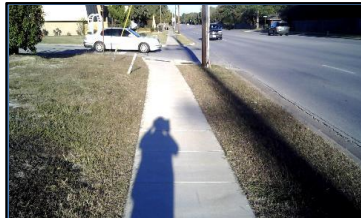
#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Poor	N/A	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface			X		
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					Remove and replace landing area
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



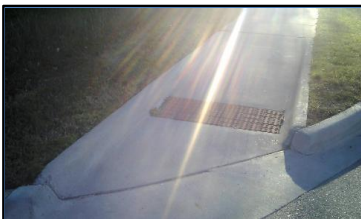
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 111
Project Name: Intersection of Southwest Pkwy and Medina Dr	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	100	LF	\$ 8.50	\$ 850.00
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	10,030.00
Engineering: (% +/-)	15%	\$ 1,701.43
Contingency: (% +/-)	20%	\$ 2,268.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>14,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	N/A	Install crosswalk pavement markings

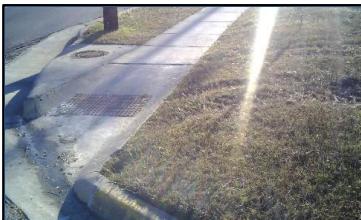
Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X			
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X	X			
Ponding occurs at base of curb ramp	X				

Remove and replace curb ramp

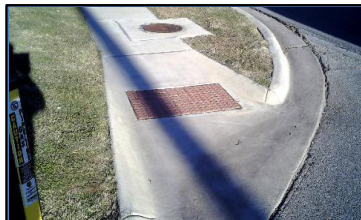
Remove and replace landing area

Fix curb ramp counter slope

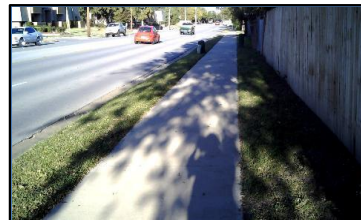
Fix ponding



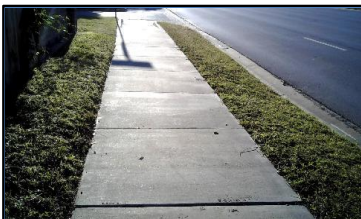
Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 112
Project Name: Intersection of Southwest Pkwy and Hondo Dr	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	0	EA	\$ 1,500.00	\$ -
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	4	SY	\$ 9.00	\$ 36.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	82	LF	\$ 8.50	\$ 697.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,000.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	10,733.00
Engineering: (% +/-)	15%	\$ 1,828.71
Contingency: (% +/-)	20%	\$ 2,438.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>15,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares		X	X		Remove temporary obstruction
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%			X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X	X	Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	0	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 113
Project Name: Intersection of Southwest Pkwy and Shadowwood Dr	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	22	SY	\$ 9.00	\$ 198.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	76	LF	\$ 8.50	\$ 646.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	11,344.00
Engineering: (% +/-)	15%	\$ 1,995.43
Contingency: (% +/-)	20%	\$ 2,660.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>16,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					Remove temporary obstruction
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					Remove temporary obstruction
Temporary obstruction (>0.25") in curb ramp/landing/flares			X		
No textured surface at base of curb ramp					Remove and replace landing area
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%		X	X		Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp				X	Fix ponding





Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 114
Project Name: Intersection of Southwest Pkwy and Trinity Pl	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	92	LF	\$ 8.50	\$ 782.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	12,962.00
Engineering: (% +/-)	15%	\$ 2,159.14
Contingency: (% +/-)	20%	\$ 2,878.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>18,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	N/A	N/A	N/A	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3Z	4Z	
Curb ramp does not exist and is needed					Remove and replace curb ramp
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X			
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					For intersection ramps and commercial driveway ramps, install color truncated domes
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			
Curb ramp transition onto roadway is greater than 0.25"	X	X			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					Remove and replace landing area
					Fix curb ramp transition

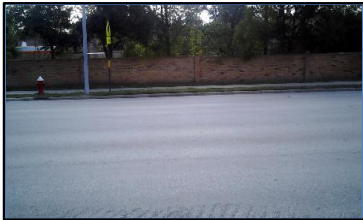




Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 115
Project Name: Intersection of Southwest Pkwy and Lawyer St	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	\$ 45.00	\$ 270.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	7	EA	\$ 1,500.00	\$ 10,500.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	30	SY	\$ 9.00	\$ 270.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	404	LF	\$ 8.50	\$ 3,434.00
---	REPAVE ROADWAY	4	LS	\$ 5,000.00	\$ 20,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	38,474.00
Engineering: (% +/-)	15%	\$ 5,796.86
Contingency: (% +/-)	20%	\$ 7,729.14
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>52,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Dangerous	Poor	Dangerous	Poor	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.33%	X	X			
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%		X	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flare		X			
Temporary obstruction (>0.25") in curb ramp/landing/flare					
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed	X	X			
Landing area is less than 5' x 5' or slopes greater than 2%				X	
Curb ramp transition onto roadway is greater than 0.25"	X	X			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	7	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 13
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 116
Project Name: Intersection of Southwest Pkwy and Sabine Ct	
City: College Station	

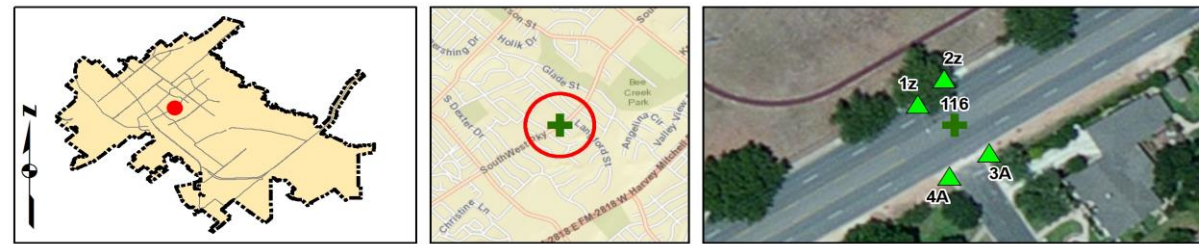
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	0	EA	\$ 1,500.00	\$ -
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	\$ 9.00	\$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	72	LF	\$ 8.50	\$ 612.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	9,612.00
Engineering: (% +/-)	15%	\$ 1,452.00
Contingency: (% +/-)	20%	\$ 1,936.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>13,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Dangerous	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1z	2z	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp					
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp			X		Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	0	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 117
Project Name: Intersection of Southwest Pkwy and Langford St	
City: College Station	

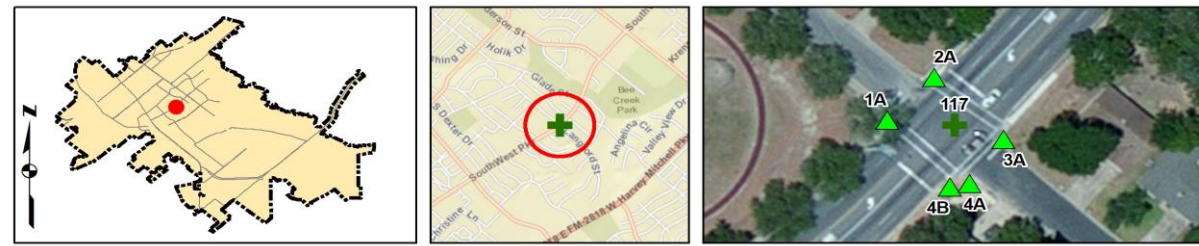
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	6	SY	\$ 45.00	\$ 270.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	24	SY	\$ 9.00	\$ 216.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	208	LF	\$ 8.50	\$ 1,768.00
---	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
---	FIX PONDING	4	LS	\$ 2,000.00	\$ 8,000.00
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	29,254.00
Engineering: (% +/-)	15%	\$ 4,605.43
Contingency: (% +/-)	20%	\$ 6,140.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>40,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	Good	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'	X	N/A			
Crosswalk striping condition	Worn	N/A	Good	Worn	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)					Recommendations
	1A	2A	3A	4A	4B	
Curb ramp does not exist and is needed						Remove and replace curb ramp
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface						
Flare cross slope is greater than 10%				X	X	
Curb ramp running slope is greater than 8.33%				X		
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%				X		
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"				X		
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares				X		
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp						
No color contrast at base of curb ramp						
Landing area does not exist and is needed						Remove and replace landing area
Landing area is less than 5' x 5' or slopes greater than 2%		X		X		
Curb ramp transition onto roadway is greater than 0.25"	X					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%				X	X	
Ponding occurs at base of curb ramp	X	X	X	X	X	
						Fix curb ramp transition
						Fix curb ramp counter slope
						Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A



Ramp 4B

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 118
Project Name: Intersection of Southwest Pkwy and Laura Ln	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	23	SY	\$ 9.00	\$ 207.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	174	LF	\$ 8.50	\$ 1,479.00
---	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
---	FIX PONDING	4	LS	\$ 2,000.00	\$ 8,000.00
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	26,686.00
Engineering: (% +/-)	15%	\$ 4,420.29
Contingency: (% +/-)	20%	\$ 5,893.71
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>37,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	Poor	N/A	Repare roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'		N/A		N/A	
Crosswalk striping condition	Good	N/A	Good	N/A	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%			X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flare					
Temporary obstruction (>0.25") in curb ramp/landing/flare					
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X		X	
Curb ramp transition onto roadway is greater than 0.25"	X	X			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X	X	X	X	

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area

Fix curb ramp transition

Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 119
Project Name: Intersection of Southwest Pkwy and N Bardell Ct	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	98	LF	\$ 8.50	\$ 833.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	9,013.00
Engineering: (% +/-)	15%	\$ 1,708.71
Contingency: (% +/-)	20%	\$ 2,278.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>13,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3Z	4Z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%	X	X			Remove and replace curb ramp
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	X			
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection ramps and commercial driveway ramps, install textured surface
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25°					
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp					



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : George Bush Dr	GPS ID: 90000
Project Name: Intersection of George Bush Dr and driveway (Lat. 30.6176; Long. -96.3245)	
City: College Station	

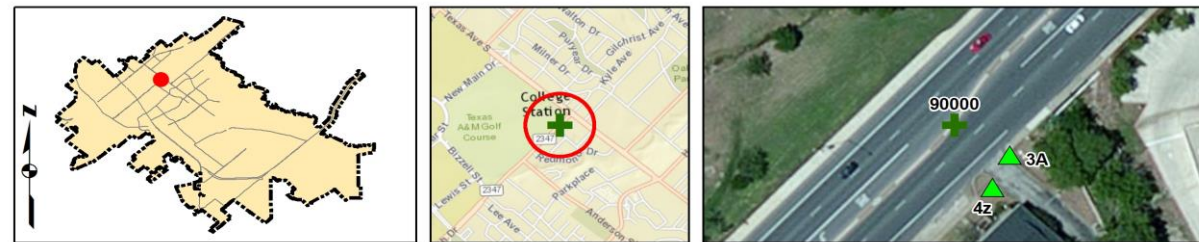
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	11	SY	\$ 9.00	\$ 99.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	5,099.00
Engineering: (% +/-)	15%	\$ 814.71
Contingency: (% +/-)	20%	\$ 1,086.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>7,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4z	
Curb ramp does not exist and is needed		X	Install curb ramp
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%	X		
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		
No color contrast at base of curb ramp	X		
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X		
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 3A



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc. Project Description for Unsignalized Intersection	Priority: 2
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Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : George Bush Dr	GPS ID: 90001
Project Name: Intersection of George Bush Dr and driveway (Lat. 30.6141; Long. -96.3287)	
City: College Station	

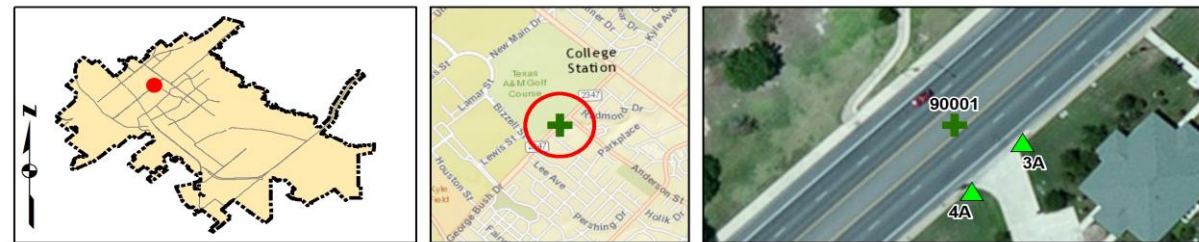
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	\$ 9.00	\$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,189.00
Engineering: (% +/-)	15%	\$ 1,204.71
Contingency: (% +/-)	20%	\$ 1,606.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	

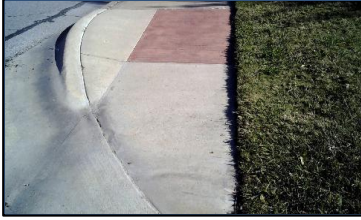
Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, fix

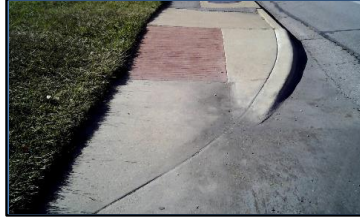
Remove and replace landing area

Fix ponding





Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90002
Project Name: Intersection of Southwest Pkwy and S Dexter Dr	
City: College Station	

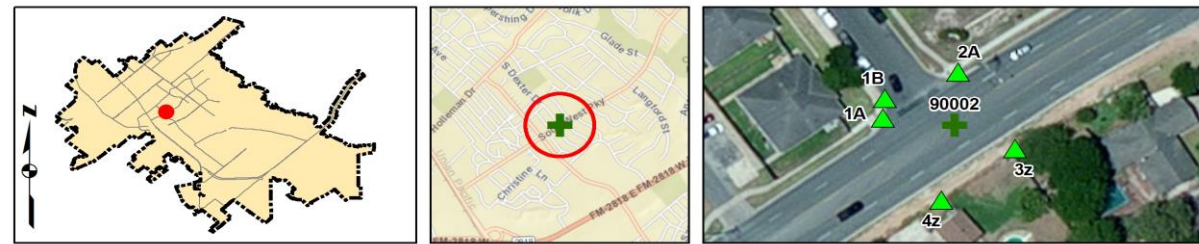
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	13	SY	\$ 45.00	\$ 585.00
TxDOT 531	CURB RAMPS (see page 2 of report for details)	6	EA	\$ 1,500.00	\$ 9,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	42	SY	\$ 9.00	\$ 378.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	360	LF	\$ 8.50	\$ 3,060.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	3	LS	\$ 2,000.00	\$ 6,000.00

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	26,023.00
Engineering: (% +/-)	15%	\$ 4,275.86
Contingency: (% +/-)	20%	\$ 5,701.14
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>36,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	Poor	Good	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)					Recommendations
	1A	1B	2A	3Z	4Z	
Curb ramp does not exist and is needed				X	X	Install curb ramp
Curb ramp does not land in crosswalk	X					Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp						
Curbed side is not 90° or has traversable adjacent surface	X		X			
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.33%		X				
Blended transition running slope is greater than 5%						
Cut-thru ramp running slope is greater than 5%						
Curb ramp cross slope is greater than 2%	X	X	X			Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%						
Curb ramp width is less than 48"						
Cut-thru ramp width is less than 60"						
Permanent obstruction (>0.25") in curb ramp/landing/flares						
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp		X				For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp		X				
Landing area does not exist and is needed						
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X			Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"				X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X	X	X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp						

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	6	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90003
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.5975; Long. -96.3195)	
City: College Station	

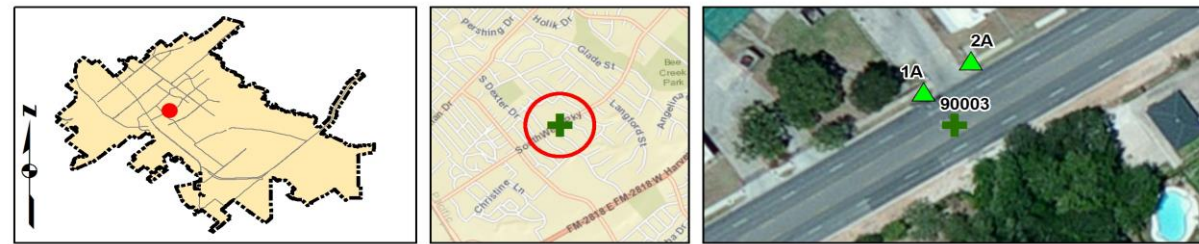
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,180.00
Engineering: (% +/-)	15%	\$ 1,208.57
Contingency: (% +/-)	20%	\$ 1,611.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('2' or 'I' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"		X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area  
Fix curb ramp transition



Ramp 1A



Ramp 2A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90004
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.5973; Long. -96.3197)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	3,180.00
Engineering: (% +/-)	15%	\$ 780.00
Contingency: (% +/-)	20%	\$ 1,040.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>5,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('2' or 'I' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%	X		
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp		X	
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area





Ramp 1A



Ramp 2A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90005
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.5973; Long. -96.3199)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	3,180.00
Engineering: (% +/-)	15%	\$ 780.00
Contingency: (% +/-)	20%	\$ 1,040.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>5,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed		X	Remove and replace crosswalk pavement markings
Curb ramp does not land in crosswalk		X	
No 4' x 4' clear space at base of curb ramp			Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			Remove and replace landing area
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Kimley-Horn and Associates, Inc.	Intersection of Southwest Pkwy and driveway (Lat. 30.5973; Long. -96.3199)
Photographs	GPS ID: 90005



Ramp 1A



Ramp 2A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90005 Intersection of Southwest Pkwy and driveway (Lat. 30.5973; Long. -96.3199)

Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90006
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.5971; Long. -96.3203)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	3,180.00
Engineering: (% +/-)	15%	\$ 780.00
Contingency: (% +/-)	20%	\$ 1,040.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>5,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

Remove and replace landing area



Ramp 1A



Ramp 2A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90008
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6024; Long. -96.3131)	
City: College Station	

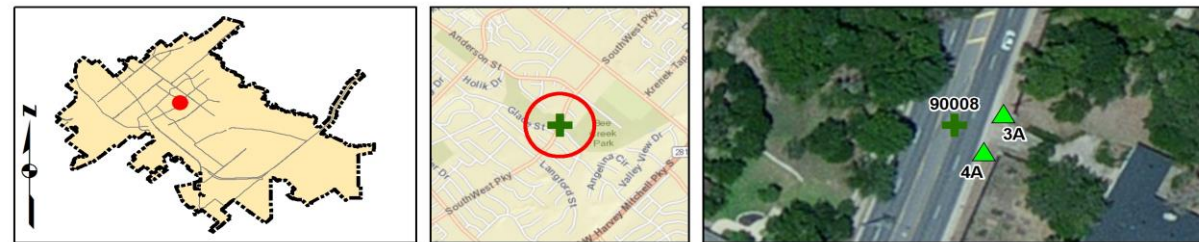
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	3,180.00
Engineering: (% +/-)	15%	\$ 780.00
Contingency: (% +/-)	20%	\$ 1,040.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>5,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90009
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6032; Long. -96.3127)	
City: College Station	

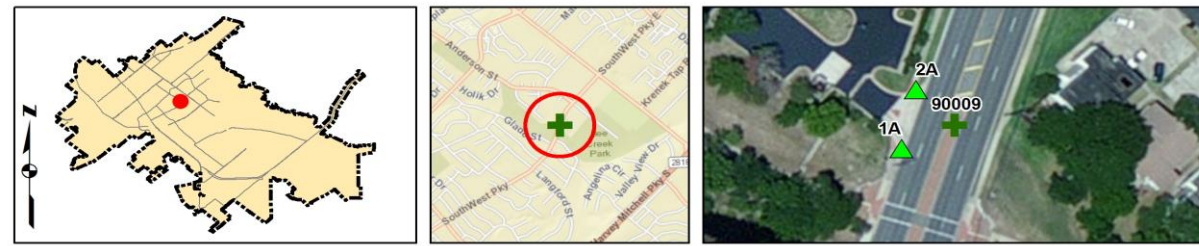
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	5,180.00
Engineering: (% +/-)	15%	\$ 780.00
Contingency: (% +/-)	20%	\$ 1,040.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>7,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25°	X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, fix

Remove and replace landing area  
Fix curb ramp transition





Ramp 1A



Ramp 2A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90010
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6043; Long. -96.3122)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	11,180.00
Engineering: (% +/-)	15%	\$ 2,065.71
Contingency: (% +/-)	20%	\$ 2,754.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>16,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area

Fix curb ramp transition

Fix ponding



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90011
Project Name: Intersection of Southwest Pkwy and midblock crossing (Lat. 30.6030; Long. -96.3128)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	0	EA	\$ 1,500.00	\$ -
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	20	SF	\$ 50.00	\$ 1,000.00
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	0	SY	\$ 9.00	\$ -
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	112	LF	\$ 8.50	\$ 952.00
---	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	12,952.00
Engineering: (% +/-)	15%	\$ 2,163.43
Contingency: (% +/-)	20%	\$ 2,884.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>18,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Dangerous	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A		
Crosswalk striping condition	N/A	N/A	N/A	Good	

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)				Recommendations
	1A	2z	3z	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%					
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	For intersection ramps and commercial driveway ramps, fix
No color contrast at base of curb ramp					
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"				X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp	X			X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	0	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Project Description for Unsignalized Intersection	Priority: 2
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Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90012
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6040; Long. -96.3124)	
City: College Station	

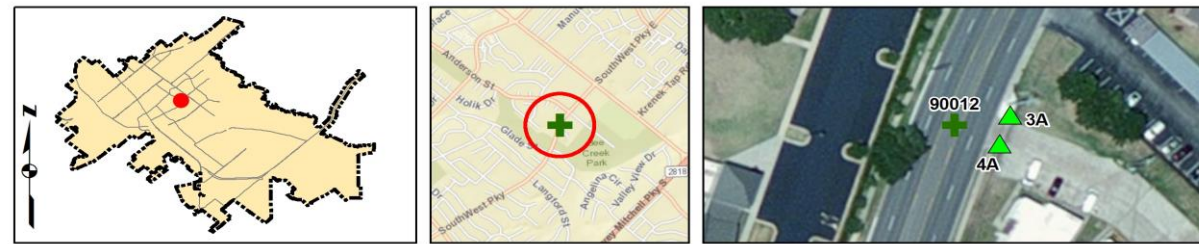
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	1	EA	\$ 1,500.00	\$ 1,500.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	12	SY	\$ 9.00	\$ 108.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 500.00
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	6,108.00
Engineering: (% +/-)	15%	\$ 1,239.43
Contingency: (% +/-)	20%	\$ 1,652.57
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>9,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X		
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares		X	
Temporary obstruction (>0.25") in curb ramp/landing/flares		X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

Remove temporary obstruction  
For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area  
Fix curb ramp transition



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	1	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90013
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6048; Long. -96.3117)	
City: College Station	

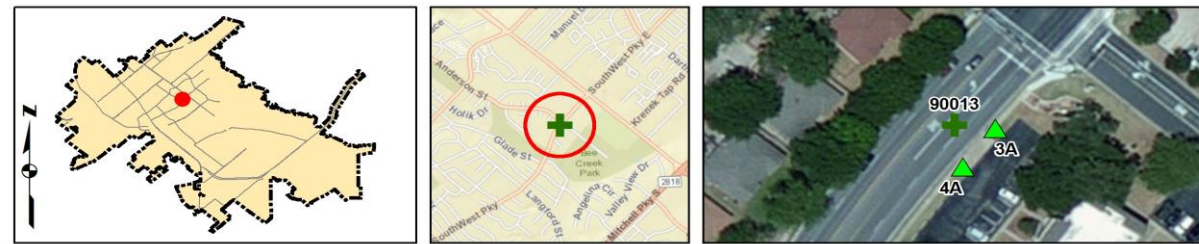
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,180.00
Engineering: (% +/-)	15%	\$ 1,208.57
Contingency: (% +/-)	20%	\$ 1,611.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area

Fix curb ramp transition

Kimley-Horn and Associates, Inc.	Intersection of Southwest Pkwy and driveway (Lat. 30.6048; Long. -96.3117)
Photographs	GPS ID: 90013



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 90013 Intersection of Southwest Pkwy and driveway (Lat. 30.6048; Long. -96.3117)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90014
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6052; Long. -96.3114)	
City: College Station	

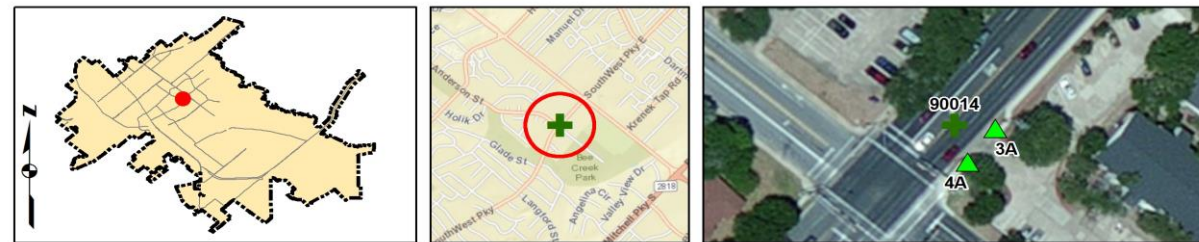
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	1	LS	\$ 2,000.00	\$ 2,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	9,180.00
Engineering: (% +/-)	15%	\$ 1,637.14
Contingency: (% +/-)	20%	\$ 2,182.86
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>13,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	Remove and replace curb ramp
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection ramps and commercial driveway ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	Remove and replace landing area
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	Fix ponding



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90015
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6057; Long. -96.3109)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,180.00
Engineering: (% +/-)	15%	\$ 1,208.57
Contingency: (% +/-)	20%	\$ 1,611.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('2' or 'I' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%		X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X		
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area  
Fix curb ramp transition



Ramp 1A



Ramp 2A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90016
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6062; Long. -96.3103)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	4	EA	\$ 1,500.00	\$ 6,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	40	SY	\$ 9.00	\$ 360.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	4	LS	\$ 2,000.00	\$ 8,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	18,360.00
Engineering: (% +/-)	15%	\$ 2,845.71
Contingency: (% +/-)	20%	\$ 3,794.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>25,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)				Recommendations
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface	X	X			
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.33%			X	X	
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%	X	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"				X	
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flare					
Temporary obstruction (>0.25") in curb ramp/landing/flare					
No textured surface at base of curb ramp	X	X			
No color contrast at base of curb ramp	X	X			
Landing area does not exist and is needed					
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					
Ponding occurs at base of curb ramp			X	X	

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area

Fix curb ramp transition

Fix ponding





Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	4	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90017
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6069; Long. -96.3096)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	21	SY	\$ 9.00	\$ 189.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	0	LS	\$ 2,000.00	\$ -
---	FIX CURB RAMP TRANSITION	2	LS	\$ 2,000.00	\$ 4,000.00
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,189.00
Engineering: (% +/-)	15%	\$ 1,204.71
Contingency: (% +/-)	20%	\$ 1,606.29
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('z' or 'l' in ramp label indicates no existing ramp)		Recommendations
	1A	2A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface	X	X	
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp			

Remove and replace curb ramp

For intersection ramps and commercial driveway ramps, install color truncated domes

Remove and replace landing area

Fix curb ramp transition



Ramp 1A



Ramp 2A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90018
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6069; Long. -96.3096)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	5,180.00
Engineering: (% +/-)	15%	\$ 780.00
Contingency: (% +/-)	20%	\$ 1,040.00
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>7,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID (' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%	X	X	
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%		X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X		

Remove and replace curb ramp

Remove and replace landing area

Fix ponding



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

**Opinion of Probable Construction Cost Disclaimer:**

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90019
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6064; Long. -96.3101)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WORN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,180.00
Engineering: (% +/-)	15%	\$ 1,208.57
Contingency: (% +/-)	20%	\$ 1,611.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%	X		
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25°			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	

Remove and replace curb ramp

Remove and replace landing area

Fix ponding





Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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**Project Location Map Sources:**

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Kimley-Horn and Associates, Inc.	Priority: 9
Project Description for Unsignalized Intersection	

Client: City of College Station	Date: 4/21/15
Program: ADA Self-Evaluation and Transition Plan	Prepared By: EPE
KHA No.: 061271408	Checked By: SRA

Corridor : Southwest Pkwy	GPS ID: 90020
Project Name: Intersection of Southwest Pkwy and driveway (Lat. 30.6058; Long. -96.3107)	
City: College Station	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TxDOT 110-6001	EXCAVATION (ROADWAY)	0	CY	\$ 10.00	\$ -
TxDOT 529-6002	CURB (TY II)	0	LF	\$ 15.00	\$ -
TxDOT 531-6001	CONC SIDEWALKS (4")	0	SY	\$ 45.00	\$ -
TxDOT 531	CURB RAMPS (see page 2 of report for details)	2	EA	\$ 1,500.00	\$ 3,000.00
TxDOT 5003-6002	RETROFIT DET WARN SURF (CAST IN PLACE)	0	SF	\$ 50.00	\$ -
TxDOT 104-6015	REMOVING CONC (SIDEWALKS)	20	SY	\$ 9.00	\$ 180.00
TxDOT 677	ELIM EXT PAVE MRK & MRKS	0	LF	\$ 2.80	\$ -
TxDOT 666/678	REFL PAV MRK PREP, TY I & TY II (W) 24"(SLD)	0	LF	\$ 8.50	\$ -
---	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
---	FIX PONDING	2	LS	\$ 2,000.00	\$ 4,000.00
---	FIX CURB RAMP TRANSITION	0	LS	\$ 2,000.00	\$ -
---	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
---	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
---	FIX CURB RAMP COUNTER SLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed  
☐ Preliminary Design  
☐ Final Design

Subtotal:	\$	7,180.00
Engineering: (% +/-)	15%	\$ 1,208.57
Contingency: (% +/-)	20%	\$ 1,611.43
<b>Estimated Project Cost:</b>	<b>\$</b>	<b>10,000.00</b>

#### Project Location



#### Field Observations

Intersection Issues	Crosswalk				Recommendations
	N	E	S	W	
Path of travel pavement condition					
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches					
Path of travel cross slope is greater than 5% for free-flow approaches					
Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('Z' or 'I' in ramp label indicates no existing ramp)		Recommendations
	3A	4A	
Curb ramp does not exist and is needed			
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.33%			
Blended transition running slope is greater than 5%			
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%	X		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"	X	X	
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Landing area does not exist and is needed			
Landing area is less than 5' x 5' or slopes greater than 2%	X	X	
Curb ramp transition onto roadway is greater than 0.25"			
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			
Ponding occurs at base of curb ramp	X	X	

Remove and replace curb ramp

Remove and replace landing area

Fix ponding



Ramp 3A



Ramp 4A

**Curb Ramp Recommendation Details:**

Types 1-11 (Standard Corner Ramp)	2	EA
Type 20 (Median Ramps with Shared Landing)	0	EA
Type 21 (Median Cut-thru Ramp)	0	EA
Type 22 (Channelizing Island Cut-thru Ramp)	0	EA

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