

ADA Self-Evaluation and Transition Plan

January 2020

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RESTAURANT

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Abbreviations

ADA - Americans with Disabilities Act

CFR - Code of Federal Regulations

CIP - Capital Improvement Projects

DOJ - United States Department of Justice

EITA – Electronic and Information Technology Accessibility

FHWA - Federal Highway Administration

MUTCD - Manual on Uniform Traffic Control Devices

PROWAG - Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

PSA – Program, Services, and Activities

WAVE – Web Accessibility Evaluation Tool

1.0 Introduction

1.1 Legislative Mandate

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA also requires that all programs, services, and activities (PSAs) of public entities provide equal access for individuals with disabilities.

The City of Martin has undertaken a comprehensive evaluation of its PSAs to determine the extent that individuals with disabilities may be restricted in their access.

1.2 ADA Self-Evaluation and Transition Plan Development Requirements and Process

The City of Martin is obligated to observe all requirements of Title I in its employment practices; Title II in its policies, programs, and services; any parts of Titles IV and V that apply to the City and its programs, services, or facilities; and all requirements specified in the 2010 ADA Standards and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) that apply to facilities and other physical holdings.

Title II has the broadest impact on the City. Included in Title II are administrative requirements for all government entities employing more than 50 people. These administrative requirements are:

- Completion of a Self-Evaluation;
- Development of an ADA complaint procedure;
- Designation of at least one (1) person who is responsible for overseeing Title II compliance; and
- Development of a Transition Plan to schedule the removal of the barriers uncovered by the Self-Evaluation process. The Transition Plan will become a working document until all barriers have been addressed.

This document describes the process developed to complete the evaluation of the City of Martin's PSAs and facilities, provides possible solutions to remove programmatic barriers, and presents a Transition Plan for the modification of facilities and public rights-of way to improve accessibility, which will guide the planning and implementation of necessary program and facility modifications over the next 25 years. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the City's ongoing commitment to the development and maintenance of PSAs and facilities that accommodate all its citizenry.

1.3 Discrimination and Accessibility

Program accessibility means that, when viewed in its entirety, each program is readily accessible to and usable by individuals with disabilities. Program accessibility is necessary not only for individuals with mobility needs, but also to individuals with sensory and cognitive disabilities.

Accessibility applies to all aspects of a program or service, including but not limited to physical access, advertisement, orientation, eligibility, participation, testing or evaluation, provision of auxiliary aids, transportation, policies, and communication.

The following are examples of elements that should be evaluated for barriers to accessibility:

1.3.1 Physical Barriers

- Parking
- Path of travel to, throughout, and between buildings and amenities
- Doors
- Service counters
- Restrooms
- Drinking fountains
- Public telephones
- Path of travel along sidewalk corridors within the public rights-of-way
- Access to pedestrian equipment at signalized intersections

1.3.2 Programmatic Barriers

- Building signage
- Customer communication and interaction
- Non-compliant sidewalks or curb ramps
- Emergency notifications, alarms, and visible signals
- Participation opportunities for City sponsored events

1.3.3 Ongoing Accessibility Improvements

City PSAs and facilities evaluated during the Self-Evaluation will continue to be evaluated on an ongoing basis, and the ADA Transition Plan will be revised to account for changes that have been or will be completed since the initial Self-Evaluation. This Plan will be posted on the City's website for review and consideration by the public.

1.3.4 City of Martin Approach

The purpose of the Transition Plan is to provide the framework for achieving equal access to the City of Martin's programs, services, and activities within a reasonable timeframe. The City's elected officials and staff believe that accommodating persons with disabilities is essential to good customer service, ensures the quality of life Martin residents seek to enjoy, and guides future improvements. This Plan has been prepared after careful study of all the City's programs, services, activities, and evaluations of a select number of City facilities.

The City of Martin should make reasonable modifications in PSAs when the modifications are necessary to avoid discrimination based on disability, unless the City can demonstrate that making the modifications will fundamentally alter the nature of the program, service, or activity. The City of Martin will not place surcharges on individuals with disabilities to cover the cost involved in making PSAs accessible.

2.0 Public Outreach

2.1 Web Survey

The City also developed a web survey open to the public. The survey was designed to help the City locate areas of greatest concern to the public and help provide better access to the community. The survey can be accessed via the following link:

<https://www.surveymonkey.com/r/MartinADA>

3.0 Self-Evaluation and Summary of Findings

The City of Martin's Americans with Disabilities Act (ADA) Transition Plan reflects the results of a comprehensive review of the programs, services, and activities provided to employees and the public. The review identifies programmatic barriers to individuals with disabilities interested in accessing the programs, services, and activities offered by the City.

3.1 Programs, Procedures, and Policies Review

Under the ADA, the City of Martin is required to complete a Self-Evaluation of the City's facilities, programs, policies, and practices. The Self-Evaluation identifies and provides possible solutions to those policies and practices that are inconsistent with Title II requirements. To be compliant, the Self-Evaluation should consider all the City's programs, services, and activities, as well as the policies and practices the City uses to implement its various programs and services.

To comply with requirements of the plan, the City must take corrective measures to achieve program accessibility through several methods, including, but not limited to:

- (1) Relocation of programs to accessible facilities;
- (2) Modifications to existing programs so they are offered in an accessible manner;
- (3) Structural methods such as altering an existing facility;
- (4) Policy modifications to ensure nondiscrimination; and
- (5) Auxiliary aids provided to produce effective communication.

When choosing a method of providing program access, the City should attempt to give priority to the method that promotes inclusion among all users, including individuals with disabilities.

Programs, services, and activities offered by the City to the public must be accessible. Accessibility applies to all aspects of a program, services, or activity, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

However, the City does not have to take any action that will result in a fundamental alteration in the nature of a program or activity, create a hazardous condition for other people, or result in an undue financial and/or administrative burden. This determination can only be made by the ADA/504 Coordinator and/or an authorized designee of the City, and must be accompanied by a written statement detailing the reasons for reaching the determination.

The determination of undue burden must be based on an evaluation of all resources available for use. If a barrier removal action is judged unduly burdensome, the City must consider all other options for providing access that will ensure that individuals with disabilities receive the benefits and services of the program or activity. This process must be fully documented.

3.1.1 ADA/504 Coordinator (Title I / Title II)

Under the ADA Title II, when a public entity has 50 or more employees based on an entity-wide employee total count, the entity is required to designate at least one (1) qualified responsible employee to coordinate compliance with ADA requirements. The name, office address, and telephone number of this individual must be available and advertised to employees and the public. This allows for someone to assist with questions and concerns regarding disability discrimination to be easily identified.

ADA/504 Coordinator: Self-Evaluation Findings

The City of Martin has appointed Brad Thompson as ADA/504 Coordinator for Title I and Title II. Below is his contact information. However, this information is not consistently published on the City's website or in other City documents:

Title I/ Title II:
Brad Thompson
Director of Community Development/ ADA Coordinator
109 University Street
731-225-1107
bthompson@cityofmartin.net

3.1.2 Roles and Responsibilities of the ADA/504 Coordinator(s)

Below is a list of qualifications for ADA/504 Coordinator(s) that are recommended by U.S. Department of Justice:

- Familiarity with the entity's structures, activities, and employees;
- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act;
- Experience with people with a broad range of disabilities;
- Knowledge of various alternative formats and alternative technologies that enable individuals with disabilities to communicate, participate, and perform tasks;
- Ability to work cooperatively with local entities and people with disabilities;
- Familiarity with any local disability advocacy groups or other disability groups;
- Skills and training in negotiation and mediation; and
- Organizational and analytical skills.

Roles and Responsibilities of the ADA/504 Coordinator(s): Self-Evaluation Findings

- No information regarding the roles and responsibilities of the ADA/504 Coordinator(s) is provided on the City's website or in City documents.

Roles and Responsibilities of the ADA/504 Coordinator(s): Possible Solutions

- The City should document the roles and responsibilities of the ADA/504 Coordinator(s). See **Appendix B** for a copy of the Roles and Responsibilities for the ADA/504 Coordinator(s) as drafted as a part of this transition plan process.

3.2 Facilities Review

3.2.1 Buildings

7 buildings within the City of Martin were evaluated. All buildings included in the evaluation are listed in **Table 1** and shown on the map in **Appendix C**.

Table 1. Summary of Buildings Reviewed

Buildings	
1. Martin Library	109 Main St
2. Fire Station #1	106 Neal St
3. Public Works	703 Lindell St
4. City Hall	109 University St
5. Gateway Center	813 N Lindell
6. Farmers Market	Frederick St

Buildings: Self-Evaluation Findings

Areas that were evaluated for each building included parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights. A complete list of issues is provided in the building facility reports (see **Appendix D**). Common issues identified included:

- Non-compliant accessible parking
- Non-compliant entrances
- Non-compliant transaction counters
- Non-compliant restrooms and drinking fountains

Buildings: Possible Solutions

A complete list of possible solutions is provided in the building facility reports (see **Appendix D**).

3.2.2 Parks

7 parks within the City of Martin were evaluated. All parks included in the evaluation are listed in **Table 2** and shown on the map in **Appendix C**.

Table 2. Summary of Parks Reviewed

Parks	
1. Harrison Park	Harrison Rd
2. Recreation Complex	8457 Hwy 45
3. Virginia Weldon Park	Central and Park St
4. Brian Brown Park	Main St

Parks: Self-Evaluation Findings

Areas that were evaluated for each park included parking lots, path of travel from the parking lot to the park amenities, access into facilities, signage, drinking fountains and restrooms. A complete list of issues is provided in the park facility reports (see **Appendix D**). Common issues identified included:

- Non-compliant accessible
Non-compliant park amenities

Parks: Possible Solutions

A complete list of possible solutions is provided in the park facility reports (see **Appendix D**).

3.2.3 Signalized Intersections

12 signalized intersections within the City of Martin were evaluated. Signalized intersection evaluations cataloged the conditions and measurements along the pedestrian path of travel, which includes street crossings, curb ramps, sidewalk adjacent to the curb ramps, and pedestrian signal equipment and adjacent clear spaces.

All signalized intersections included in the evaluation are listed on a map included in **Appendix C**.

Signalized Intersections: Self-Evaluation Findings

Common curb ramp issues included excessive landing running slopes and cross slopes, excessive flare cross slopes, ponding at the base of the curb ramps or in curb ramp landings or flares, and excessive curb ramp running slopes and cross slopes. **Table 3** provides a summary of the curb ramp issues at signalized intersections.

About 3.40 percent of pedestrian crossings at signalized intersections did not have pedestrian signal heads or pedestrian push buttons. Pedestrian push buttons and signal heads were recommended to be installed at all signalized intersection pedestrian crossings where they did not exist. Common issues associated with the existing pedestrian push buttons included non-existent or inaccessible push button clear spaces, excessive push button clear cross slopes, push buttons installed at locations inconsistent with the current *Manual on Uniform Traffic Control Devices (MUTCD)* guidance, and excessive push button heights. **Table 4** provides a summary of the push button issues.

Signalized Intersections: Possible Solutions

A complete list of possible solutions can be found in the signalized intersection reports provided in **Appendix D**.

Table 3. Summary of Curb Ramp Issues at Signalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Curbed sides at 90°	28	28	100.00%
Curb ramp does not have traversable sides	28	28	100.00%
Curb ramp lands in crosswalk	33	33	100.00%
Curb ramp width $\geq 48''$	33	33	100.00%
Curb ramp turning space (landing) cross slope $\leq 2\%$	28	28	100.00%
Presence of detectable warning surface	33	31	93.94%
Curb ramp cross slope $\leq 2\%$	33	29	87.88%
48" crosswalk extension exists	8	7	87.50%
Curb ramp turning space (landing) exists	32	28	87.50%
Curb ramp running slope $\leq 8.3\%$	33	28	84.85%
Flare cross slope $\leq 10\%$	5	4	80.00%
Curb ramp present where curb ramp is needed	42	33	78.57%
Detectable warning surface color contrasts with adjacent curb ramp surface	33	25	75.76%
Flush transition to roadway exists	33	23	69.70%
Curb ramp turning space (landing) running slope $\leq 2\%$	28	18	64.29%
Curb ramp counter slope $\leq 5\%$	33	21	63.64%
No obstruction in curb ramp, turning space (landing), or flares	33	21	63.64%
No ponding in curb ramp, turning space (landing), or flares	33	13	39.39%

Table 4. Summary of Push Button Issues

Push Button Element	Number Evaluated	Number Compliant	Percent Compliant
Pedestrian head exists where pedestrian head is needed	59	57	96.61%
Push button exists where push button is needed	59	57	96.61%
Push button orientation is parallel to crossing direction	58	52	89.66%
Push button offset from curb $\leq 10'$	21	18	85.71%
Push button offset from crosswalk $\leq 5'$	57	47	82.46%
Push button diameter is 2"	57	43	75.44%
Clear space cross slope $\leq 2\%$	27	20	74.07%
Clear space running slope $\leq 2\%$	27	15	55.56%
Clear space exists and can be accessed	57	24	42.11%

3.2.4 Sidewalk Corridors

The sidewalk corridor evaluations documented conditions and measurements along the pedestrian path of travel, which includes the sidewalk, railroad crossings, curb ramps, pedestrian crossings at driveway openings, and pedestrian crossings at unsignalized intersections with cross streets. Approximately 20 miles of sidewalk were evaluated. The included sidewalk corridors were selected due to their high level of pedestrian activity as well as their proximity to pedestrian traffic generators. A map of the evaluated sidewalk corridors is provided in **Appendix C**.

Sidewalk Corridors: Self-Evaluation Findings

Common issues along the sidewalk corridors were excessive sidewalk cross slopes, vertical surface discontinuities that caused excessive level changes, excessive driveway and cross street cross slopes, permanent obstructions in the sidewalk such as power poles or utilities, and temporary obstructions in the sidewalk or path of travel such as weeds and low hanging branches. Where excessive vegetation was present, field crews attempted to assess the condition of the underlying sidewalk. Where possible, the condition of the underlying sidewalk was recorded; however, the City of Martin may find additional issues with the sidewalk once the temporary obstruction is removed.

Common curb ramp issues at unsignalized intersections along the sidewalk corridors included curb ramps having excessive landing running slopes and cross slopes, no presence of color contrast or texture contrast, excessive running slopes and cross slopes, and excessive flare cross slopes. A summary of the unsignalized intersection curb ramp issues is provided in **Table 5**. Non-compliant curb ramps, sidewalk, and pedestrian paths of travel along driveways and street crossings at unsignalized interactions were recommended to be removed and replaced.

The ADA of 1990, Section 35.150, Existing Facilities, requires that the Transition Plan include a schedule for providing curb ramps or other sloped area at existing pedestrian walkways, which applies to all facilities constructed prior to 1992. For any sidewalk installations constructed from 1992 to March 15, 2012, the curb ramps should have been installed as part of the sidewalk construction project per the 1991 Standards for Accessible Design, Section 4.7

Curb Ramp, which states, "curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb." For sidewalk installations constructed on or after March 15, 2012, similar guidance is provided in the 2010

Standards for Accessible Design, Section 35.151 of 28 CFR Part 35, New Construction and Alterations, which states, “newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped area at any intersection having curb or other sloped area at intersections to streets, roads, or highways.”

Sidewalk Corridors: Possible Solutions

To meet the federal requirements for curb ramp installations, the following recommendations were made:

- Where sidewalk leads up to the curb at an intersection, both parallel and perpendicular to the project corridor, two (2) directional curb ramps were recommended to be installed where geometry permitted. The Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) requires two (2) directional curb ramps be installed during modifications unless there are existing physical constraints.
- Where sidewalk parallel to the project corridor leads up to the curb at a driveway, directional curbs ramps were recommended to be installed to serve the driveway crossing.
- Where diagonal curb ramps were installed with the intent to serve a side-street crossing only, receiving curb ramps are still required to be installed on the opposite side of the major street. However, an engineering study should be performed prior to the installation of the receiving curb ramps to determine if the major street crossing is safe to accommodate. If the engineering study determines the major street crossing is unsafe to accommodate, the existing diagonal curb ramps should be removed and replaced with directional curb ramps in addition to the other requirements noted in **Section 3.5** FHWA Guidance on Closing Pedestrian Crossings being implemented.

A complete list of possible solutions can be found in the sidewalk, unsignalized intersection, and railroad crossing facility reports provided in **Appendix D**.

Table 5. Summary of Curb Ramp Issues at Unsignalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Curbed sides at 90°	163	161	98.77%
Curb ramp does not have traversable sides	163	160	98.16%
Curb ramp lands in crosswalk	45	43	95.56%
Curb ramp width $\geq 48''$	199	168	84.42%
Curb ramp turning space (landing) exists	199	159	79.90%
Curb ramp turning space (landing) running slope $\leq 2\%$	159	115	72.33%
Curb ramp counter slope $\leq 5\%$	199	141	70.85%
Curb ramp turning space (landing) cross slope $\leq 2\%$	159	110	69.18%
Curb ramp running slope $\leq 8.3\%$	199	129	64.82%
Curb ramp cross slope $\leq 2\%$	199	111	55.78%
Curb ramp present where curb ramp is needed	371	199	53.64%
Flush transition to roadway exists	199	101	50.75%
Presence of detectable warning surface	199	83	41.71%
No obstruction in curb ramp, turning space (landing), or flares	199	69	34.67%
Detectable warning surface color contrasts with adjacent curb ramp surface	199	62	31.16%
Flare cross slope $\leq 10\%$	36	8	22.22%
No ponding in curb ramp, turning space (landing), or flares	199	42	21.11%
48" crosswalk extension exists	23	0	0.00%

3.3 Maintenance Versus Alterations

The United States Department of Justice (DOJ) has issued a briefing memorandum on clarification of maintenance versus projects. Information contained in the briefing memorandum is below. We recommend this clarification with regard to when curb ramp installation is required as part of a project be distributed to the appropriate City of Martin staff.

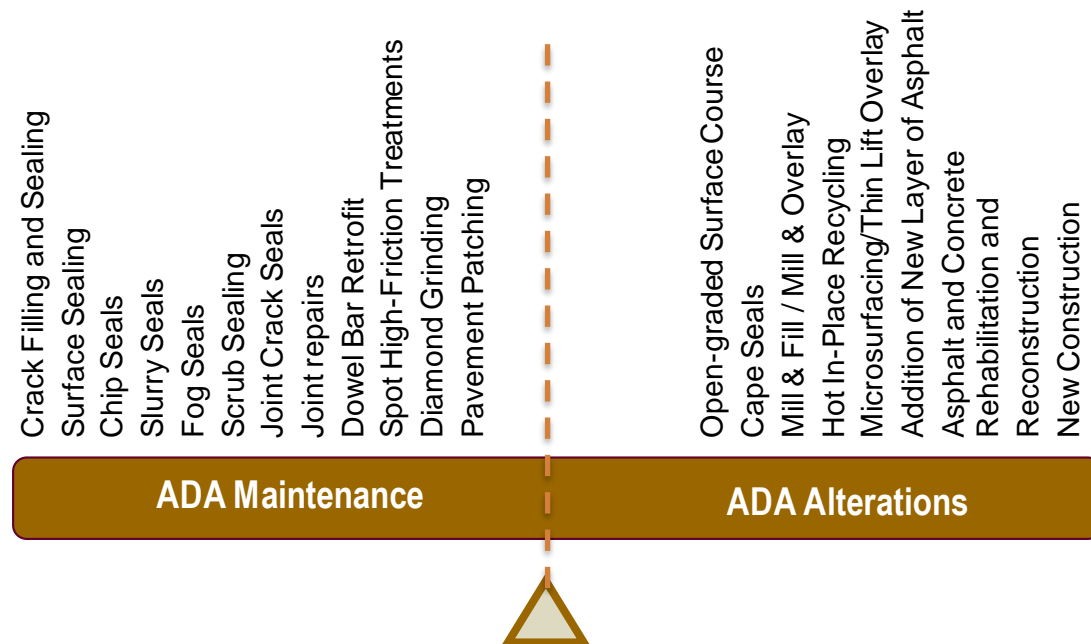
The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life, including transportation, based on regulations promulgated by the United States Department of Justice (DOJ). DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their programs and activities against persons with disabilities. FHWA's ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities have the opportunity to use the transportation system's pedestrian facilities in an accessible and safe manner.

FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project.

This clarification provides a single Federal policy that identifies specific asphalt and concrete-pavement repair treatments that are considered to be alterations – requiring installation of curb ramps within the scope of the project – and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement. Figure 1 provides a summary of the types of projects that fall within maintenance versus alterations.

This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. This single Federal policy will provide for increased consistency and improved enforcement.

Figure 1. Maintenance versus Alteration Projects



Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects

3.4 FHWA Guidance on Closing Pedestrian Crossings

An alteration that decreases or has the effect of decreasing the accessibility of a facility below the requirements for new construction at the time of the alteration is prohibited. For example, the removal of an existing curb ramp or sidewalk (without equivalent replacement) is prohibited. However, the FHWA has indicated a crossing may be closed if an engineering study (performed by the City and not included in the scope of this Transition Plan) determines the crossing is not safe for any user. The crossing should be closed by doing the following:

- A physical barrier is required to close a crossing at an intersection. FHWA has determined that a strip of grass between the sidewalk and the curb is acceptable as a physical barrier.
- A sign should be used to communicate the closure.

The agency wishing to close certain intersection crossings should have a reasonable and consistent policy on when to do so written in their Transition Plan or as a standalone document. If safety concerns are established by an engineering study, a pedestrian crossing should not be accommodated for any user. The City of Martin should also develop and implement a policy on how to close those crossings that are accommodated based on the existing conditions at the crossing location (e.g., existing sidewalk leading up to the curb in the direction of the crossing or existing curb ramp or crosswalk serving the crossing), but should not be due to safety concerns.

3.5 Prioritization

The following sections outline the prioritization factors and results of the prioritization for buildings, parks, signalized intersections, sidewalks, and unsignalized intersections. Each facility type has a different set of parameters to establish the prioritization for improvements. These prioritization factors were taken into consideration when developing the implementation plan for the proposed improvements.

3.5.1 Prioritization Factors for Facilities

Buildings and parks were prioritized on a 12-point scale, which is defined in **Table 6**. This prioritization methodology was developed by the Consultant Team to aid the City in determining how the buildings should be prioritized for improvements based on the severity of non-compliance with ADA.

Signalized intersections were prioritized on a 13-point scale. The 13-point scale, which is used to prioritize both signalized and unsignalized intersections, is defined in **Table 7**. This prioritization methodology was developed by the Consultant Team to aid the City in determining which signalized intersections should be prioritized for improvements over other signalized intersections based on the severity of non-compliance with ADA.

Sidewalk corridors were prioritized on a 3-point scale and were given a priority of either “High”, “Medium”, “Low” based on the severity of non-compliance, which is defined in **Table 8**. Compliant segments of the sidewalk corridor were given a priority label of “Compliant”.

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Table 6. Prioritization Factors for Buildings/Parks

Priority	Criteria
1 (High)	<p>Currently Critical—Immediate Need Priority 1 – Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat). Examples include:</p> <ul style="list-style-type: none"> • Lack of accessible parking stalls • No accessible route to City buildings
2 (Important)	<p>Potentially Critical – Years 1-2 Priority 2 – Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services) Examples include:</p> <ul style="list-style-type: none"> • Transaction counters outside of required height and width ranges • No accessible route to upper building floors and mezzanines
3 (Moderate)	<p>Necessary/ Not Yet Critical – Years 3-5 Priority 3 – Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided) Examples include:</p> <ul style="list-style-type: none"> • Inaccessible restroom facilities • Non-compliant cabinets and countertops • Excessive height for telephone
4 (Low)	<p>Recommended – Years 6-10 Priority 4 – Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity) Examples include:</p> <ul style="list-style-type: none"> • Lack of handrail on ramp • Excessive cross slopes on building sidewalks
5 (Lowest)	<p>“Grandfathered” – Project triggered Priority 5 – Does Not Meet Current Codes but is “Grandfathered” by the jurisdictions responsible for enforcing the codes. No action is required at this time; however, renovation work performed in the future may trigger correction. Assigned to systems or deficiencies that are code issues that are “grandfathered” or standards specific to the local agency or jurisdiction. Examples include:</p> <ul style="list-style-type: none"> • Fire sprinkler systems • ADA improvements, life safety code updates, etc. • Finishes, flooring type, architectural standards, etc. • Non-compliant issues to client standards, or jurisdictional codes

Table 7. Prioritization Factors for Signalized and Unsignalized Intersections

Priority	Criteria
1 (high)	Complaint filed on curb ramp or intersection or known accident/injury at site
2 (high)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
3 (high)	<ul style="list-style-type: none"> • No curb ramp where sidewalk or pedestrian path exists AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
4 (high)	No curb ramps, but striped crosswalk exists
5 (medium)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
6 (medium)	<ul style="list-style-type: none"> • No curb ramp where sidewalk or pedestrian path exists AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
7 (medium)	One curb ramp per corner and another is needed to serve the other crossing direction
8 (medium)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Cross slope > 5% • Width < 36 inches • Median/island crossings that are inaccessible
9 (low)	Existing curb ramp with either running slope between 8.3% and 11.9% or insufficient turning space
10 (low)	Existing diagonal curb ramp without a 48-inch extension into the crosswalk
11 (low)	Existing pedestrian push button is not accessible from the sidewalk and/or curb ramp
12 (low)	Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected
13 (low)	All other intersections not prioritized above

Table 8. Prioritization Factors for Sidewalk Corridors

Criteria	Priority		
	1 (high)	2 (medium)	3 (low)
Cross slope of sidewalk is greater than 2%	Value > 3.5%	3.5% ≥ Value > 2.0%	
Width of sidewalk is less than 48 inches	Value ≤ 36.0"	36.0" < Value < 42.0"	42.0" < Value < 48.0"
Obstruction present along sidewalk	Obstruction - Permanent	Obstruction - Temporary	
Heaving, sinking, or cracking present on sidewalk	Heaving Sinking Cracking		
Ponding on sidewalk		Ponding	
Missing sidewalk			Missing Sidewalk
Signalized cross street cross slope is greater than 5%	Value > 9.0%	9.0% ≥ Value ≥ 7.0%	7.0% > Value > 5.0%
Unsignalized cross street cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Cross street running slope is greater than 5%	Value > 7.0%	7.0% ≥ Value ≥ 6.0%	6.0% > Value > 5.0%
Driveway sidewalk width is less than 48 inches	Value ≤ 36.0"	36.0" < Value < 42.0"	42.0" < Value < 48.0"
Driveway (or sidewalk if applicable) cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Driveway (or sidewalk if applicable) condition is poor or poor dangerous	Elevation change greater than 1/2 inch or gaps greater than 1 inch	Elevation change between 1/4 inch and 1/2 inch or gaps between 1/2 inch and 1 inch	

Table 9, Table 10, and **Table 11** provide summaries of the prioritization classifications for signalized intersections, sidewalks, unsignalized intersections, and transit stops, respectively.

Table 9. Prioritization Summary Signalized Intersections

Priority	Number of Intersections
0 (compliant)	3
1 (high)	0
2 (high)	4
3 (high)	1
4 (high)	1
5 (medium)	2
6 (medium)	0
7 (medium)	0
8 (medium)	0
9 (low)	1
10 (low)	0
11 (low)	0
12 (low)	0
13 (low)	0
Total	12

Table 10. Prioritization Summary for Sidewalk Corridors

Line type	Length (miles) by Priority				
	1 (high)	2 (medium)	3 (low)	Compliant	Total
Sidewalks	3.65	3.91	0.12	7.72	15.40
Driveways	1.06	1.37	0.26	0.61	3.30
Cross Streets	0.05	0.13	0.25	0.71	1.14
Total	4.77	5.41	0.63	9.04	19.84

Table 11. Prioritization Summary for Unsignalized Intersections

Priority	Number of Intersections
0 (compliant)	189
1 (high)	0
2 (high)	4
3 (high)	3
4 (high)	0
5 (medium)	4
6 (medium)	1
7 (medium)	0
8 (medium)	0
9 (low)	0
10 (low)	0
11 (low)	0
12 (low)	0
13 (low)	28
Total	229

3.6 Conclusion

This document serves as the Americans with Disabilities Act (ADA) Transition Plan for the City of Martin. In developing the Transition Plan, programs, services, and activities were reviewed for compliance with ADA guidelines and a Self-Evaluation was conducted on the following facilities:

- 6 buildings;
- 4 parks;
- 12 signalized intersections;
- 20 miles of sidewalk and all unsignalized intersections and driveways along the sidewalk corridors; and

The possible solutions were prioritized and an implementation plan was developed to provide guidance for the City's improvement projects in the coming years. Public outreach was also conducted to aid in the development of the plan.

The City is taking the actions referenced below and will continue to look for and remedy barriers to access to ensure that Martin citizens who are disabled are given access to the City's programs, services, and activities.

4.0 Facility Costs

4.1 Facilities Cost Projection Overview

To identify funding sources and develop a reasonable implementation schedule, cost projection summaries for only the facilities evaluated were developed for each facility type. To develop these summaries, recent bid tabulations from the Tennessee Department of Transportation (TDOT) construction projects, along with Consultant Team experience with similar types of projects, were the basis for the unit prices used to calculate the improvement costs. A contingency percentage (20%) was added to the subtotal to account for increases in unit prices in the future in addition to an engineering design percentage (15%). All costs are in 2019 dollars. **Table 12** provides a summary of the estimated costs to bring each facility into compliance.

Table 12. Summary of Facility Costs

Facility Type	Priority			
	High	Medium	Low	Total
Buildings	\$19,500	\$231,425	\$92,150	\$343,075
Parks	\$294,700	\$104,625	\$43,025	\$442,350
Signalized Intersections	\$405,600	\$152,700	\$15,000	\$573,300
Public Rights-of-Way Sidewalk	\$2,102,835	\$2,167,631	\$233,734	\$4,504,200
Public Rights-of-Way Unsignalized Intersections	\$102,400	\$96,400	\$88,000	\$286,800
City Totals	\$2,925,035	\$2,615,351	\$471,911	\$6,149,725

4.2 Implementation Schedule

Table 13 details the barrier removal costs and proposed implementation schedule by facility type for all City-owned facilities evaluated. This 25-year plan will serve as the implementation schedule for the Transition Plan. The City of Martin reserves the right to change the barrier removal priorities on an ongoing basis to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in City programs.

It is the intent of the City to have its ADA Coordinator work together with department heads and budget staff to determine the funding sources for barrier removal projects. Once funding is identified, the ADA Coordinator will coordinate the placement of the projects in the Capital Improvement Program to be addressed on a fiscal year basis.

Table 13. Implementation Schedule

Facility Type	Estimated Cost	Implementation Schedule (years)	Approximate Annual Budget
Buildings	\$343,075	25	\$13,723
Parks	\$442,350	25	\$17,694
Signalized Intersections	\$573,300	25	\$22,932
Public Rights-of-Way Sidewalk	\$4,504,200	25	\$180,168
Public Rights-of-Way Unsignalized Intersections	\$286,800	25	\$11,472
City Total	\$6,149,725		
Total Annual Budget			\$245,989

4.3 Funding Opportunities

Several alternative funding sources are available to the City to complete the improvements in this Transition Plan. The funding opportunities include applying for resources at the federal and state level, consideration of local options, and leveraging private resources. The following sections detail some different funding source options.

4.3.1 Federal and State Funding

Table 14 depicts the various types of federal and state funding available for the City to apply for funding for various improvements. The following agencies and funding options are represented in the chart.

- BUILD – Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
- INFRA – Infrastructure for Rebuilding America Discretionary Grant Program
- TIFIA – Transportation Infrastructure Finance and Innovation Act (loans)
- FTA – Federal Transit Administration Capital Funds
- ATI – Associated Transit Improvement (1% set-aside of FTA)
- CMAQ – Congestion Mitigation and Air Quality Improvement Program
- HSIP – Highway Safety Improvement Program
- NHPP – National Highway Performance Program
- STBG – Surface Transportation Block Grant Program
- TA – Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
- RTP – Recreational Trails Program
- SRTS – Safe Routes to School Program / Activities
- PLAN – Statewide Planning and Research (SPR) or Metropolitan Planning funds
- NHTSA 405 – National Priority Safety Programs (Nonmotorized safety)
- FLTP – Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Most of these programs are competitive type grants; therefore, the City of Martin is not guaranteed to receive these funds. It will be important for the City to track these programs to apply for the funds. Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

Table 14. Funding Opportunities

ACTIVITY	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTS	FLTP
Access enhancements to public transportation	X	X	X	X	X	X		X	X	X					X
ADA/504 Self-Evaluation / Transition Plan									X	X	X		X		X
Bus shelters and benches	X	X	X	X	X	X		X	X	X					X
Coordinator positions (state or local)						X			X	X		X			
Crosswalks (new or retrofit)	X	X	X	X	X	X	X	X	X	X	X	X			X
Curb cut and ramps	X	X	X	X	X	X	X	X	X	X	X	X			X
Paved shoulders for pedestrian use	X	X	X			X	X	X	X	X		X			X
Pedestrian plans				X					X	X		X	X		X
Recreational trails	X	X	X						X	X	X				X
Shared use paths / transportation trails	X	X	X	X	X	X	X	X	X	X	X	X			X
Sidewalk (new or retrofit)	X	X	X	X	X	X	X	X	X	X	X	X			X
Signs / signals / signal improvements	X	X	X	X	X	X	X	X	X	X		X			X
Signed pedestrian routes	X	X	X	X	X	X		X	X	X		X			X
Spot improvement programs	X	X	X	X			X	X	X	X	X	X			X
Stormwater impacts related to pedestrian projects	X	X	X	X	X		X	X	X	X	X	X			X
Trail bridges	X	X	X			X	X	X	X	X	X	X			X
Trail / highway intersections	X	X	X			X	X	X	X	X	X	X			X
Trailside and trailhead facilities	X	X	X						X	X	X				X
Training						X	X		X	X	X	X	X	X	
Tunnels / undercrossings for pedestrians	X	X	X	X	X	X	X	X	X	X	X	X			X

Adapted from FHWA Pedestrian and Bicycle Funding Opportunities, Revised August 9, 2018:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

4.3.2 Local Funding

There are several local funding options for the City to consider, including:

- Community Development Block Grants (CDBG)
- Community Improvement District (CID) – A geographically defined district in which commercial property owners vote to impose a self-tax. Funds are then collected by the taxing authority and given to a board of directors elected by the property owners.
- General fund (sales tax and bond issue)
- Scheduled/funded CIP projects that are funded through bonds
- Sidewalk or Access Improvement Fee
- Special tax districts – A district with the power to provide some governmental or quasi-governmental service and to raise revenue by taxation, special assessment, or charges for services.
- Tax Allocation District (TAD) – A defined area where real estate property tax monies gathered above a certain threshold for a certain period of time (typically 25 years) is to be used for a specified improvement. The funds raised from a TAD are placed in a tax-free bond (finance) where the money can continue to grow. These improvements are typically for revitalization and especially to complete redevelopment efforts.
- Tax Increment Financing District (TIF) – A TIF allows cities to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development, or leverage future growth in the district.
- Transportation Reinvestment Zone
- Transportation User Fee / Street Maintenance Fee

4.3.3 Private Funding

Private funding may include local and national foundations, endowments, private development, and private individuals. While obtaining private funding to provide improvements along entire corridors might be difficult, it is important for the City to require private developers to improve pedestrian facilities to current ADA requirements, whether it by new development or redevelopment of an existing property.

4.4 Next Steps

The City will begin internal coordination to address the programmatic barriers identified in the Transition Plan.

The City will develop a budget to include the next 25 fiscal years. Projects identified in the ADA Transition Plan will be programmed within the 25-year budget based prioritization provided (see **Section 3.6 Prioritization**) and other factors determined by the City, such as how barrier removal can be incorporated into existing City projects identified for capital improvements.

The City also intends to adopt the 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) to enable City enforcement of these guidelines throughout the design and construction process of pedestrian facilities in the public rights-of-way.

Appendix

Appendix A: Public Outreach

Public Survey Response

Appendix B: Grievance Procedure

Title I Grievance Procedure

Title I Grievance Form

Title II Grievance Procedure

Title II Grievance Form

Appendix C: Facility Maps

Buildings

Parks

Signalized Intersections

Public Rights-of-Way Sidewalk Corridors

Appendix D: Facility Reports

Buildings

Parks

Signalized Intersections

Public Rights-of-Way Sidewalk Corridors

ADA Self-Evaluation and Transition Plan

January 2020



Appendix A: Public Outreach

Prepared by:

Kimley»Horn

In association with:

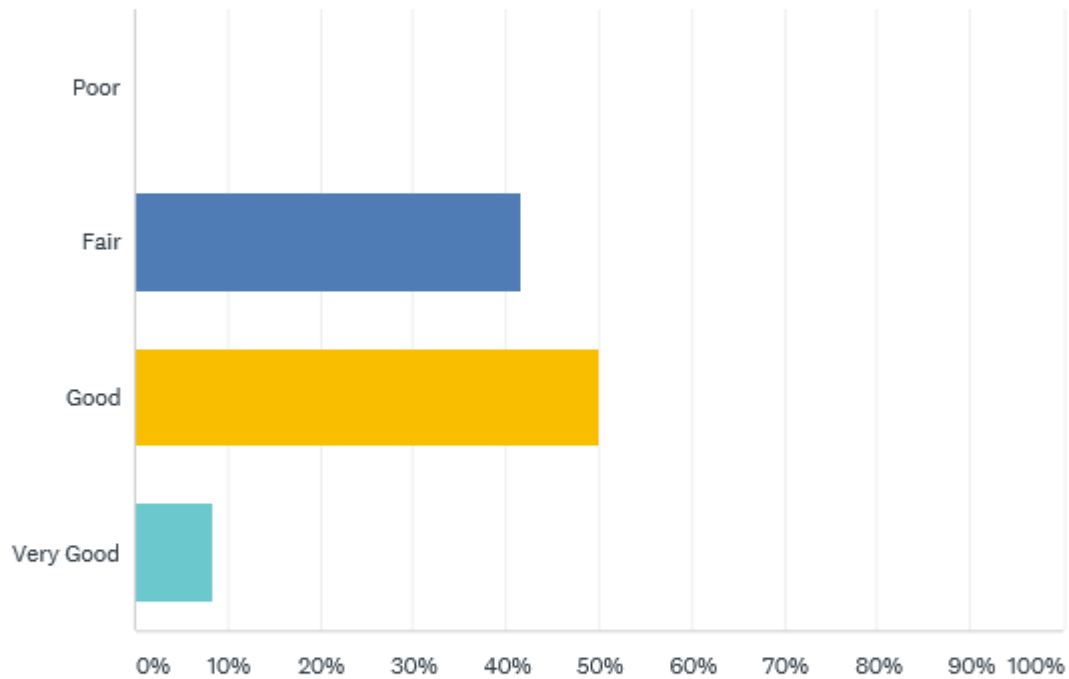
TLM
ASSOCIATES
ARCHITECTS • ENGINEERS

Q1



How would you rate the overall accessibility of the City of Martin's facilities and programs?

Answered: 12 Skipped: 0



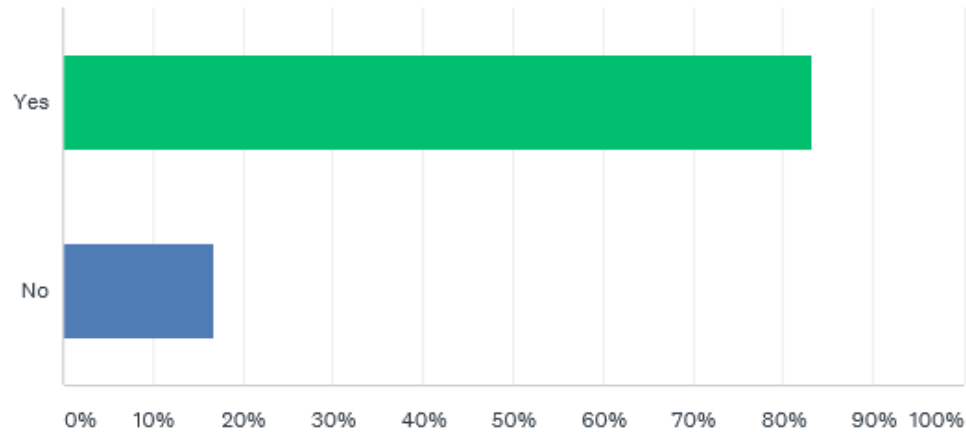
ANSWER CHOICES		RESPONSES	
Poor		0.00%	0
Fair		41.67%	5
Good		50.00%	6

Q2



Do you believe the City is accepting/accommodating of persons with disabilities?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	83.33%	10
No	16.67%	2
TOTAL		12

[Comments \(3\)](#)

Not a lot of businesses are wheel chair accessible

12/16/2019 8:28 PM

There are disabled UTM students who are not getting accessibility to transportation after school hours to do any shopping as needed.

12/16/2019 11:10 AM

They are in the process of making public places ada accessible

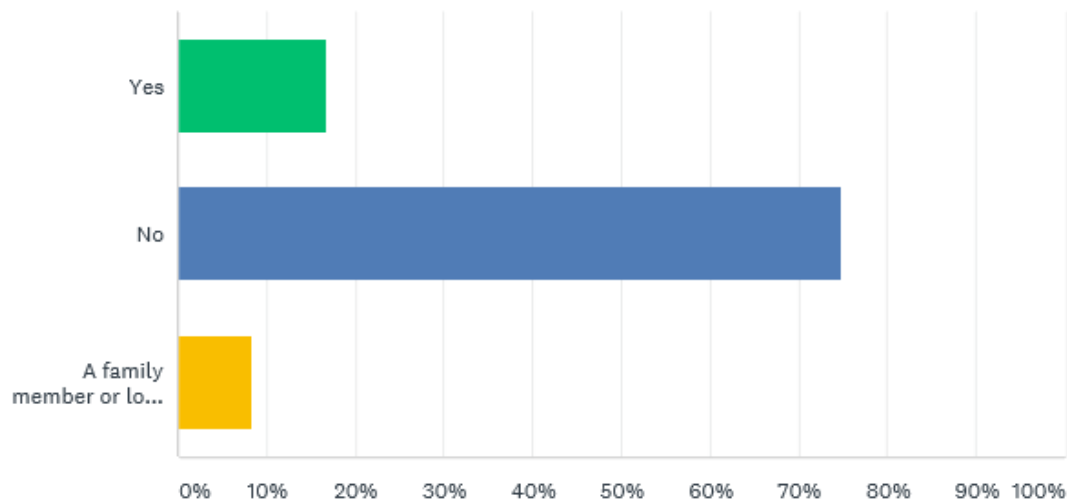
12/16/2019 11:02 AM

Q3



Have you experienced physical barriers or constraints on a pedestrian path or in a facility you currently use or would like to use?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	16.67%	2
No	75.00%	9
A family member or loved one has	8.33%	1
TOTAL		12

[Comments \(2\)](#)

Sammies, sugar and spice, Lana's, and the major decor shops on Lindell are inaccessible or impossible to maneuver in

12/16/2019 8:28 PM

Irregular sidewalks in several areas around town that are extremely hazardous for walking: Church/Elm and other areas adjacent to the Historic business area

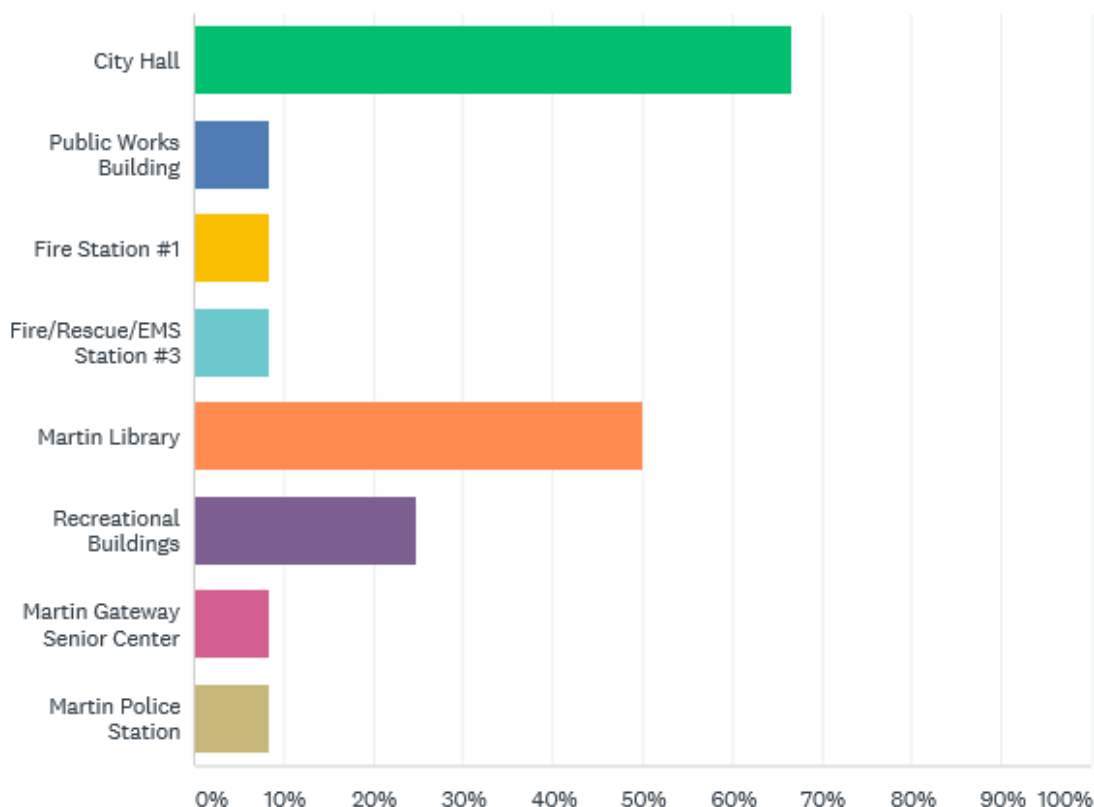
12/16/2019 12:35 PM

Q4



Which city buildings do you visit most often?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
City Hall	66.67%	8
Public Works Building	8.33%	1
Fire Station #1	8.33%	1
Fire/Rescue/EMS Station #3	8.33%	1
Martin Library	50.00%	6
Recreational Buildings	25.00%	3
Martin Gateway Senior Center	8.33%	1
Martin Police Station	8.33%	1
Total Respondents: 12		

[Comments](#) (1)

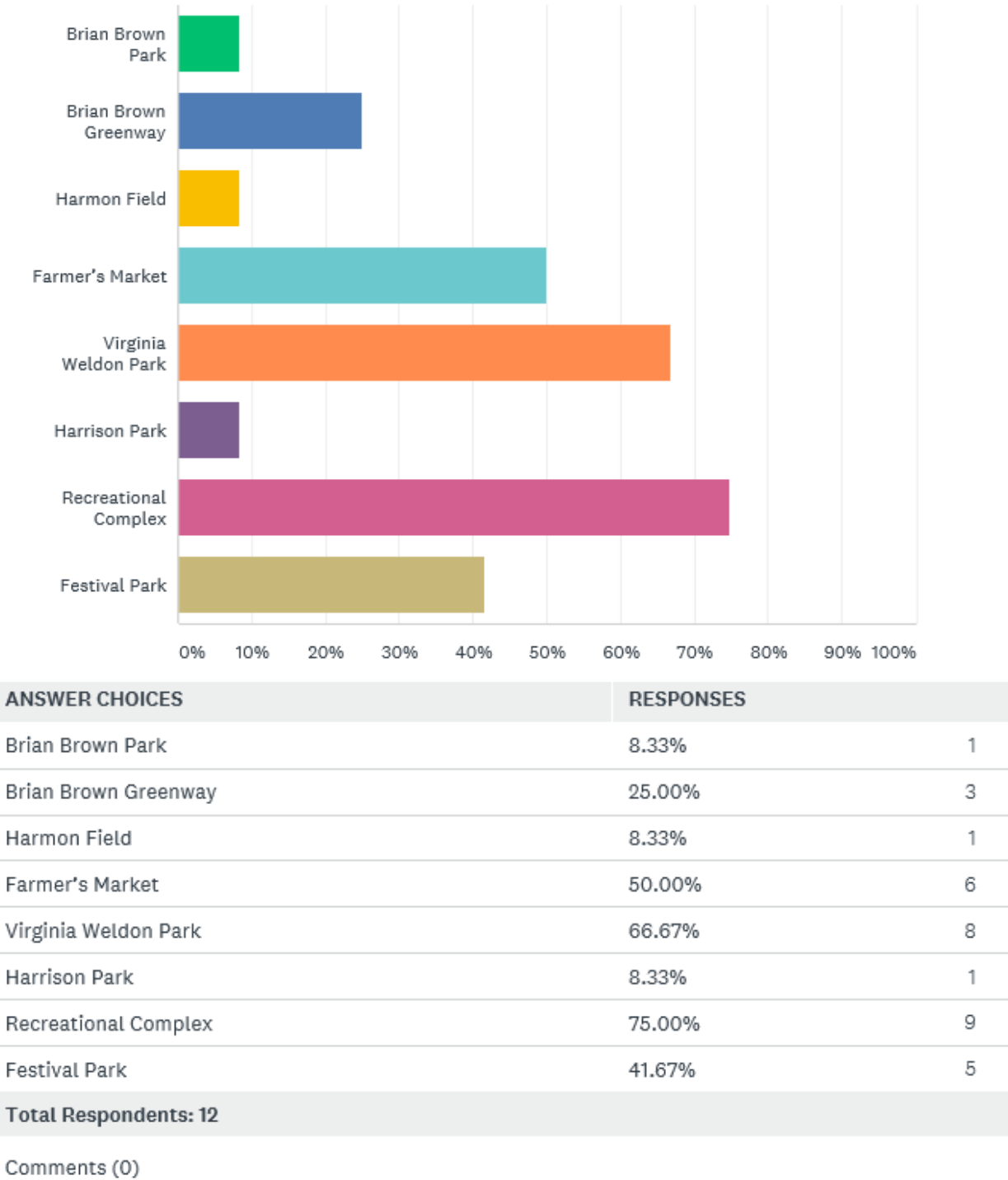
None lately

12/16/2019 11:10 AM



Which city parks to you visit most often?

Answered: 12 Skipped: 0

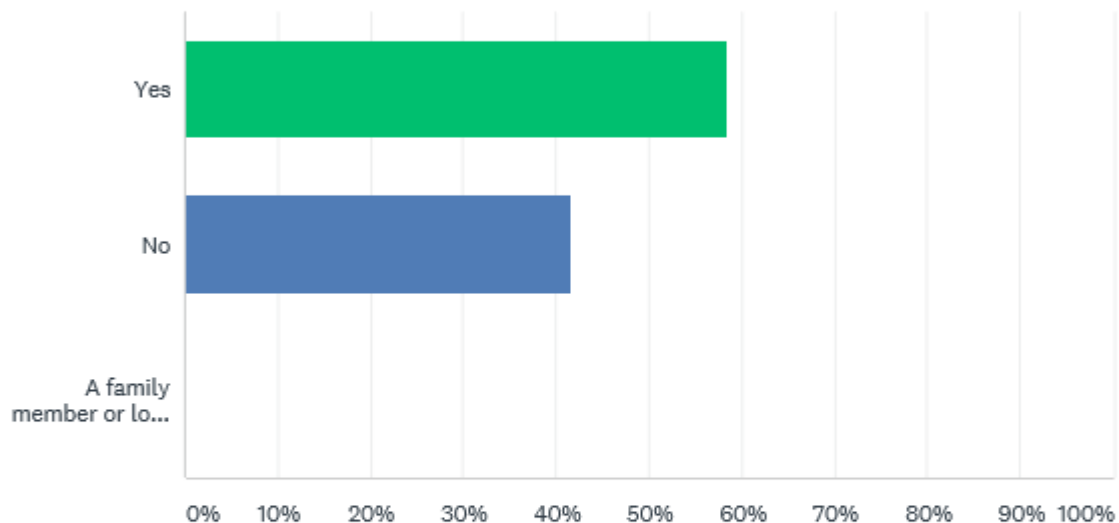


Q6



Have you encountered inaccessible sections or poor conditions related to sidewalks?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	58.33%	7
No	41.67%	5
A family member or loved one has	0.00%	0
TOTAL		12

[Comments](#) (6)

Raven st needs a sidewalk as it's a high traffic road used to get from elm st to the college, hospital, clinics, etc. At night the street isn't very well lit and has several areas where I personally have almost ran over people walking up and down Raven several times one being a mobility scooter.

12/16/2019 12:30 PM

McGill and Rebecca streets desperately need sidewalks. Rebecca, of course is a central road from the residential areas to Weldon Park and downtown and McGill leads to and from the primary and elementary schools. Both are high use, but the roads are narrow and drops steeply on the sides. It's difficult to walk safely let alone use a stroller or wheelchair.

12/16/2019 11:39 AM

The sidewalks are improving, so thank you. The walkways on University St from the campus to Skyhawk could be improved. Particularly having access on both sides, since many walkers must cross all four lanes and the median.

12/16/2019 11:28 AM

Those issues were addressed last summer

12/16/2019 11:10 AM

All sidewalks in and around the schools

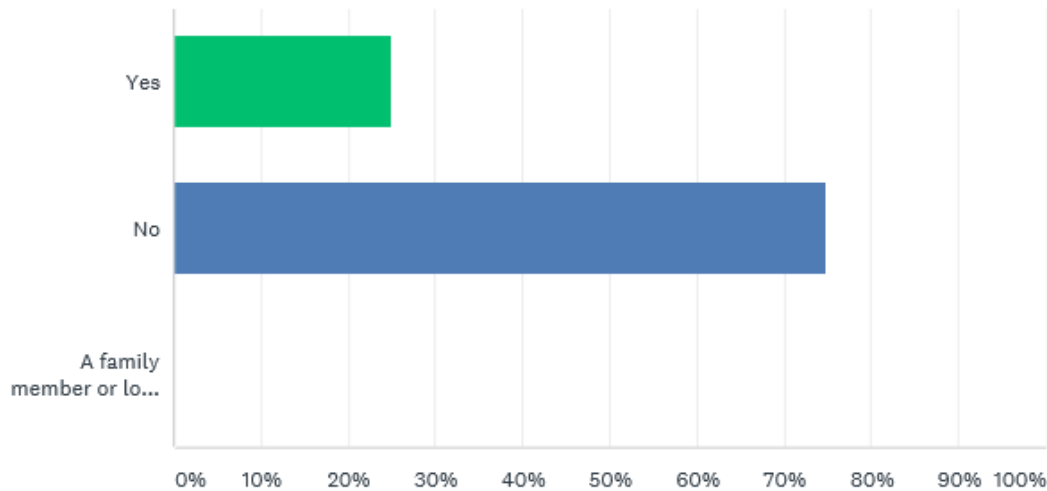
12/16/2019 11:02 AM

Q7



Have you encountered locations where curb ramps are missing or inaccessible?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	25.00%	3
No	75.00%	9
A family member or loved one has	0.00%	0
TOTAL		12

[Comments](#) (2)

McCombs and Poplar

12/16/2019 11:39 AM

Those issues have since been resolved for now

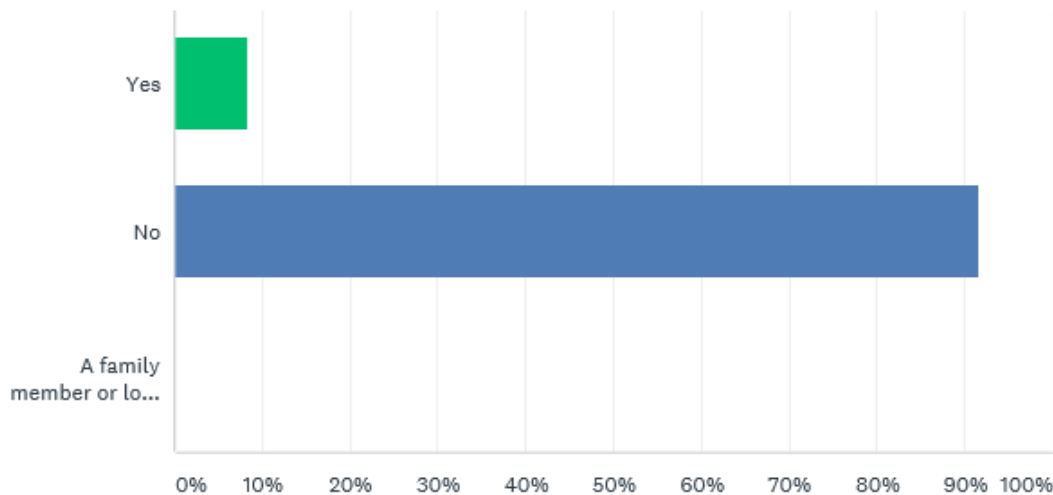
12/16/2019 11:10 AM

Q8



Do you have difficulties accessing public schools within Martin due to inaccessibility of sidewalks or curb ramps in front of the school?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	8.33%	1
No	91.67%	11
A family member or loved one does	0.00%	0
TOTAL		12

[Comments \(2\)](#)

No but I don't visit the schools.

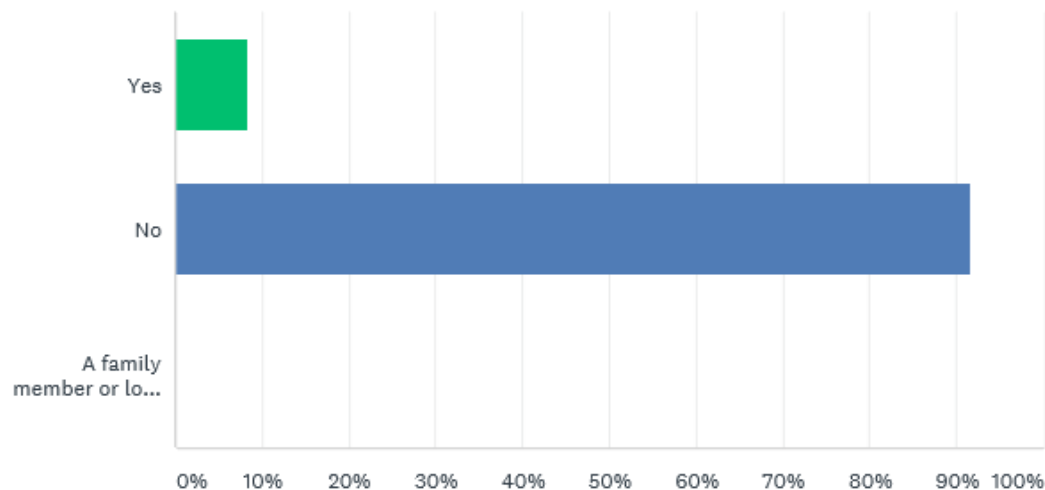
12/16/2019 12:00 PM

Elementary and primary schools sidewalks in around the area within walking distance are in bad shape

12/16/2019 11:02 AM

Have you encountered street or intersection crossings near a City building or park where lack of pedestrian crossing signals or medians affect your ability to cross the street?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	8.33%	1
No	91.67%	11
A family member or loved one has	0.00%	0
TOTAL		12

[Comments \(1\)](#)

Pedestrian crossings on Lindell are extremely dangerous to use.

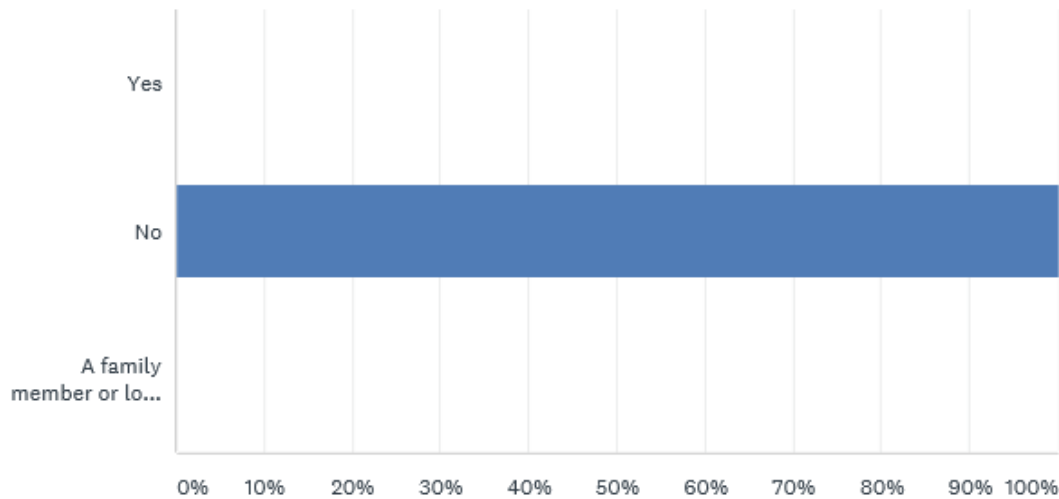
12/16/2019 12:35 PM

Q10



Are there any City programs, services, or activities that you would like to participate in or utilize but cannot due to accessibility challenges?

Answered: 12 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		0.00%	0
No		100.00%	12
A family member or loved one has		0.00%	0
TOTAL			12

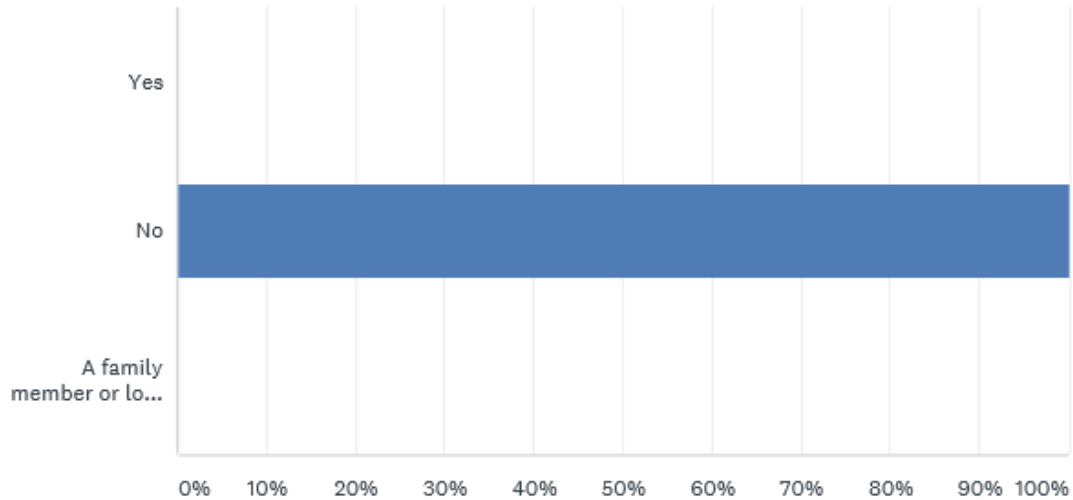
Comments (0)

Q11



Have you encountered any communication barriers within a City building or park which prevented you from utilizing or participating in a program, service, or activity?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	12
A family member or loved one has	0.00%	0
TOTAL		12

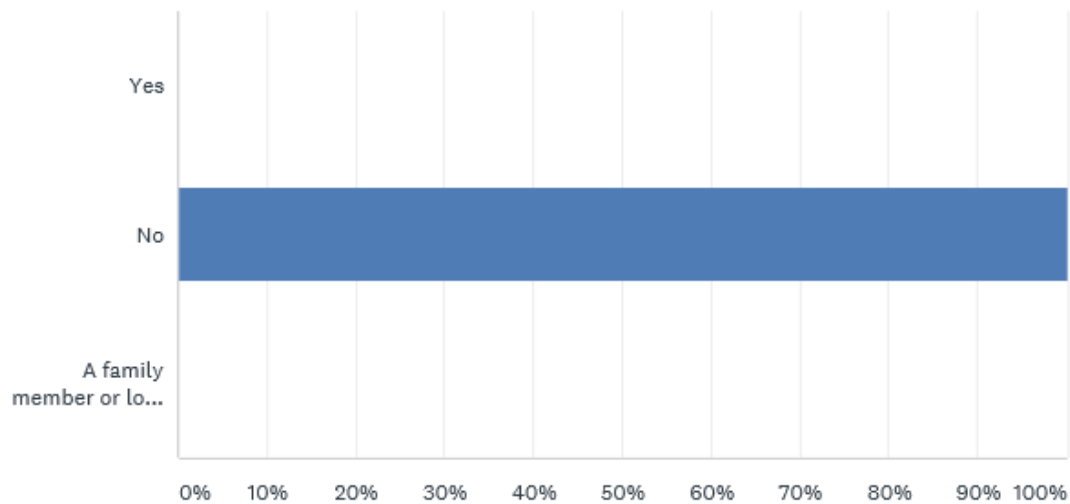
Comments (0)

Q12



Have you encountered any physical barriers or obstructions within a City building which prevented you from utilizing or participating in a program, service, or activity?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	12
A family member or loved one has	0.00%	0
TOTAL		12

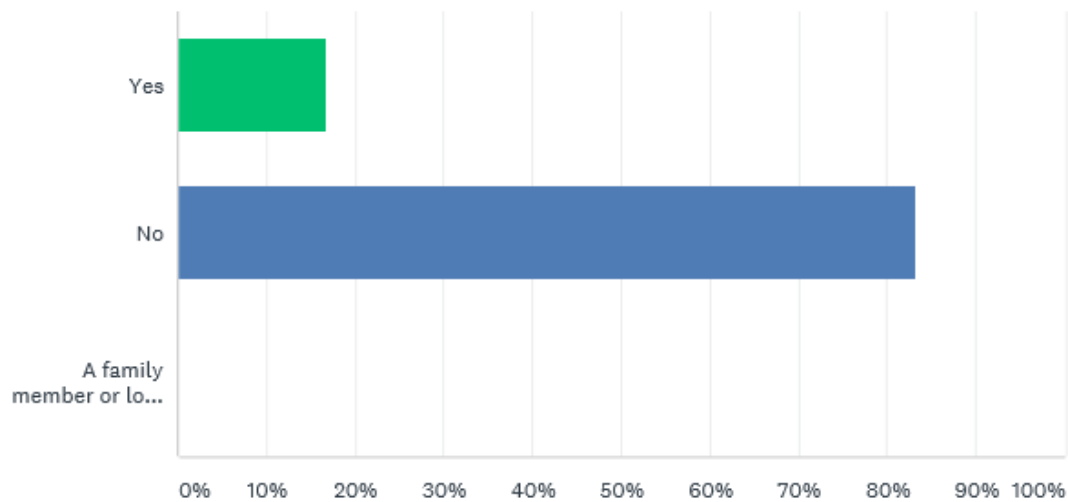
Comments (0)

Q13



Have you encountered any physical barriers or obstructions within a City park or public space which prevented you from utilizing or participating in a program, service, or activity?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	16.67%	2
No	83.33%	10
A family member or loved one has	0.00%	0
TOTAL		12

[Comments \(1\)](#)

The uneven parking lot terrain and space cut into the side walk that used to go around a tree makes it hard to maneuver into the post office.

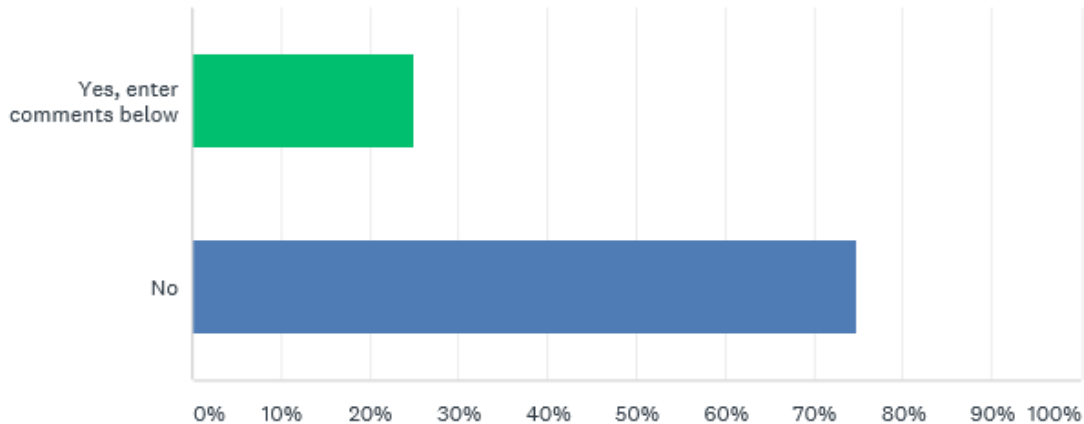
12/16/2019 8:28 PM

Q14



Do you have any general comments or items regarding accessibility that you would like us to be aware of?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, enter comments below	25.00%	3
No	75.00%	9
TOTAL		12

Comments (3)

Please review comments about Raven st needing sidewalk and better lighting. It is a main street used to get from Elm st to the college, hospital, clinics, etc.

12/16/2019 12:30 PM

I really appreciate all of the improvements to our sidewalks, parks, and lighting. It is helping our town feel more open, inviting and businesses more approachable.

12/16/2019 11:28 AM

Sidewalks are needed on Courtright Road so people can walk to Walmart with ease without the fear of walking on steep terrain and in the median to cross to the nearest sidewalk

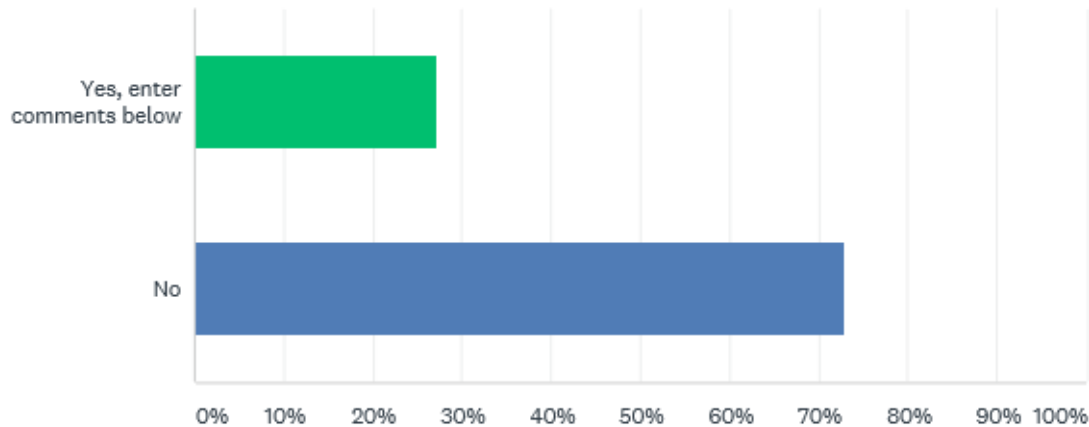
12/16/2019 11:10 AM

Q15



Do you have a disability? (optional)

Answered: 11 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, enter comments below	27.27%	3
No	72.73%	8
TOTAL		11

[Comments \(4\)](#)

MS.... some times must use a walker

12/16/2019 8:28 PM

Spinal stenosis and several degenerative disks in back. Still walking but getting worse

12/16/2019 12:30 PM

No but I have a lot of difficulty with steps because of arthritis in my hip and knees so, I'm always pleased to see a ramp which is much easier!

12/16/2019 12:00 PM

Autism spectrum disorder, osteoarthritis, bright light sensitivities

12/16/2019 11:10 AM



Information about the ADA Transition Plan may be obtained by contacting Brad Thompson, ADA Coordinator/Director of Community Development at 731-587-3126 or via email at bthompson@cityofmartin.net. If you wish to receive information directly or would like us to contact you regarding any follow-up questions related to your concerns, please include your contact information below. Any information shared will remain confidential and will not be posted, shared, or otherwise made available to anyone outside the City of Martin's ADA Transition Plan team. Only comment and question summaries will be documented in the ADA Transition Plan. Thank you for your input!

Answered: 2 Skipped: 10

ANSWER CHOICES		RESPONSES	
Name	Responses	100.00%	2
Company	Responses	0.00%	0
Address	Responses	100.00%	2
Address 2	Responses	50.00%	1
City/Town	Responses	100.00%	2
State	Responses	100.00%	2
ZIP/Postal Code	Responses	100.00%	2
Country	Responses	0.00%	0
Email Address	Responses	100.00%	2
Phone Number	Responses	100.00%	2

ADA Self-Evaluation and Transition Plan

January 2020

Opera House
RESTAURANT

Appendix B: Grievance Procedure

Prepared by:

Kimley»Horn

In association with:

TLM
ASSOCIATES
ARCHITECTS • ENGINEERS



CITY OF MARTIN, TENNESSEE NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

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

Employment: City of Martin 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 of the ADA.

Effective Communication: City of Martin will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in City of Martin'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: City of Martin will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City of Martin 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 Martin should contact the office of **Brad Thompson, ADA/504 Coordinator at 731-225-1107 or bthompson@cityofmartin.net** as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Martin 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 Martin is not accessible to persons with disabilities should be directed to **Brad Thompson, ADA/504 Coordinator at 731-225-1107 or bthompson@cityofmartin.net**

City of Martin will not place a surcharge on a particular 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.



CITY OF MARTIN, TN TITLE I GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

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 complaint alleging discrimination on the basis of disability in the provision of employment-related complaints of disability discrimination.

The complaint 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 complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

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

**Title I/ Title II:
Brad Thompson
Director of Community Development/ ADA Coordinator
109 University Street
731-225-1107
bthompson@cityofmartin.net**

Within 15 calendar days after receipt of the complaint, Brad Thompson or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Brad Thompson or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Martin and offer options for substantive resolution of the complaint.

If the response Brad Thompson or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Mayor or his designee.

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

All written complaints received by Brad Thompson or his designee, appeals to the Mayor or his/her designee, and responses from these two (2) city officials will be retained by the City of Martin for at least three (3) years.



CITY OF MARTIN, TN TITLE II GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

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 complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Martin. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint 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 complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

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

**Title I/ Title II:
Brad Thompson
Director of Community Development/ ADA Coordinator
109 University Street
731-225-1107
bthompson@cityofmartin.net**

Within 15 calendar days after receipt of the complaint, Brad Thompson or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Brad Thompson or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Martin and offer options for substantive resolution of the complaint.

If the response Brad Thompson or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Mayor or his designee.

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

All written complaints received by Brad Thompson or his designee, appeals to the Mayor or his/her designee, and responses from these two (2) city officials will be retained by the City of Martin for at least three (3) years.



OFFICE USE ONLY
DATE COMPLAINT OPENED: _____
DATE COMPLAINT CLOSED: _____

CITY OF MARTIN, TN TITLE II ADA GRIEVANCE FORM

*The City of Martin ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered, its recipients, sub-recipients, and contractors. To request an accommodation and/or an alternate format, please contact **Brad Thompson**, ADA/504 Coordinator at 731-225-1107.*

Instructions: Please complete and sign the form and email or mail it to the City within 60 calendar days of any incident to:

ADA Coordinator – Brad Thompson

Physical address:

Brad Thompson, ADA/504 Coordinator
Director of Community Development/ADA Coordinator
109 University Street
Martin, TN 38237

Phone: 731-225-1107
Email: bthompson@cityofmartin.net

1. Type of Grievance (check all that apply):

- ☐ Accommodation Request
☐ Program/Service
☐ Facility Accessibility
☐ Other: _____

CONTACT INFORMATION

2. Reporting Individual:

Full Name:	
Address:	
City, State, Zip code:	
Phone:	Alternate Phone:
Email:	

3. Authorized Representative of Reporting Individual (if any):

Full Name:	
Address:	
City, State, Zip code:	
Phone:	Alternate Phone:
Email:	

DETAILS OF COMPLAINT / INCIDENT

4. Date/Time of Incident: _____

5. Department/Facility/Location Involved:

6. Describe the incident/complaint with enough detail so the nature of the grievance can be understood. Add additional pages if necessary:

7. Have attempts been made to resolve the complaint through a City Department? If yes, please describe the efforts that have been made.

8. Remedy Sought. What action do you want taken?

Signature

Date

Attach additional pages as necessary. If you need assistance, require an accessible format, or have questions about this form, please contact the City's ADA/504 Coordinator at:

Physical address:

Brad Thompson, ADA/504 Coordinator
Director of Community Development/ADA Coordinator
109 University Street
Martin, TN 38237

Phone: 731-225-1107
Email: bthompson@cityofmartin.net

ADA Self-Evaluation and Transition Plan

January 2020



Appendix C: Facility Maps

Prepared by:

Kimley»Horn

In association with:

TLM
ASSOCIATES
ARCHITECTS • ENGINEERS

Legend

 Signalized Intersection

 City Limits

GPSID	Name
1	Main St and N McCombs St
2	University St and S Lindell St
3	N Lindell St and Jackson St
4	University St and Courtright Rd
5	N Lindell St and Hyndsver Rd
6	University St and Lovelace Ave
7	Tn 43 and University St
8	University St and Mt Pelia Rd
9	Tn 43 and Mt Pelia Rd
10	University St and Elm St
11	Tn 43 and Hawks Rd
12	Elm St and Peach St

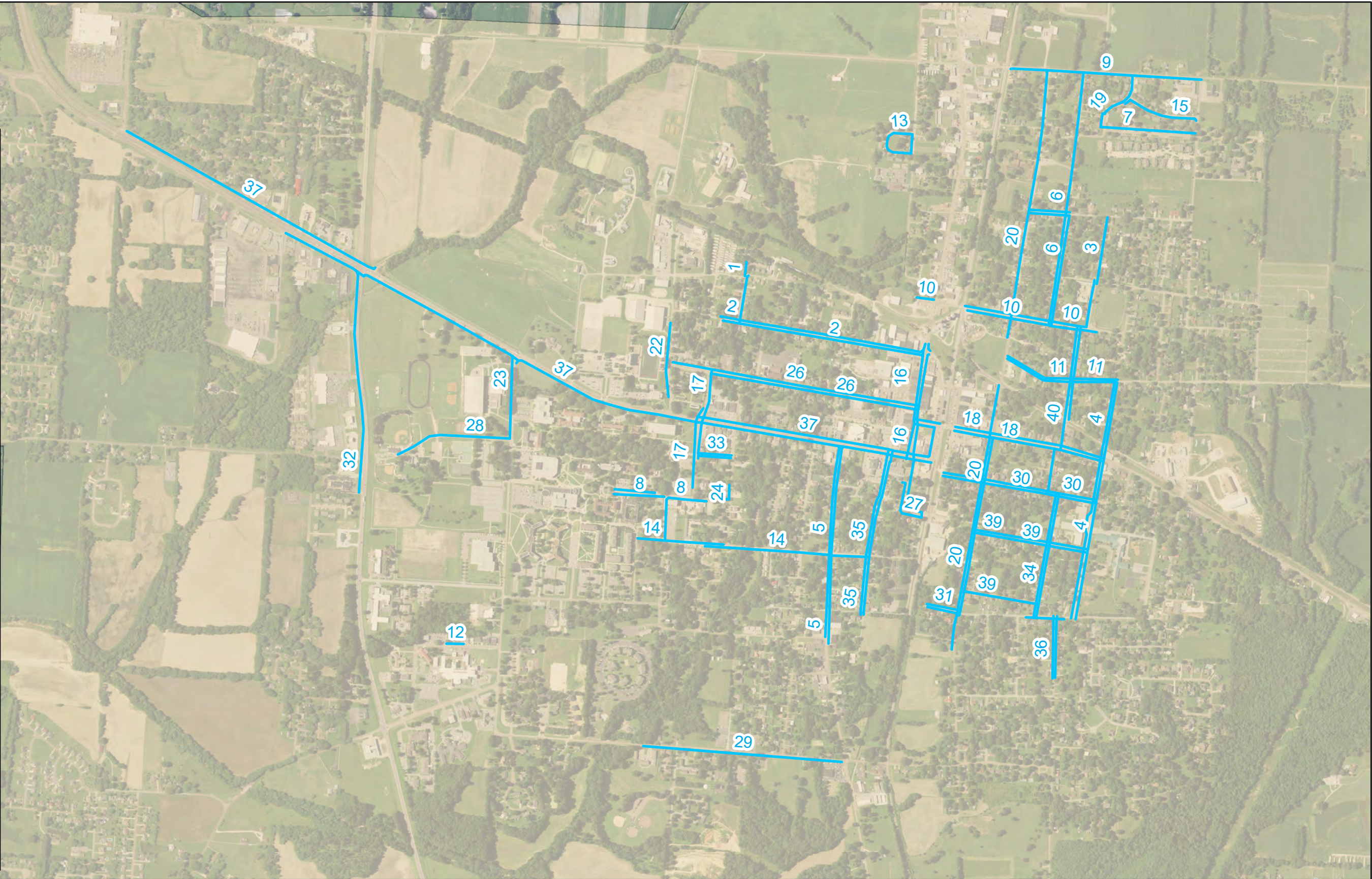


Legend

ROW Sidewalk

City Limits

CorridorID	Corridor
1	Carter St
2	Church St
3	Cleveland St
4	College St
5	Elm St
6	Fulton St
7	Heights Dr
8	Hurt St
9	Hyndsver Rd
10	Jackson St
11	K St
12	Kennedy Dr
13	Lakeview Cir
14	Lee St
15	Lester Ln
16	Lindell St
17	Lovelace Ave
18	Main St
18	Main St
18	Main St
20	McComb St
21	McGill St
22	Moody Ave
23	Mount Pelia Rd
24	Oakland St
25	Old Fulton Rd
26	Oxford St
27	Park St
28	Pat Head Summit Dr
29	Peach St
30	Poplar St
31	Ryan St
32	skyhawk Pkwy
33	St Charles St
34	Sterling St
35	Summer st
36	Todd St
37	University St
38	Walters Ave
39	White St
40	Woodland St



ADA Self-Evaluation and Transition Plan

January 2020

Opera House
RESTAURANT

Appendix D: Facility Reports

Prepared by:

Kimley»Horn

In association with:

TLM
ASSOCIATES
ARCHITECTS • ENGINEERS

City of Martin
ADA Self-Evaluation and Transition Plan
Signalized Intersection Cost Projection Summary
12/17/2019

GPS ID	Project Name	Cost Projection	Priority
1	Intersection of Intersection of Main St and N McCombs St	\$ 69,900	2
2	Intersection of Intersection of University St and S Lindell St	\$ 70,500	5
3	Intersection of Intersection of N Lindell St and Jackson St	\$ 46,700	3
4	Intersection of University St and Courtright Rd	\$ 40,800	4
5	Intersection of Intersection of N Lindell St and Hyndsver Rd	\$ -	Compliant
6	Intersection of Intersection of University St and Lovelace Ave	\$ 88,700	2
7	Intersection of Intersection of Tn 43 and University St	\$ 82,200	5
8	Intersection of Intersection of University St and Mt Pelia Rd	\$ 86,800	2
9	Intersection of Intersection of Tn 43 and Mt Pelia Rd	\$ -	Compliant
10	Intersection of Intersection of University St and Elm St	\$ 72,700	2
11	Intersection of Intersection of Tn 43 and Hawks Rd	\$ 15,000	9
12	Intersection of Intersection of Elm St and Peach St	\$ -	Compliant
TOTAL		\$ 573,300	



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 3A



Ramp 4A



Ramp 4B

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

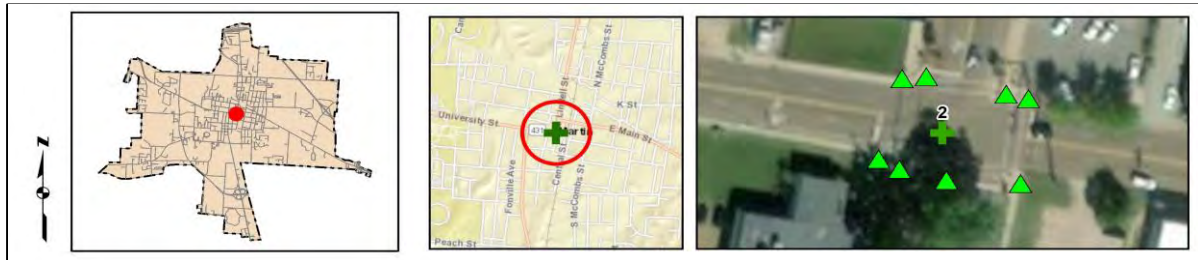
Kimley-Horn and Associates, Inc.		Priority: 5
Project Description for Signalized Intersection		
Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	University St	GPS ID: 2
Project Name:	Intersection of Intersection of University St and S Lindell St	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	243	SF	\$ 8.00	\$ 1,944.00
TDOT 701-02.03	CONCRETE CURB RAMP	66	SF	\$ 20.00	\$ 1,320.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	10	SF	\$ 65.00	\$ 650.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	40	SF	\$ 85.00	\$ 3,400.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	32	SY	\$ 12.00	\$ 384.00
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	1	EA	\$ 1,275.00	\$ 1,275.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	336	LF	\$ 29.00	\$ 9,744.00
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	3	EA	\$ 400.00	\$ 1,200.00
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON SIGN	9	EA	\$ 150.00	\$ 1,350.00
-	REMOVE PEDESTRIAN PUSH BUTTON SIGN	9	EA	\$ 50.00	\$ 400.00
-	REPAVE ROADWAY	3	LS	\$ 5,000.00	\$ 15,000.00
-	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	3	LS	\$ 500.00	\$ 1,500.00
-	FIX CURB RAMP COUNTERSLOPE	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection	Subtotal:	\$ 52,167.00
<input checked="" type="checkbox"/> No Design Completed	Engineering: (% +/-)	15% \$ 7,857.00
<input type="checkbox"/> Preliminary Design	Contingency: (% +/-)	20% \$ 10,476.00
<input type="checkbox"/> Final Design	Estimated Project Cost:	\$ 70,500.00

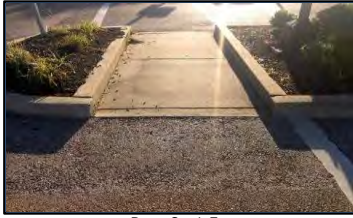
Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	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 5%					
Crosswalk width is less than 6'					
Crosswalk striping condition	Good	Worn	Worn	Good	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('Z', 'I', or 'CN' in ramp label indicates no existing ramp)								Possible Solutions
	SF	1A	1B	2A	2B	3A	4A	4B	
Curb ramp does not exist and is needed									Remove and replace crosswalk pavement markings
Curb ramp does not land in crosswalk									
No 4' x 4' clear space at base of curb ramp						X			
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 8.3%									
Blended transition running slope is greater than 5%									Remove temporary obstruction For intersection, commercial driveway, and park ramps, install color truncated domes
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%									Remove and replace landing area
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				Remove and replace landing area
Temporary obstruction (>0.25') in curb ramp/landing/flares					X		X	X	
No textured surface at base of curb ramp	X								
No color contrast at base of curb ramp	X				X	X	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	X	X				
Missing or no pedestrian push buttons									Install push button pole and relocate pedestrian 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					X				
Pedestrian push button is not parallel to crosswalk		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	X								Install pedestrian push button sign
Pedestrian push button sign is not MUTCD approved		X	X	X	X	X	X	X	
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	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							
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		X	X	



Ramp South F



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 4A



Ramp 4B

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

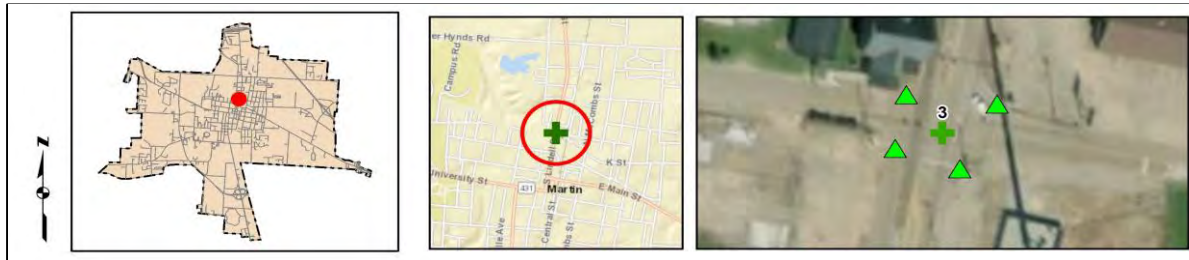
Kimley-Horn and Associates, Inc.	Priority: 3
Project Description for Signalized Intersection	

Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	Jackson St	GPS ID: 3
Project Name:	Intersection of Intersection of N Lindell St and Jackson St	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	80	SF	\$ 8.00	\$ 640.00
TDOT 701-02.03	CONCRETE CURB RAMP	800	SF	\$ 20.00	\$ 16,000.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	80	SF	\$ 65.00	\$ 5,200.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	80	SF	\$ 85.00	\$ 6,800.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	2	EA	\$ 1,275.00	\$ 2,550.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	6	EA	\$ 1,300.00	\$ 7,800.00
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	6	EA	\$ 125.00	\$ 750.00
-	RELOCATE PEDESTRIAN PUSH BUTTONS	1	EA	\$ 400.00	\$ 400.00
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON SIGN	6	EA	\$ 150.00	\$ 900.00
-	REMOVE PEDESTRIAN PUSH BUTTON SIGN	6	EA	\$ 50.00	\$ 300.00
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
Basis for Cost Projection				Subtotal:	\$ 34,540.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ 5,211.43
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ 6,948.57
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ 46,700.00

Project Location



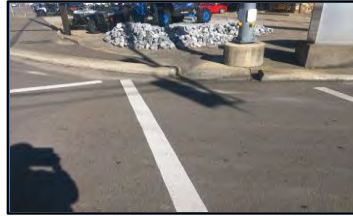
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
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 ('Z', 'I', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X	X	X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curb ramp side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
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					
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					
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	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%					
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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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: 4
Project Description for Signalized Intersection	

Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	University St	GPS ID: 4
Project Name:	Intersection of University St and Courtright Rd	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	10	SF	\$ 8.00	\$ 80.00
TDOT 701-02.03	CONCRETE CURB RAMP	100	SF	\$ 20.00	\$ 2,000.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	10	SF	\$ 65.00	\$ 650.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	2	EA	\$ 1,275.00	\$ 2,550.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	400	LF	\$ 29.00	\$ 11,600.00
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 400.00	\$ 800.00
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON SIGN	4	EA	\$ 150.00	\$ 600.00
-	REMOVE PEDESTRIAN PUSH BUTTON SIGN	4	EA	\$ 50.00	\$ 200.00
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
Basis for Cost Projection				Subtotal:	\$ 30,180.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ 4,551.43
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ 6,068.57
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ 40,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Poor	N/A	N/A	Poor	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	Worn	N/A	N/A	Worn	Remove and replace crosswalk pavement markings

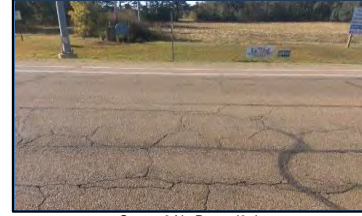
Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; if median improvement, see shapetile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of 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 8.3%					
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	X	X			For intersection, commercial driveway, and park 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%					
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"					
Pedestrian push button diameter is not 2"					
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	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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

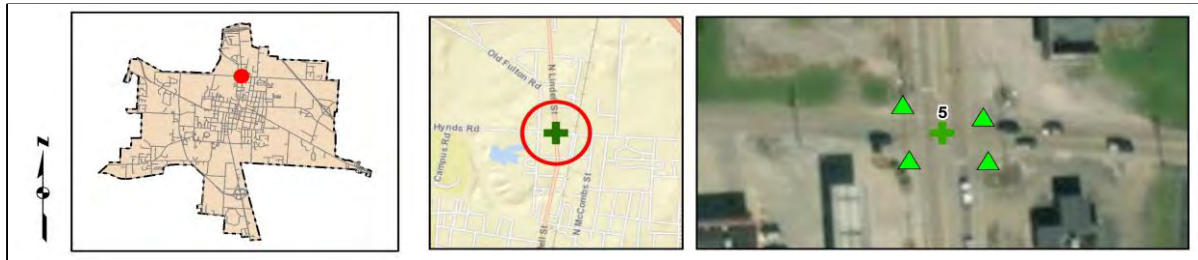
Kimley-Horn and Associates, Inc.	Priority: Compliant
Project Description for Signalized Intersection	

Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	Hyndsver Rd	GPS ID: 5
Project Name:	Intersection of Intersection of N Lindell St and Hyndsver Rd	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	0	EA	\$ 1,275.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 400.00	\$ -
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON 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	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
Basis for Cost Projection				Subtotal:	\$ -
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ -
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ -
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ -

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	N/A	
Path of travel running slope is greater than 5%	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5%	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	N/A	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	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					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
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					
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					
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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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 Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	University St	GPS ID: 6
Project Name:	Intersection of Intersection of University St and Lovelace Ave	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	85	SF	\$ 8.00	\$ 680.00
TDOT 701-02.03	CONCRETE CURB RAMP	664	SF	\$ 20.00	\$ 13,280.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	80	SF	\$ 65.00	\$ 5,200.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	80	SF	\$ 85.00	\$ 6,800.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	33	SY	\$ 12.00	\$ 396.00
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	2	EA	\$ 1,275.00	\$ 2,550.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	325	LF	\$ 29.00	\$ 9,425.00
TDOT 730-26.11	CNTDD WAUDIBLE PUSH BTTN (MOD)	4	EA	\$ 1,300.00	\$ 5,200.00
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	\$ 125.00	\$ 500.00
-	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 400.00	\$ 800.00
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON SIGN	8	EA	\$ 150.00	\$ 1,200.00
-	REMOVE PEDESTRIAN PUSH BUTTON SIGN	8	EA	\$ 50.00	\$ 400.00
-	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	0	LS	\$ 500.00	\$ -
-	FIX CURB RAMP COUNTERSLOPE	2	LS	\$ 2,000.00	\$ 4,000.00
Basis for Cost Projection				Subtotal:	\$ 65,631.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ 9,886.71
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ 13,182.29
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ 88,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Poor	Poor	Poor	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', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
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 8.3%			X		
Blended transition running slope is greater than 5%					
Cut-thru ramp running slope is greater than 5%			X		Remove and replace curb ramp
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			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	For intersection, commercial driveway, and park ramps, install color truncated domes
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		Remove and replace landing area
Missing or no pedestrian 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		
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	X	X	X	X	Remove and replace pedestrian push button sign
Clear floor space does not exist and is needed					
Clear floor space for pedestrian push button is less than 30" x 48" or has a slope greater than 2%	X	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"					
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	Fix ponding



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

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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

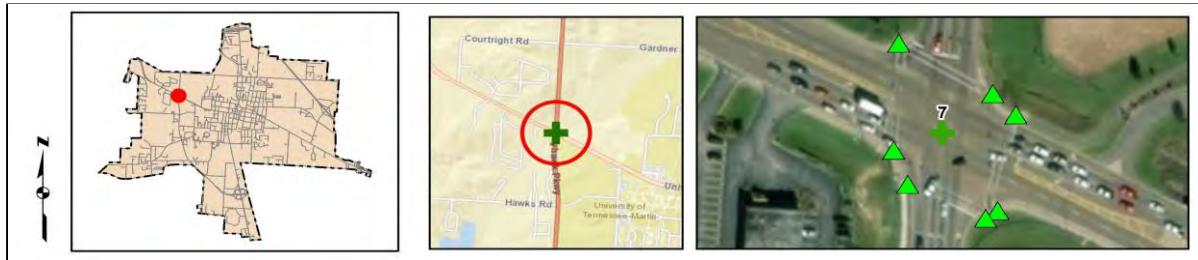
Kimley-Horn and Associates, Inc.	Priority: 5
Project Description for Signalized Intersection	

Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	University St	GPS ID: 7
Project Name:	Intersection of Intersection of Tn 43 and University St	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	226	SF	\$ 8.00	\$ 1,808.00
TDOT 701-02.03	CONCRETE CURB RAMP	264	SF	\$ 20.00	\$ 5,280.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	40	SF	\$ 65.00	\$ 2,600.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	10	SF	\$ 85.00	\$ 850.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	39	SY	\$ 12.00	\$ 468.00
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	1	EA	\$ 1,275.00	\$ 1,275.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	664	LF	\$ 29.00	\$ 19,256.00
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	2	EA	\$ 400.00	\$ 800.00
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON 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	0	LS	\$ 2,000.00	\$ -
-	MEDIAN NOSE MODIFICATION	0	LS	\$ 5,000.00	\$ -
-	REMOVE TEMPORARY OBSTRUCTION	3	LS	\$ 500.00	\$ 1,500.00
-	FIX CURB RAMP COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
Basis for Cost Projection				Subtotal:	\$ 60,837.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ 9,155.57
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ 12,207.43
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ 82,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Poor	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	Worn	Worn	Worn	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)							Possible Solutions
	1A	2A	2B	3A	3B	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 8.3%							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							Remove temporary obstruction
Temporary obstruction (>0.25') in curb ramp/landing/flares	X	X	X					For intersection, commercial driveway, and park 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		X		
Missing or no pedestrian 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	
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	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								
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		X	X	X	Fix ponding



Ramp 1A



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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 Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	University St	GPS ID: 8
Project Name:	Intersection of Intersection of University St and Mt Pelia Rd	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	110	SF	\$ 8.00	\$ 880.00
TDOT 701-02.03	CONCRETE CURB RAMP	200	SF	\$ 20.00	\$ 4,000.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	5	EA	\$ 1,275.00	\$ 6,375.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	482	LF	\$ 29.00	\$ 13,978.00
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	6	EA	\$ 1,300.00	\$ 7,800.00
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	4	EA	\$ 125.00	\$ 500.00
-	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 400.00	\$ -
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	2	EA	\$ 800.00	\$ 1,600.00
-	PEDESTRIAN PUSHBUTTON SIGN	4	EA	\$ 150.00	\$ 600.00
-	REMOVE PEDESTRIAN PUSH BUTTON SIGN	4	EA	\$ 50.00	\$ 200.00
-	REPAVE ROADWAY	2	LS	\$ 5,000.00	\$ 10,000.00
-	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 COUNTERSLOPE	2	LS	\$ 2,000.00	\$ 4,000.00
Basis for Cost Projection				Subtotal:	\$ 64,233.00
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ 9,671.57
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ 12,895.43
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ 86,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	Poor	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	N/A	Worn	Worn	None	Remove and replace crosswalk pavement markings

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
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					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
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			X	X	Install landing area
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			X		Install push button pole and relocate pedestrian push buttons
Pedestrian push button offset more than 10' from curb face		X	X	X	
Pedestrian push button is not parallel to crosswalk		X	X		Relocate pedestrian push buttons
Pedestrian push button height is greater than 48"		X	X		
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		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%					
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	X	Fix curb ramp counter slope
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

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: Compliant
Project Description for Signalized Intersection	

Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	Skyhawk Pkwy	GPS ID: 9
Project Name:	Intersection of Intersection of Tn 43 and Mt Pelia Rd	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	0	EA	\$ 1,275.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 400.00	\$ -
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON 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	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
Basis for Cost Projection				Subtotal:	\$ -
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ -
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ -
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ -

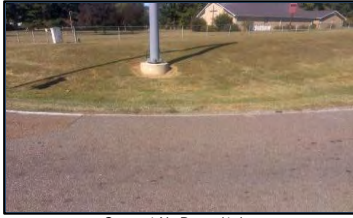
Project Location



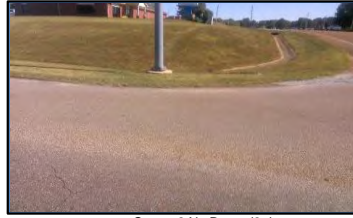
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	N/A	
Path of travel running slope is greater than 5%	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5%	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	N/A	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	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					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
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					
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					
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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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 Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

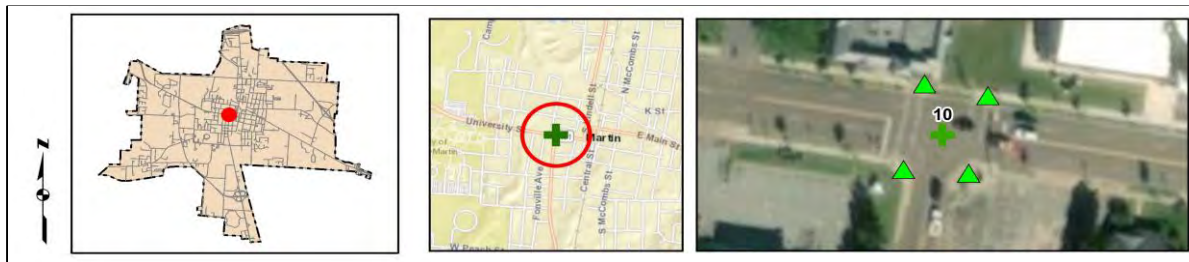
Corridor :	University St	GPS ID: 10
Project Name:	Intersection of Intersection of University St and Elm St	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	135	SF	\$ 8.00	\$ 1,080.00
TDOT 701-02.03	CONCRETE CURB RAMP	396	SF	\$ 20.00	\$ 7,920.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	60	SF	\$ 65.00	\$ 3,900.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	2	SF	\$ 85.00	\$ 170.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	47	SY	\$ 12.00	\$ 564.00
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	2	EA	\$ 1,275.00	\$ 2,550.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	290	LF	\$ 29.00	\$ 8,410.00
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	3	EA	\$ 400.00	\$ 1,200.00
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON SIGN	6	EA	\$ 150.00	\$ 900.00
-	REMOVE PEDESTRIAN PUSH BUTTON SIGN	6	EA	\$ 50.00	\$ 300.00
-	REPAVE ROADWAY	9	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	0	LS	\$ 500.00	\$ -
-	FIX CURB RAMP COUNTERSLOPE	3	LS	\$ 2,000.00	\$ 6,000.00
				Subtotal:	\$ 53,824.00
				Engineering: (% +/-)	15% \$ 8,089.71
				Contingency: (% +/-)	20% \$ 10,786.29
				Estimated Project Cost:	\$ 72,700.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	Poor	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	N/A	Worn	None	Worn	Remove and replace crosswalk pavement markings

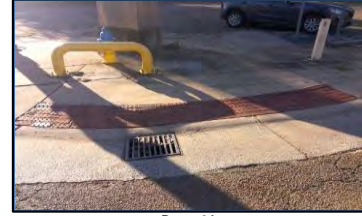
Curb Ramp Issues	Curb Ramp ID ('Z', 'I', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp			X	X	Remove and replace crosswalk pavement markings
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X		X		Remove and replace curb ramp
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	X	X	X	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				X	Install landing area
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	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	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	X	X	X	X	Remove and replace pedestrian push button sign
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			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				X	Fix ponding



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

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 Signalized Intersection		
Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	Skyhawk Pkwy	GPS ID: 11
Project Name:	Intersection of Intersection of Tn 43 and Hawks Rd	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	80	SF	\$ 8.00	\$ 640.00
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	8	SY	\$ 12.00	\$ 96.00
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	0	EA	\$ 1,275.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	114	LF	\$ 29.00	\$ 3,306.00
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 400.00	\$ -
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON 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	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 COUNTERSLOPE	1	LS	\$ 2,000.00	\$ 2,000.00
				Subtotal:	\$ 11,042.00
				Engineering: (% +/-)	15% \$ 1,696.29
				Contingency: (% +/-)	20% \$ 2,261.71
				Estimated Project Cost:	\$ 15,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	X	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	Good	N/A	N/A	Good	

Curb Ramp Issues	Curb Ramp ID ('Z', 'I', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	1A	1B	2A	3z	4A	
Curb ramp does not exist and is needed						Remove and replace landing area
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						
Flare cross slope is greater than 10%						
Curb ramp running slope is greater than 8.3%						
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 clear floor space
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			
Missing or no pedestrian push buttons						Remove and replace clear floor space
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			
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						Fix curb ramp counter slope
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						



Ramp 1A



Ramp 1B



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

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

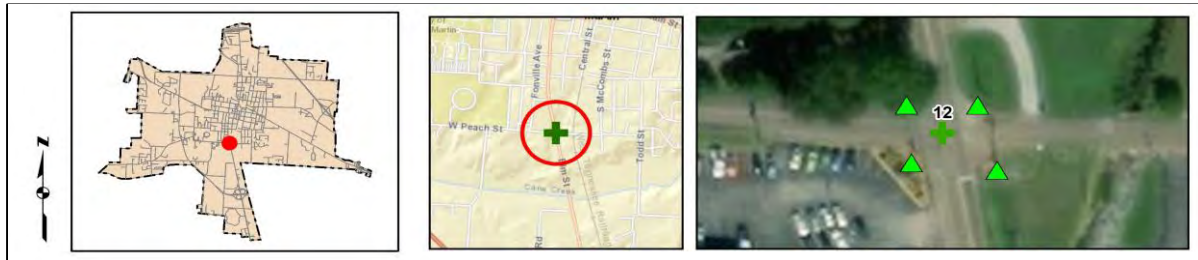
Kimley-Horn and Associates, Inc.	Priority: Compliant
Project Description for Signalized Intersection	

Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor :	Peach Street	GPS ID: 12
Project Name:	Intersection of Intersection of Elm St and Peach St	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4')	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 730-26.06	PEDESTRIAN PUSHBUTTON POST	0	EA	\$ 1,275.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
TDOT 730-26.11	CNTDD W/AUDIBLE PUSH BTTN (MOD)	0	EA	\$ 1,300.00	\$ -
-	REMOVAL OF PEDESTRIAN PUSH BUTTONS	0	EA	\$ 125.00	\$ -
-	RELOCATE PEDESTRIAN PUSH BUTTONS	0	EA	\$ 400.00	\$ -
TDOT 730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	0	EA	\$ 800.00	\$ -
-	PEDESTRIAN PUSHBUTTON 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	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
Basis for Cost Projection				Subtotal:	\$ -
<input checked="" type="checkbox"/> No Design Completed				Engineering: (% +/-)	15% \$ -
<input type="checkbox"/> Preliminary Design				Contingency: (% +/-)	20% \$ -
<input type="checkbox"/> Final Design				Estimated Project Cost:	\$ -

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	N/A	
Path of travel running slope is greater than 5%	N/A	N/A	N/A	N/A	
Path of travel cross slope is greater than 5%	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	N/A	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	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					
Curb side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
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					
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					
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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

City of Martin
ADA Self-Evaluation and Transition Plan
Unsignalized Intersection Cost Projection Summary
12/17/2019

GPS ID	Project Name	Cost Projection	Priority
90002	Intersection of Kennedy Dr and driveway	\$ 7,200	3
90004	Intersection of University St and driveway	\$ 2,300	13
90005	Intersection of University St and driveway	\$ 2,300	13
90008	Intersection of Hurt St and driveway	\$ 11,100	2
90014	Intersection of McCombs St and driveway	\$ 2,300	13
90015	Intersection of Hyndsver Rd and driveway	\$ 2,300	13
90016	Intersection of Lindell St and driveway	\$ 4,600	13
90017	Intersection of Lindell St and driveway	\$ 4,600	13
90018	Intersection of Lindell St and driveway	\$ 2,300	13
90019	Intersection of Lindell St and driveway	\$ 2,300	13
90020	Intersection of Lindell St and driveway	\$ 2,300	13
90021	Intersection of Hurt St and driveway	\$ 14,500	5
90022	Intersection of Church St and Mill St	\$ 23,600	6
90023	Intersection of Church St and driveway	\$ 2,300	13
90024	Intersection of Moody Ave and driveway	\$ 2,300	13
90025	Intersection of Moody Ave and driveway	\$ 2,300	13
90026	Intersection of Lee St and driveway	\$ 19,200	5
90027	Intersection of McComb St and McGill St	\$ 21,600	5
90028	Intersection of White St and driveway	\$ 1,200	13
90032	Intersection of Mount Pelia Rd and midblock crossing	\$ 21,800	2
90034	Intersection of Church St and driveway	\$ 3,500	13
90036	Intersection of Main St and driveway	\$ 8,200	13
90037	Intersection of Main St and driveway	\$ 5,400	13
90038	Intersection of Oakland St and St Charles St	\$ 16,100	3
90039	Intersection of University St and midblock crossing	\$ 22,000	3
90040	Intersection of White St and driveway	\$ 2,300	13
90041	Intersection of White St and driveway	\$ 2,300	13
90042	Intersection of White St and driveway	\$ 2,300	13
90003	Intersection of University St and driveway	\$ 2,700	13
90006	Intersection of University St and driveway	\$ 5,700	2
90009	Intersection of Moody Ave and driveway	\$ 2,300	13
90010	Intersection of Main St and driveway	\$ 2,300	13
90011	Intersection of Main St and driveway	\$ 1,200	13
90012	Intersection of Main St and driveway	\$ 2,300	13
90013	Intersection of McCombs St and driveway	\$ 2,300	13
90029	Intersection of Jackson St and Warren Dr	\$ 17,500	5
90030	Intersection of Jackson St and driveway	\$ 2,300	13
90031	Intersection of K St and Started St	\$ 10,600	13
90035	Intersection of Main St and midblock crossing	\$ 18,500	2
90043	Intersection of Church St and driveway	\$ 4,600	13
TOTAL		\$ 286,800	

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Kennedy Dr and driveway
City: Martin

GPS ID: 90002

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	200	SF	\$ 20.00	\$ 4,000.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 5,300.00
Engineering: (% +/-) 15% \$ 814.29
Contingency: (% +/-) 20% \$ 1,085.71
Estimated Project Cost: \$ 7,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	1z 2z	
Curb ramp does not exist and is needed	X X	Install curb ramp; if median improvement, see shapefile
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 8.3%		
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%		
Ponding occurs at base of curb ramp		



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of University St and driveway
City: Martin

GPS ID: 90004

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	1z 2z	
Curb ramp does not exist and is needed		For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%		
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	
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%		
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)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of University St and driveway
City: Martin

GPS ID: 90005

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1z	2z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Hurt St and driveway
City: Martin

GPS ID: 90008

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	132	SF	\$ 20.00	\$ 2,640.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	18	SY	\$ 12.00	\$ 216.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-W	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 8,156.00
Engineering: (% +/-) 15% \$ 1,261.71
Contingency: (% +/-) 20% \$ 1,682.29
Estimated Project Cost: \$ 11,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

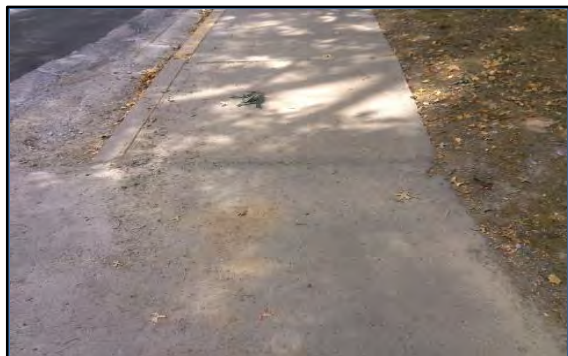
Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	3A 4A	
Curb ramp does not exist and is needed		
Curb ramp does not land in crosswalk		
No 4' x 4' clear space at base of curb ramp		
Curbed side is not 90° or has traversable adjacent surface		
Flare cross slope is greater than 10%		
Curb ramp running slope is greater than 8.3%		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	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	
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, commercial driveway, and park ramps, install color truncated domes

Remove and replace landing area

Fix ponding



Ramp 3A



Ramp 4A

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of McCombs St and driveway
City: Martin

GPS ID: 90014

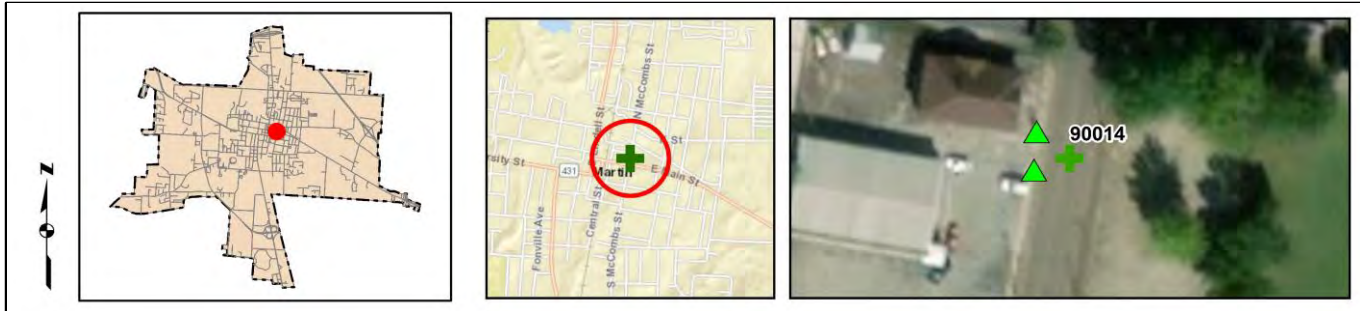
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1z	4z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 4 No Ramp (4z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Hyndsver Rd and driveway
City: Martin

GPS ID: 90015

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3z	4z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Lindell St and driveway
City: Martin

GPS ID: 90016

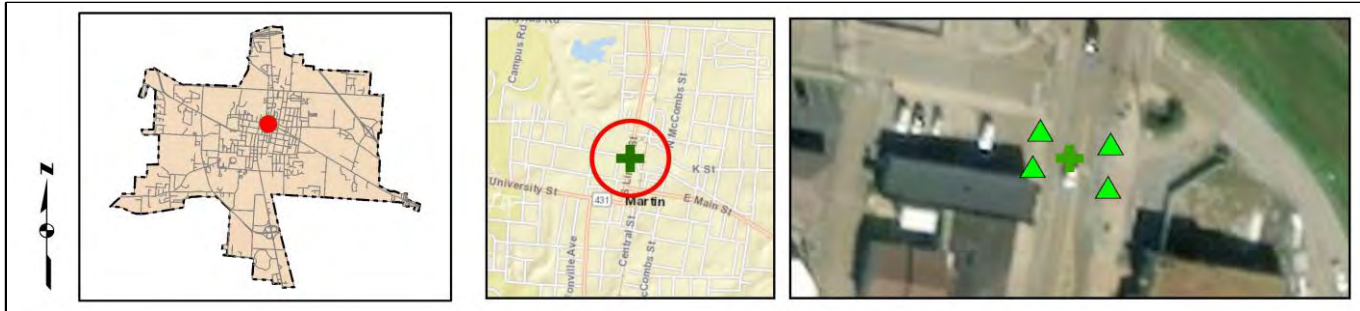
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	40	SF	\$ 85.00	\$ 3,400.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 3,400.00
Engineering: (% +/-) 15% \$ 514.29
Contingency: (% +/-) 20% \$ 685.71
Estimated Project Cost: \$ 4,600.00

Project Location



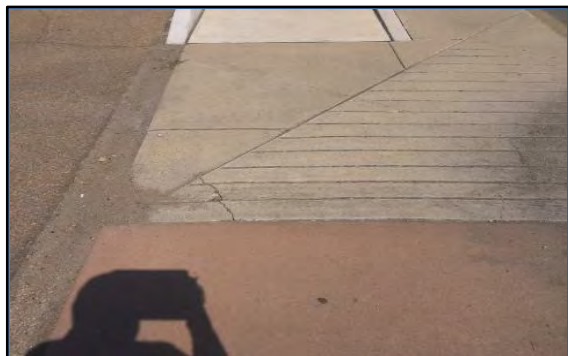
Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	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		

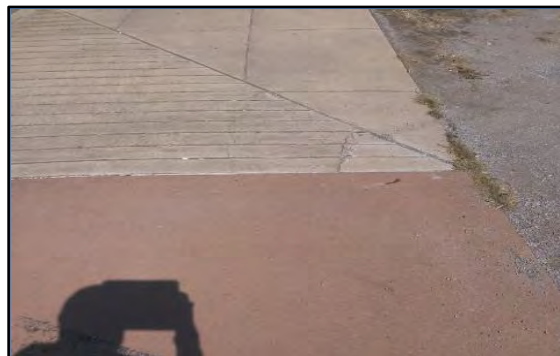
All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	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%					
Curb ramp running slope is greater than 8.3%					
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	X	X	
No color contrast at base of curb ramp	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%					
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					

For intersection, commercial driveway, and park ramps, install color truncated domes



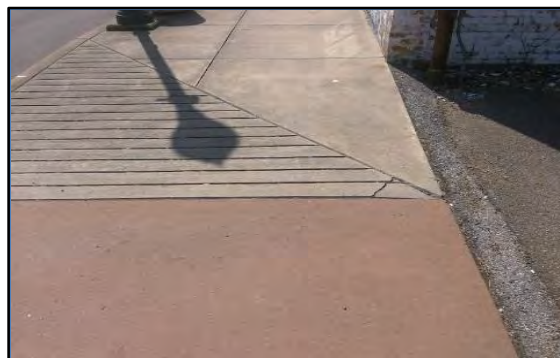
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Project Location Map Sources:

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Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Lindell St and driveway
City: Martin

GPS ID: 90017

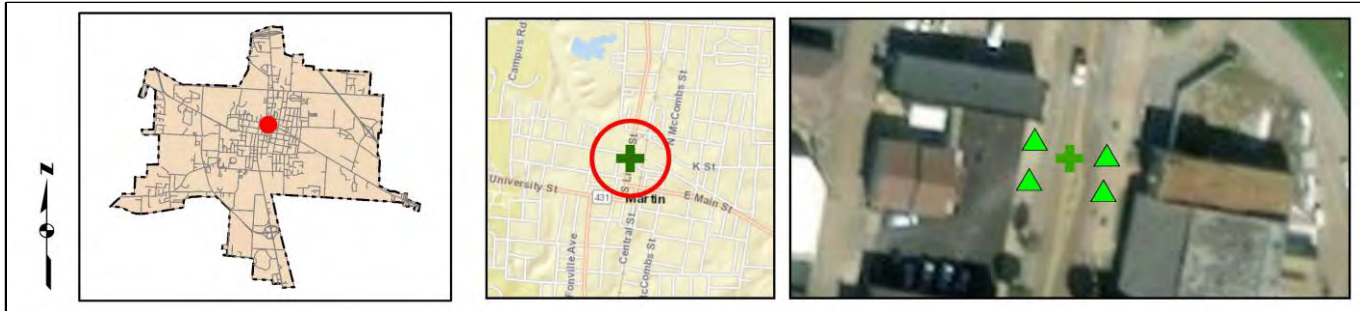
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	40	SF	\$ 85.00	\$ 3,400.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 3,400.00
Engineering: (% +/-) 15% \$ 514.29
Contingency: (% +/-) 20% \$ 685.71
Estimated Project Cost: \$ 4,600.00

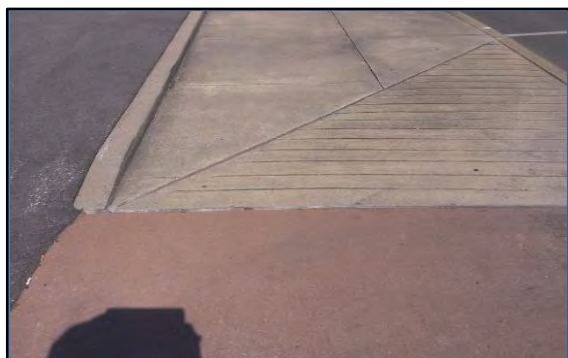
Project Location



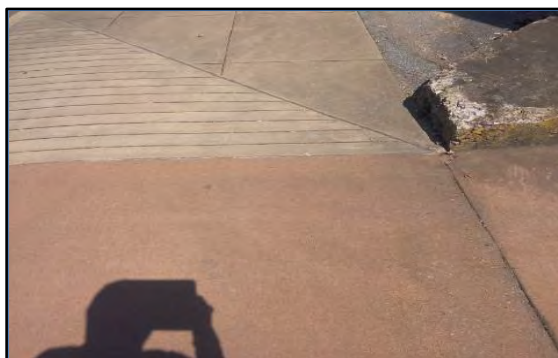
Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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		

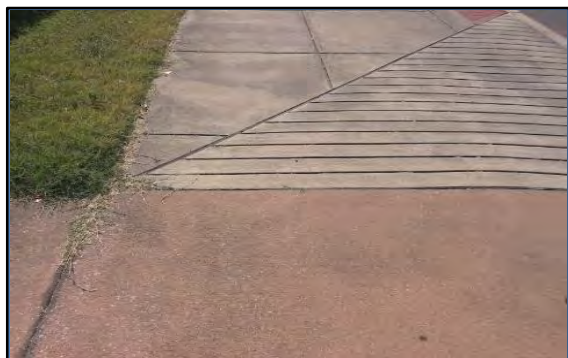
Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
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Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater 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	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	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%					
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					



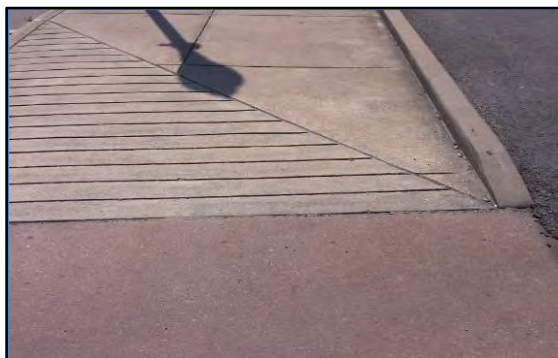
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Lindell St and driveway
City: Martin

GPS ID: 90018

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
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-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

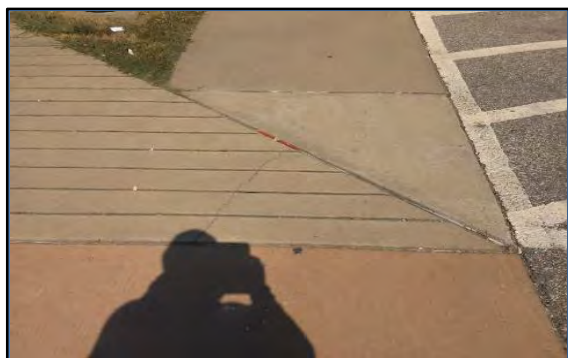
Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
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Path of travel running slope is greater than 5%					
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Crosswalk width is less than 6'					
Crosswalk striping condition					

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2z	3z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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%			
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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%			
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 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Lindell St and driveway
City: Martin

GPS ID: 90019

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
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TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



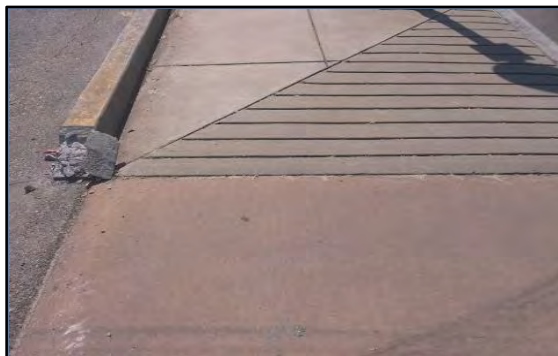
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2z	3z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Lindell St and driveway
City: Martin

GPS ID: 90020

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

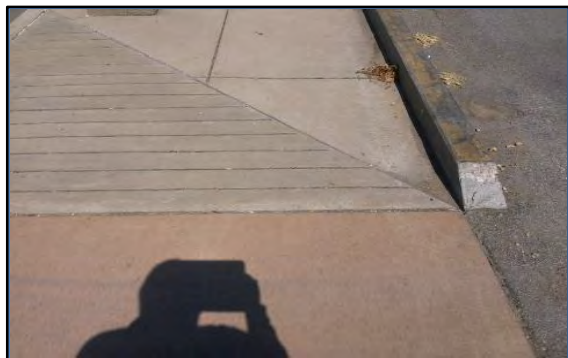
Project Location



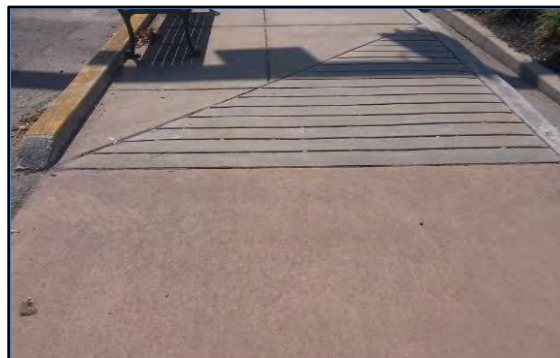
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2z	3z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Hurt St and driveway
City: Martin

GPS ID: 90021

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	166	SF	\$ 20.00	\$ 3,320.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	10	SY	\$ 12.00	\$ 120.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	REPAVE ROADWAY	0	LS	\$ 5,000.00	\$ -
-	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 COUNTERSLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 10,740.00
Engineering: (% +/-) 15% \$ 1,611.43
Contingency: (% +/-) 20% \$ 2,148.57
Estimated Project Cost: \$ 14,500.00

Project Location

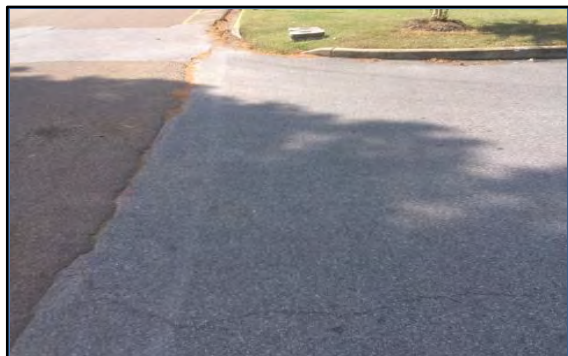


Field Observations

Intersection Issues	Crosswalk	Possible Solutions
Path of travel pavement condition	N E S W	
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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
Curb ramp does not exist and is needed	1z 2A	Install curb ramp; if median improvement, see shapefile
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 8.3%	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 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	For intersection, commercial driveway, and park ramps, install color truncated domes
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"	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



Corner 1 No Ramp (1z)



Ramp 2A

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor : GPS ID: 90022
Project Name: Intersection of Church St and Mill St
City: Martin

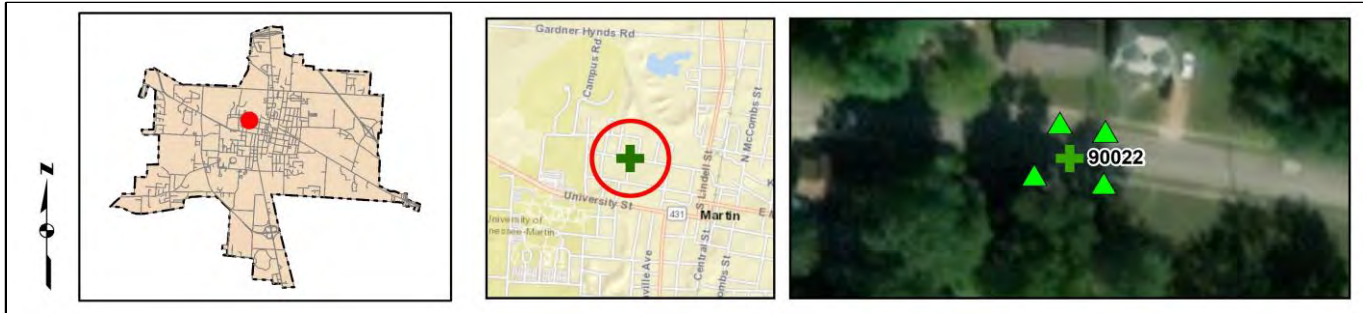
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	100	SF	\$ 20.00	\$ 2,000.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	10	SF	\$ 65.00	\$ 650.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	106	LF	\$ 29.00	\$ 3,074.00
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 17,424.00
Engineering: (% +/-) 15% \$ 2,646.86
Contingency: (% +/-) 20% \$ 3,529.14
Estimated Project Cost: \$ 23,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Poor	Poor	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 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		
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	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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 8.3%					
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	
No color contrast at base of curb ramp			X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
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%					
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)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Church St and driveway
City: Martin

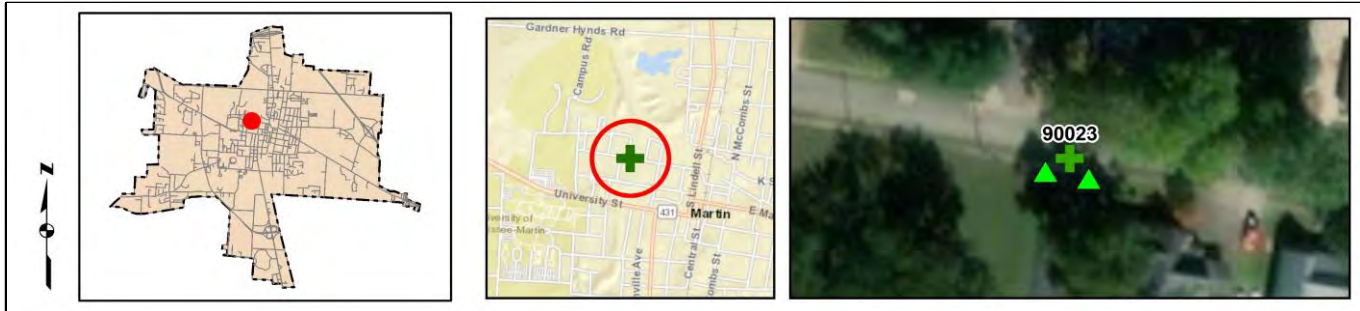
GPS ID: 90023

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
				Subtotal:	\$ 1,700.00
				Engineering: (% +/-)	15% \$ 257.14
				Contingency: (% +/-)	20% \$ 342.86
				Estimated Project Cost:	\$ 2,300.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3z	4z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Moody Ave and driveway
City: Martin

GPS ID: 90024

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2z	3z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Moody Ave and driveway
City: Martin

GPS ID: 90025

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2z	3z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Lee St and driveway
City: Martin

GPS ID: 90026

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	132	SF	\$ 20.00	\$ 2,640.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	19	SY	\$ 12.00	\$ 228.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 14,168.00
Engineering: (% +/-) 15% \$ 2,156.57
Contingency: (% +/-) 20% \$ 2,875.43
Estimated Project Cost: \$ 19,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
Path of travel pavement condition	N E S W	
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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	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 8.3%	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	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"	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	

Remove and replace curb ramp

For intersection, commercial driveway, and park ramps, install color truncated domes

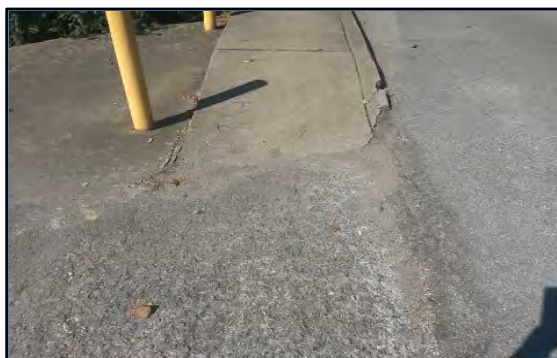
Remove and replace landing area
Fix curb ramp transition

Fix curb ramp counter slope

Fix ponding



Ramp 3A



Ramp 4A

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of McComb St and McGill St
City: Martin

GPS ID: 90027

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	166	SF	\$ 20.00	\$ 3,320.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	10	SY	\$ 12.00	\$ 120.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-W	76	LF	\$ 29.00	\$ 2,204.00
-	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
-	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
-	FIX CURB RAMP TRANSITION	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 15,944.00
Engineering: (% +/-) 15% \$ 2,424.00
Contingency: (% +/-) 20% \$ 3,232.00
Estimated Project Cost: \$ 21,600.00

Project Location



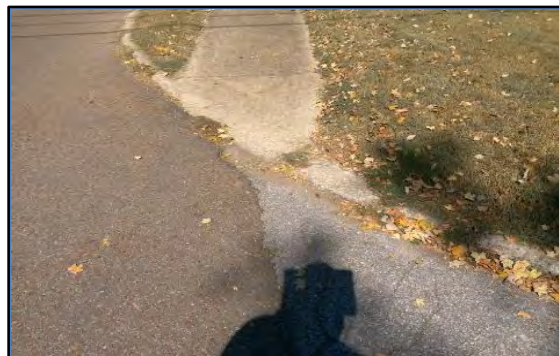
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A		N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	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	N/A	None	N/A	N/A	

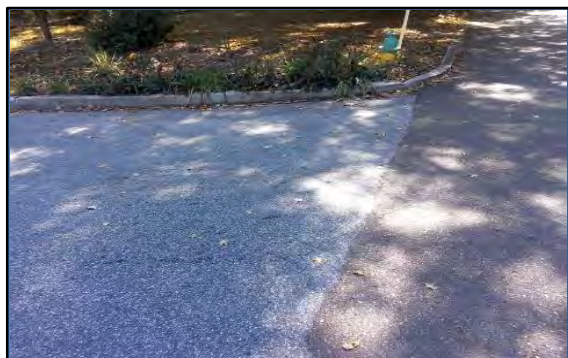
Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%		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			For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares		X			
No textured surface at base of curb ramp		X			Remove and replace landing area
No color contrast at base of curb ramp		X			
Landing area does not exist and is needed					Fix curb ramp transition
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			Fix ponding
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			



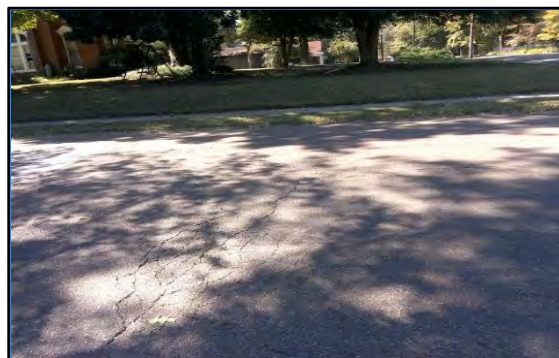
Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of White St and driveway
City: Martin

GPS ID: 90028

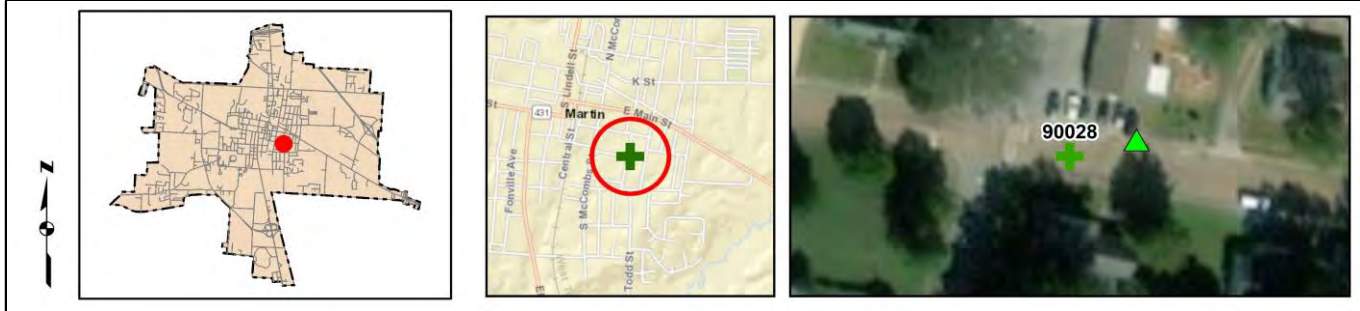
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	10	SF	\$ 85.00	\$ 850.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 850.00
Engineering: (% +/-) 15% \$ 150.00
Contingency: (% +/-) 20% \$ 200.00
Estimated Project Cost: \$ 1,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
Path of travel pavement condition	N E S W	
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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
Curb ramp does not exist and is needed	2z	
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 8.3%		
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	
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%		
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		

For intersection, commercial driveway, and park ramps, install color truncated domes



Corner 2 No Ramp (2z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Mount Pelia Rd and midblock crossing
City: Martin

GPS ID: 90032

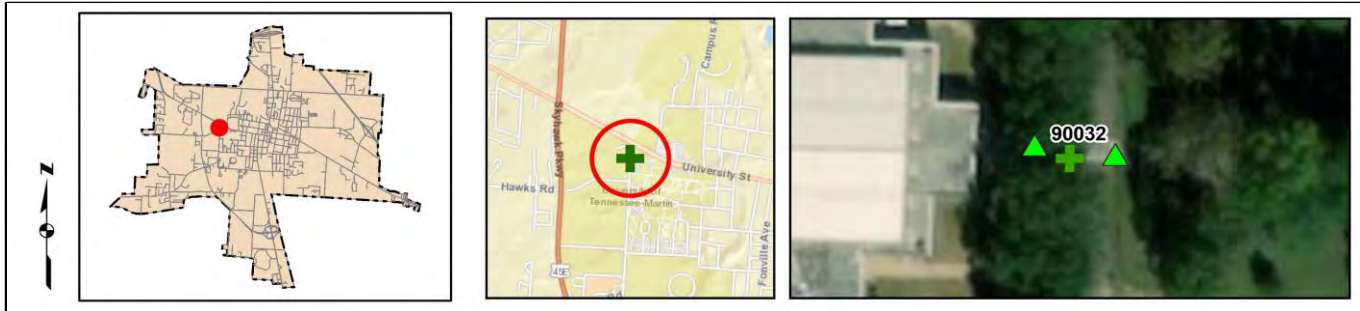
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	66	SF	\$ 20.00	\$ 1,320.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	10	SF	\$ 65.00	\$ 650.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	10	SF	\$ 85.00	\$ 850.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	11	SY	\$ 12.00	\$ 132.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-W	74	LF	\$ 29.00	\$ 2,146.00
-	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
-	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
-	FIX CURB RAMP TRANSITION	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 COUNTERSLOPE	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 16,098.00
Engineering: (% +/-) 15% \$ 2,443.71
Contingency: (% +/-) 20% \$ 3,258.29
Estimated Project Cost: \$ 21,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	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%		N/A	N/A	N/A	
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	Good	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	2z	
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 8.3%			
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	X		
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	For intersection, commercial driveway, and park 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		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		Fix curb ramp counter slope
Ponding occurs at base of curb ramp	X		Fix ponding



Ramp 1A



Corner 2 No Ramp (2z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Church St and driveway
City: Martin

GPS ID: 90034

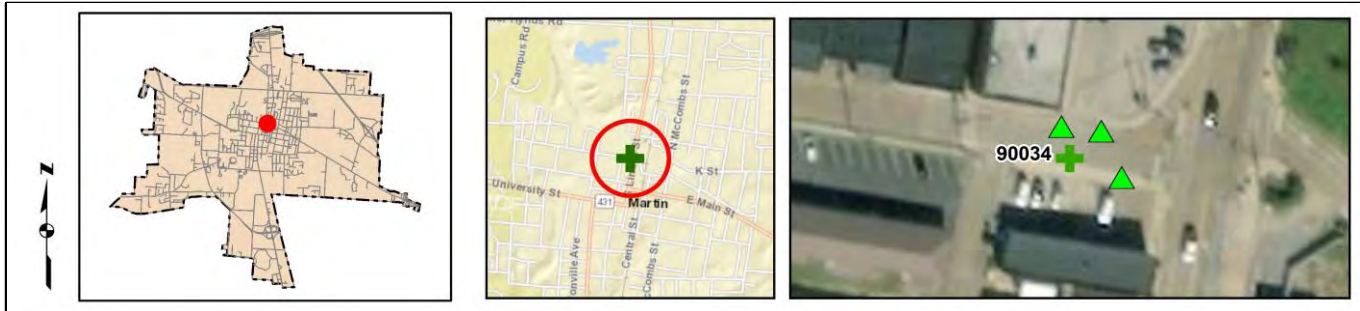
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	30	SF	\$ 85.00	\$ 2,550.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 2,550.00
Engineering: (% +/-) 15% \$ 407.14
Contingency: (% +/-) 20% \$ 542.86
Estimated Project Cost: \$ 3,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	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		

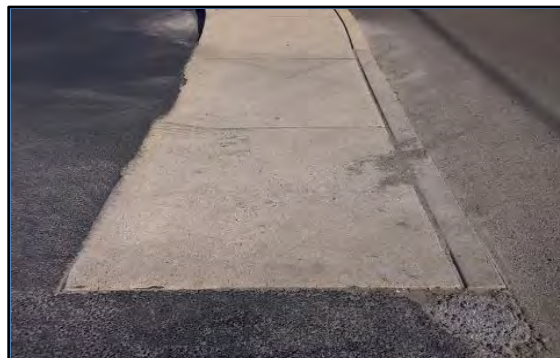
All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	1z 2z 3z	
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 8.3%		
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 X	
No color contrast at base of curb ramp	X X X	
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%		
Ponding occurs at base of curb ramp		

For intersection, commercial driveway, and park ramps, install color truncated domes



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Main St and driveway
City: Martin

GPS ID: 90036

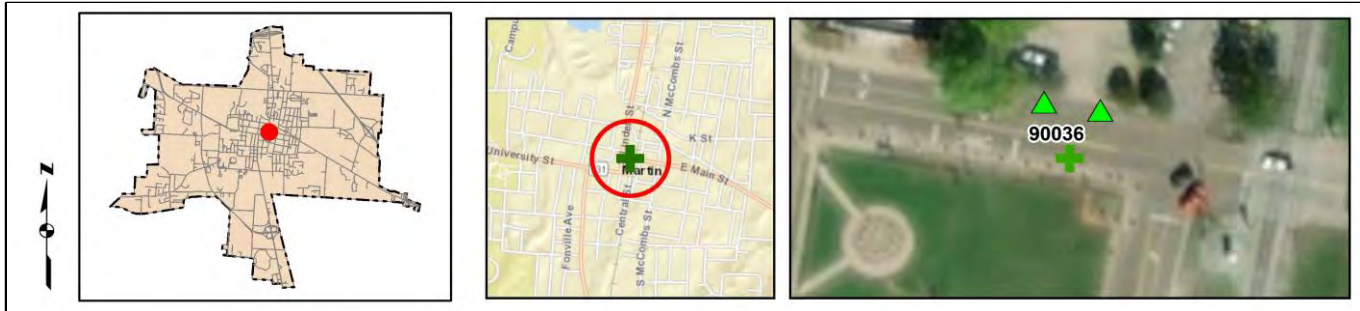
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	66	SF	\$ 20.00	\$ 1,320.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	10	SF	\$ 65.00	\$ 650.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	8	SY	\$ 12.00	\$ 96.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 6,066.00
Engineering: (% +/-) 15% \$ 914.57
Contingency: (% +/-) 20% \$ 1,219.43
Estimated Project Cost: \$ 8,200.00

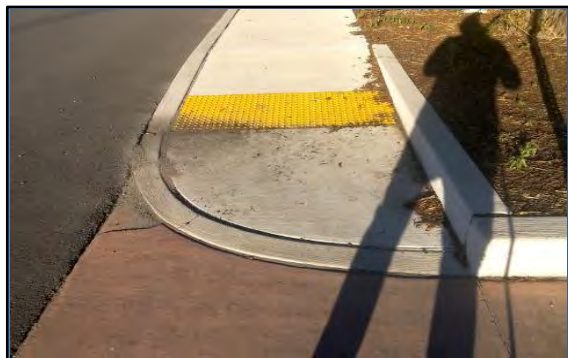
Project Location



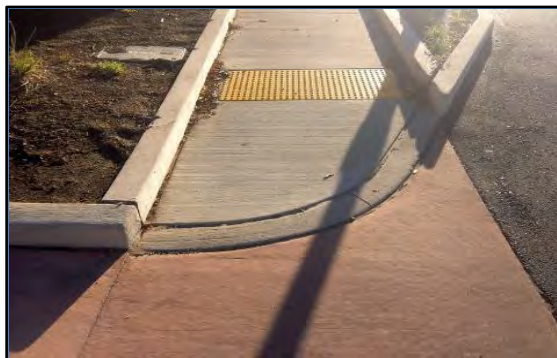
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	2A	
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 8.3%			
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			Fix ponding
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%			
Ponding occurs at base of curb ramp	X	X	



Ramp 1A



Ramp 2A

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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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Main St and driveway
City: Martin

GPS ID: 90037

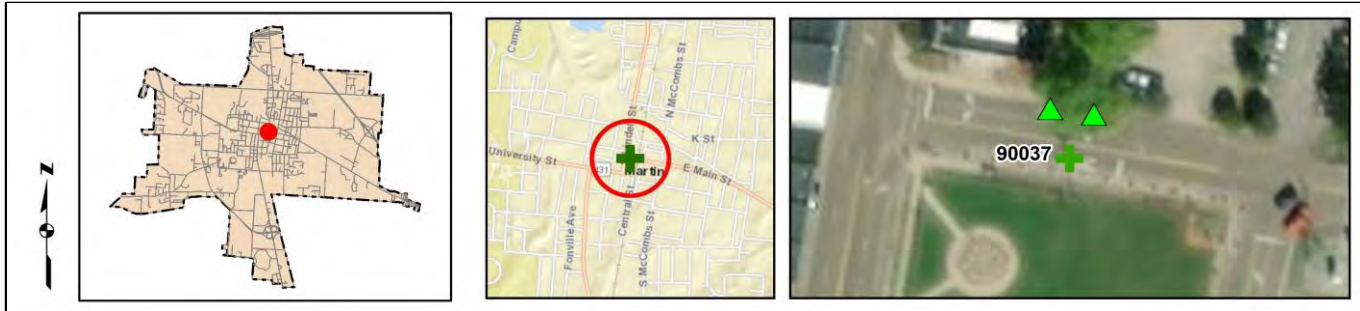
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 4,000.00
Engineering: (% +/-) 15% \$ 600.00
Contingency: (% +/-) 20% \$ 800.00
Estimated Project Cost: \$ 5,400.00

Project Location

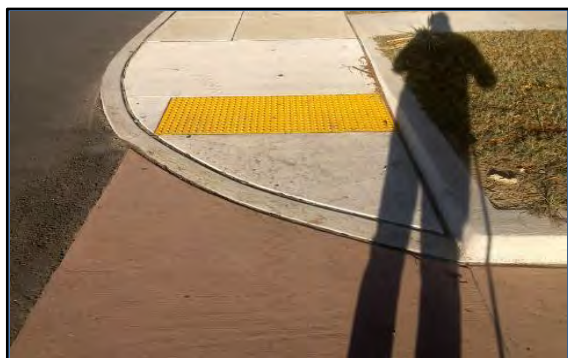


Field Observations

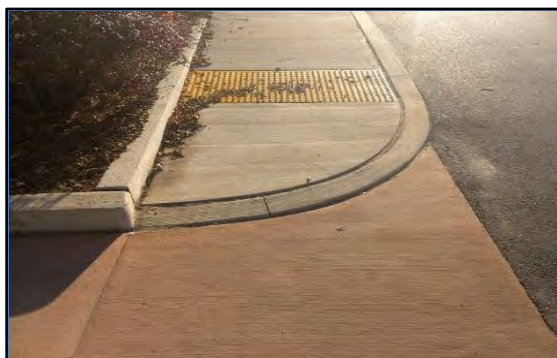
Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	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 8.3%		
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%		
Ponding occurs at base of curb ramp	X X	Fix ponding



Ramp 1A



Ramp 2A

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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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Oakland St and St Charles St
City: Martin

GPS ID: 90038

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	200	SF	\$ 20.00	\$ 4,000.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-W	56	LF	\$ 29.00	\$ 1,624.00
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 11,924.00
Engineering: (% +/-) 15% \$ 1,789.71
Contingency: (% +/-) 20% \$ 2,386.29
Estimated Project Cost: \$ 16,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	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%		N/A	N/A	N/A	
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	N/A	Install crosswalk pavement markings
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4z	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
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 8.3%					
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%					
Ponding occurs at base of curb ramp					



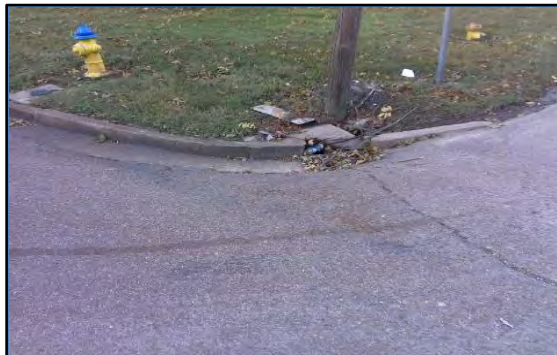
Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of University St and midblock crossing
City: Martin

GPS ID: 90039

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	3	CY	\$ 12.00	\$ 36.00
TDOT 702-01.02	CONCRETE CURB	20	LF	\$ 30.00	\$ 600.00
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	50	SF	\$ 8.00	\$ 400.00
TDOT 701-02.03	CONCRETE CURB RAMP	200	SF	\$ 20.00	\$ 4,000.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	40	SF	\$ 65.00	\$ 2,600.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-W	126	LF	\$ 29.00	\$ 3,654.00
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 16,290.00
Engineering: (% +/-) 15% \$ 2,447.14
Contingency: (% +/-) 20% \$ 3,262.86
Estimated Project Cost: \$ 22,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A		N/A	N/A	
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	Good	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)			Possible Solutions
	Ez	2z	3z	
Curb ramp does not exist and is needed	X	X	X	Install curb ramp; if median improvement, see shapefile
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 8.3%				
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%				
Ponding occurs at base of curb ramp				



East Median No Ramp (Ez)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor : GPS ID: 90040
Project Name: Intersection of White St and driveway
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

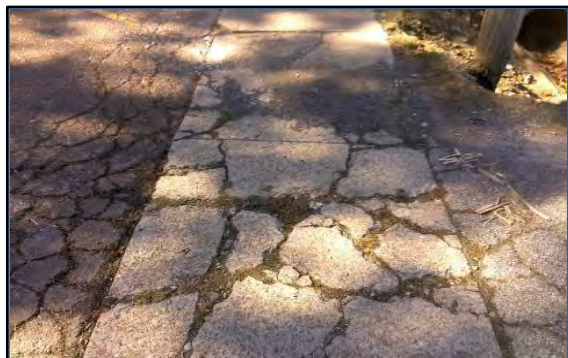
Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1z	2z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor : GPS ID: 90041
Project Name: Intersection of White St and driveway
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



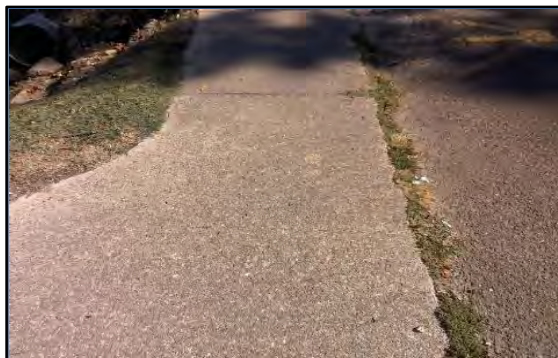
Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	1z 2z	
Curb ramp does not exist and is needed		For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%		
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	
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%		
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)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor : GPS ID: 90042
Project Name: Intersection of White St and driveway
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
Path of travel pavement condition	N E S W	
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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	1z 2z	
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 8.3%		
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	
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%		
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		

For intersection, commercial driveway, and park ramps, install color truncated domes



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of University St and driveway
City: Martin

GPS ID: 90003

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 2,000.00
Engineering: (% +/-) 15% \$ 300.00
Contingency: (% +/-) 20% \$ 400.00
Estimated Project Cost: \$ 2,700.00

Project Location



Field Observations

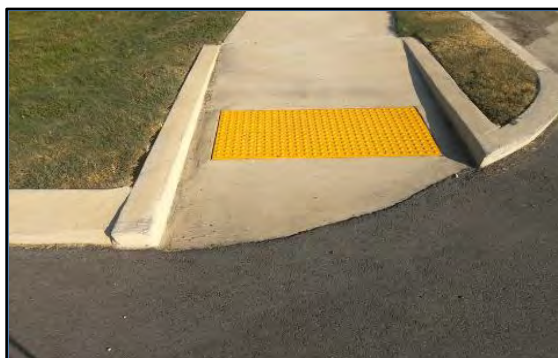
Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		
Path of travel running slope is greater than 5%		
Path of travel cross slope is greater than 2% for stop control approaches		
Path of travel cross slope is greater than 5% for free-flow approaches		
Crosswalk width is less than 6'		
Crosswalk striping condition		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	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 8.3%		
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%		
Ponding occurs at base of curb ramp	X	Fix ponding



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of University St and driveway
City: Martin

GPS ID: 90006

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	132	SF	\$ 20.00	\$ 2,640.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	18	SY	\$ 12.00	\$ 216.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 4,156.00
Engineering: (% +/-) 15% \$ 661.71
Contingency: (% +/-) 20% \$ 882.29
Estimated Project Cost: \$ 5,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	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 8.3%	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%		
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, commercial driveway, and park ramps, install color truncated domes

Remove and replace landing area



Ramp 1A



Ramp 2A

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Moody Ave and driveway
City: Martin

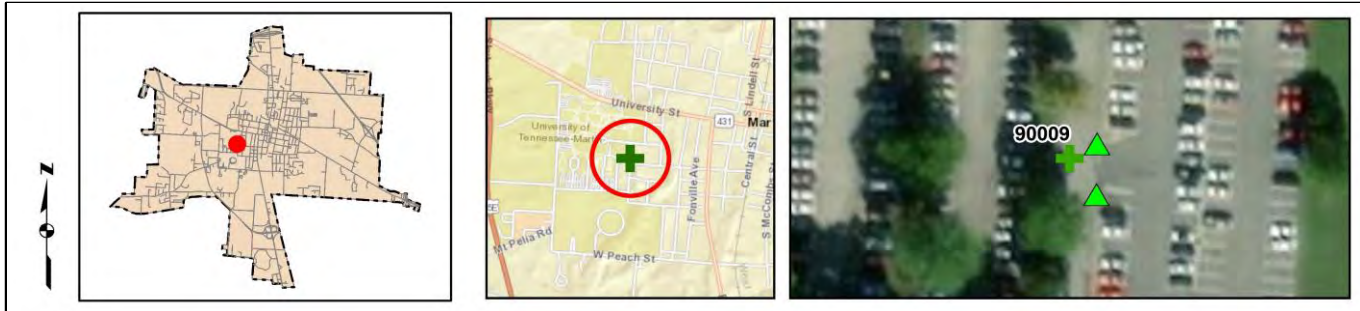
GPS ID: 90009

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -
				Subtotal:	\$ 1,700.00
				Engineering: (% +/-)	15% \$ 257.14
				Contingency: (% +/-)	20% \$ 342.86
				Estimated Project Cost:	\$ 2,300.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2z	3z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 2 No Ramp (2z)



Corner 3 No Ramp (3z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Main St and driveway
City: Martin

GPS ID: 90010

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
Path of travel pavement condition	N E S W	
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		

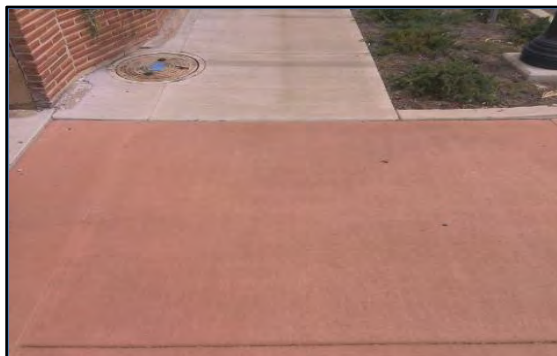
All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
	1z 2z	
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 8.3%		
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	
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%		
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		

For intersection, commercial driveway, and park ramps, install color truncated domes



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Main St and driveway
City: Martin

GPS ID: 90011

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	10	SF	\$ 85.00	\$ 850.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 850.00
Engineering: (% +/-) 15% \$ 150.00
Contingency: (% +/-) 20% \$ 200.00
Estimated Project Cost: \$ 1,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
Path of travel pavement condition	N E S W	
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		

All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)	Possible Solutions
Curb ramp does not exist and is needed	2z	
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 8.3%		
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	
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%		
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		

For intersection, commercial driveway, and park ramps, install color truncated domes



Corner 2 No Ramp (2z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Main St and driveway
City: Martin

GPS ID: 90012

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

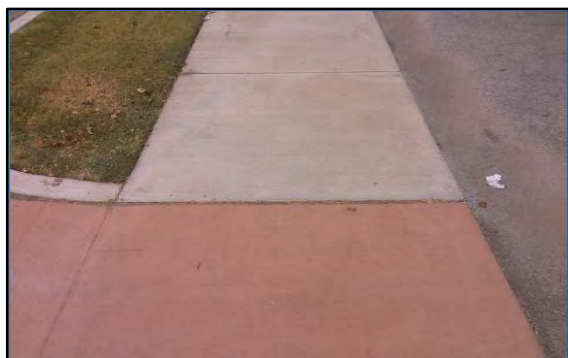
Project Location



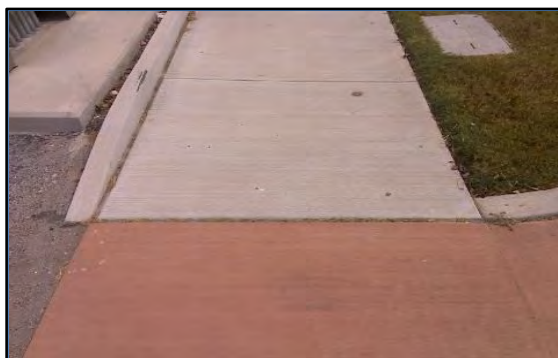
Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1z	2z	
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 8.3%			
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, commercial driveway, and park 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%			
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)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of McCombs St and driveway
City: Martin

GPS ID: 90013

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location



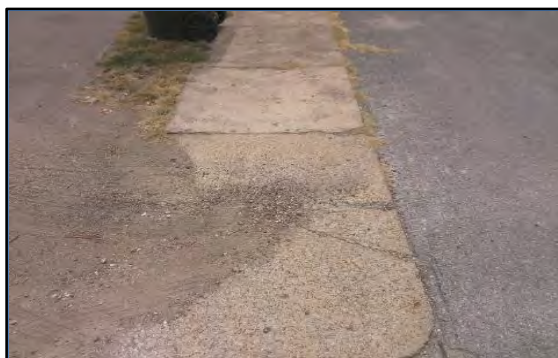
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1z	4z	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%			
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	
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%			
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 4 No Ramp (4z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Jackson St and Warren Dr
City: Martin

GPS ID: 90029

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	66	SF	\$ 20.00	\$ 1,320.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	10	SF	\$ 65.00	\$ 650.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	10	SF	\$ 85.00	\$ 850.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	10	SY	\$ 12.00	\$ 120.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	34	LF	\$ 29.00	\$ 986.00
-	REPAVE ROADWAY	1	LS	\$ 5,000.00	\$ 5,000.00
-	FIX PONDING	1	LS	\$ 2,000.00	\$ 2,000.00
-	FIX CURB RAMP TRANSITION	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 12,926.00
Engineering: (% +/-) 15% \$ 1,960.29
Contingency: (% +/-) 20% \$ 2,613.71
Estimated Project Cost: \$ 17,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Poor	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
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', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	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 8.3%			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"					
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		
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		

Remove and replace curb ramp

For intersection, commercial driveway, and park 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



Corner 4 No Ramp (4z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Jackson St and driveway
City: Martin

GPS ID: 90030

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,700.00
Engineering: (% +/-) 15% \$ 257.14
Contingency: (% +/-) 20% \$ 342.86
Estimated Project Cost: \$ 2,300.00

Project Location

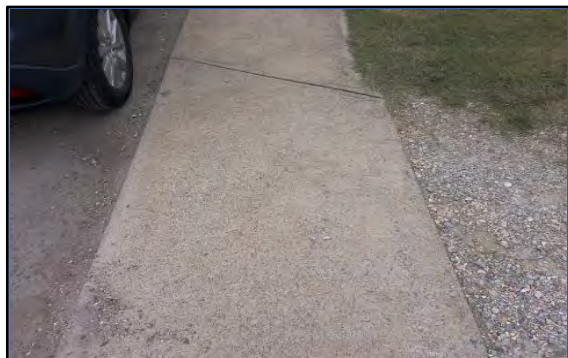


Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	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%			
Curb ramp running slope is greater than 8.3%			
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	
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%			
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			

For intersection, commercial driveway, and park ramps, install color truncated domes



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor : GPS ID: 90031
Project Name: Intersection of K St and Started St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 1,700.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-W	38	LF	\$ 29.00	\$ 1,102.00
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 7,802.00
Engineering: (% +/-) 15% \$ 1,199.14
Contingency: (% +/-) 20% \$ 1,598.86
Estimated Project Cost: \$ 10,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Poor	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	N/A		N/A	
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', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					For intersection, commercial driveway, and park ramps, install color truncated domes
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 8.3%					
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	
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%					
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)

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

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor :
Project Name: Intersection of Main St and midblock crossing
City: Martin

GPS ID: 90035

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	166	SF	\$ 20.00	\$ 3,320.00
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	20	SF	\$ 65.00	\$ 1,300.00
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	8	SY	\$ 12.00	\$ 96.00
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-W	68	LF	\$ 29.00	\$ 1,972.00
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 13,688.00
Engineering: (% +/-) 15% \$ 2,062.29
Contingency: (% +/-) 20% \$ 2,749.71
Estimated Project Cost: \$ 18,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Poor	N/A	N/A	Repave roadway and install crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A		N/A	N/A	
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	X	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	N/A	Good	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2z	3A	
Curb ramp does not exist and is needed	X		Install curb ramp; if median improvement, see shapefile
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 8.3%		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%			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	
No color contrast at base of curb ramp		X	
Landing area does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes
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%			
Ponding occurs at base of curb ramp		X	Fix ponding



Corner 2 No Ramp (2z)



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor : GPS ID: 90043
Project Name: Intersection of Church St and driveway
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
TDOT 202-03.03	REMOVAL OF ASPHALT PAVEMENT	0	CY	\$ 12.00	\$ -
TDOT 702-01.02	CONCRETE CURB	0	LF	\$ 30.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4")	0	SF	\$ 8.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP	0	SF	\$ 20.00	\$ -
TDOT 701-02.03	CONCRETE CURB RAMP (MM-CR-1 - NEW)	0	SF	\$ 65.00	\$ -
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	40	SF	\$ 85.00	\$ 3,400.00
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	0	LF	\$ 3.00	\$ -
TDOT 716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	0	LF	\$ 29.00	\$ -
-	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 COUNTERSLOPE	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 3,400.00
Engineering: (% +/-) 15% \$ 514.29
Contingency: (% +/-) 20% \$ 685.71
Estimated Project Cost: \$ 4,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk	Possible Solutions
	N E S W	
Path of travel pavement condition		All driveway path of travel issues and possible solutions provided in driveway shapefile (TRPEDDRV)
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		

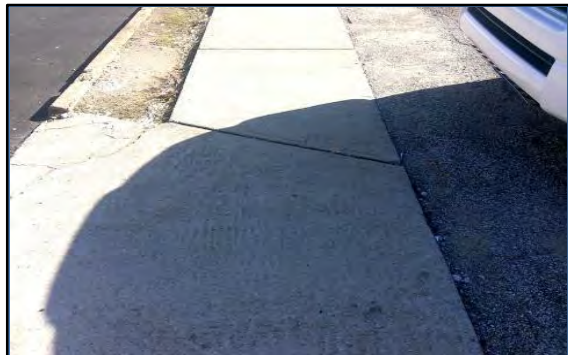
Curb Ramp Issues	Curb Ramp ID ('z', 'i', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4z	
Curb ramp does not exist and is needed					
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
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	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	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%					
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)

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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City of Martin
ADA Self-Evaluation and Transition Plan
Sidewalk Cost Projection Summary
12/17/2019

Corridor ID	Project Name	Cost Projection
1	Carter St	\$ 50,300
2	Church St	\$ 258,700
3	Cleveland St	\$ 69,800
4	College St	\$ 225,800
5	Elm St	\$ 327,800
6	Fulton St	\$ 210,600
7	Heights Dr	\$ 39,200
8	Hurt St	\$ 64,500
9	Hyndsver Rd	\$ 76,200
10	Jackson St	\$ 135,600
11	K St	\$ 116,900
12	Kennedy Dr	\$ 17,200
13	Lakeview Cir	\$ 32,600
14	Lee St	\$ 141,800
15	Lester Ln	\$ 47,700
16	Lindell St	\$ 168,600
17	Lovelace Ave	\$ 58,200
18	Main St	\$ 98,700
19	Manley St	\$ 66,500
20	McCombs St	\$ 396,600
21	McGill St	\$ 21,800
22	Moody ave	\$ 57,500
23	Mount Pelia Rd	\$ 50,800
24	Oakland St	\$ 7,100
25	Old Fulton Rd	\$ 10,700
26	Oxford St	\$ 283,500
27	Park St	\$ 10,000
28	Pat Head Summit Dr	\$ 24,700
29	Peach St	\$ 87,100
30	Poplar St	\$ 145,200
31	Royal St	\$ 56,500
32	skyhawk Pkwy	\$ 40,300
33	St Charles St	\$ 43,600
34	Sterling St	\$ 134,300
35	Summer st	\$ 195,900
36	Todd St	\$ 101,700
37	University St	\$ 348,800
38	Walters Ave	\$ 26,900
39	White St	\$ 179,800
40	Woodland St	\$ 74,700
TOTAL		\$ 4,504,200

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Carter St **Corridor ID:** 1
Limits: Volunteer St - Church St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	1,055	SF	\$ 8.00	\$ 11,393.64
TDOT 701-02	CONCRETE DRIVEWAY	1,924	SF	\$ 12.00	\$ 31,162.23
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	214	SY	\$ 12.00	\$ 3,462.47
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	94	SY	\$ 12.00	\$ 1,519.15
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	2	LS	\$ 500.00	\$ 1,350.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	50,237.50
Estimated Project Cost:	\$	50,300.00
Engineering: (% +/-)	15%	\$ 5,581.94
Contingency: (% +/-)	20%	\$ 7,442.59

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Sidewalk Summary

Priority	Length (LF)	Cost
High	153	\$ 22,044.85
Medium	217	\$ 21,061.31
Low	40	\$ 7,131.34
Compliant	335	
Not Prioritized	0	
Subtotal	744	\$ 50,237.50
Sidewalk Total		\$ 50,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 50,300.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 50,300.00

End of Project Description for Project 1 Carter St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Church St **Corridor ID:** 2
Limits: Carter St - Lindell St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	13,468	SF	\$ 8.00	\$ 145,451.32
TDOT 701-02	CONCRETE DRIVEWAY	3,897	SF	\$ 12.00	\$ 63,130.10
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	433	SY	\$ 12.00	\$ 7,014.46
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	1,122	SY	\$ 12.00	\$ 18,180.46
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	313	SF	\$ 8.50	\$ 3,592.47
-	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	6	LS	\$ 1,000.00	\$ 8,100.00
-	REMOVE TEMPORARY OBSTRUCTION	12	LS	\$ 500.00	\$ 8,100.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	313	SY	\$ 12.00	\$ 5,071.72
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	258,640.54
Estimated Project Cost:	\$	258,700.00
Engineering: (% +/-)	15%	\$ 28,737.84
Contingency: (% +/-)	20%	\$ 38,317.12

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,739	\$ 140,410.71
Medium	1,378	\$ 106,138.06
Low	297	\$ 12,091.78
Compliant	1,428	
Not Prioritized	0	
Subtotal	4,842	\$ 258,640.54
Sidewalk Total		\$ 258,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 258,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 258,700.00

End of Project Description for Project 2 Church St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Cleveland St **Corridor ID:** 3
Limits: Olney St - Cleveland
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	5	LF	\$ 110.00	\$ 695.91
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	1,069	SF	\$ 8.00	\$ 11,540.79
TDOT 701-02	CONCRETE DRIVEWAY	2,782	SF	\$ 12.00	\$ 45,068.34
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	309	SY	\$ 12.00	\$ 5,007.59
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	126	SY	\$ 12.00	\$ 2,037.28
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	3	LS	\$ 1,000.00	\$ 4,050.00
-	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	69,749.91
Estimated Project Cost:	\$	69,800.00
Engineering: (% +/-)	15%	\$ 7,749.99
Contingency: (% +/-)	20%	\$ 10,333.32

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	122	\$ 11,062.32
Medium	367	\$ 52,561.45
Low	35	\$ 6,126.14
Compliant	773	
Not Prioritized	0	
Subtotal		\$ 69,749.91
Sidewalk Total	1,296	\$ 69,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 69,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 69,800.00

End of Project Description for Project 3 Cleveland St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: College St **Corridor ID:** 4
Limits: K St - McGill St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	10,471	SF	\$ 8.00	\$ 113,082.90
TDOT 701-02	CONCRETE DRIVEWAY	4,149	SF	\$ 12.00	\$ 67,218.44
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	461	SY	\$ 12.00	\$ 7,468.72
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	924	SY	\$ 12.00	\$ 14,968.86
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	40	SF	\$ 85.00	\$ 4,590.00
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	49	SF	\$ 8.50	\$ 567.48
-	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	6	LS	\$ 1,000.00	\$ 8,100.00
-	REMOVE TEMPORARY OBSTRUCTION	9	LS	\$ 500.00	\$ 6,075.00
TDOT 725-03.28	RAILROAD FLAGMAN	6	DAY	\$ 360.00	\$ 2,916.00
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	49	SY	\$ 12.00	\$ 801.15
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	225,788.54
Estimated Project Cost:	\$	225,800.00
Engineering: (% +/-)	15%	\$ 25,087.62
Contingency: (% +/-)	20%	\$ 33,450.15

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,557	\$ 138,772.87
Medium	1,193	\$ 81,948.17
Low	211	\$ 5,067.49
Compliant	1,626	
Not Prioritized	0	
Subtotal	4,587	\$ 225,788.54
Sidewalk Total		\$ 225,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 225,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 225,800.00

End of Project Description for Project 4 College St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Elm St **Corridor ID:** 5
Limits: University St - 125' South of Raven St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	14,239	SF	\$ 8.00	\$ 153,780.73
TDOT 701-02	CONCRETE DRIVEWAY	7,304	SF	\$ 12.00	\$ 118,321.53
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	812	SY	\$ 12.00	\$ 13,146.84
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	1,302	SY	\$ 12.00	\$ 21,086.47
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	187	SF	\$ 8.50	\$ 2,143.18
-	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	7	LS	\$ 1,000.00	\$ 9,450.00
-	REMOVE TEMPORARY OBSTRUCTION	8	LS	\$ 500.00	\$ 5,400.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	187	SY	\$ 12.00	\$ 3,025.67
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	327,704.43
Estimated Project Cost:	\$	327,800.00
Engineering: (% +/-)	15%	\$ 36,411.60
Contingency: (% +/-)	20%	\$ 48,548.80

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,914	\$ 183,116.03
Medium	1,634	\$ 140,488.03
Low	74	\$ 4,100.36
Compliant	957	
Not Prioritized	0	
Subtotal		\$ 327,704.43
Sidewalk Total	4,580	\$ 327,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 327,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 327,800.00

End of Project Description for Project 5 Elm St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Fulton St **Corridor ID:** 6
Limits: Hyndsver Rd - Jackson St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	9	LF	\$ 110.00	\$ 1,404.48
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	5,897	SF	\$ 8.00	\$ 63,682.39
TDOT 701-02	CONCRETE DRIVEWAY	6,832	SF	\$ 12.00	\$ 110,673.24
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	759	SY	\$ 12.00	\$ 12,297.03
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	522	SY	\$ 12.00	\$ 8,464.14
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	18	SF	\$ 8.50	\$ 205.16
-	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	4	LS	\$ 1,000.00	\$ 5,400.00
-	REMOVE TEMPORARY OBSTRUCTION	12	LS	\$ 500.00	\$ 8,100.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	18	SY	\$ 12.00	\$ 289.63
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	210,516.06
Estimated Project Cost:	\$	210,600.00
Engineering: (% +/-)	15%	\$ 23,390.67
Contingency: (% +/-)	20%	\$ 31,187.56

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	726	\$ 84,251.75
Medium	1,502	\$ 114,971.75
Low	64	\$ 11,292.56
Compliant	2,029	
Not Prioritized	0	
Subtotal	4,321	\$ 210,516.06
Sidewalk Total		\$ 210,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 210,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 210,600.00

End of Project Description for Project 6 Fulton St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Heights Dr **Corridor ID:** 7
Limits: Manley St - Ellis St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,001	SF	\$ 8.00	\$ 32,406.04
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	335	SY	\$ 12.00	\$ 5,433.65
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	39,189.70
Estimated Project Cost:	\$	39,200.00
Engineering: (% +/-)	15%	\$ 4,354.41
Contingency: (% +/-)	20%	\$ 5,805.88

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	77	\$ 4,762.51
Medium	518	\$ 34,427.18
Low	0	\$ -
Compliant	491	
Not Prioritized	0	
Subtotal		\$ 39,189.70
Sidewalk Total	1,087	\$ 39,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 39,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 39,200.00

End of Project Description for Project 7 Heights Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Hurt St **Corridor ID:** 8
Limits: 150' West Oakland St - Oakland St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,383	SF	\$ 8.00	\$ 36,534.25
TDOT 701-02	CONCRETE DRIVEWAY	858	SF	\$ 12.00	\$ 13,906.88
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	95	SY	\$ 12.00	\$ 1,545.21
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	414	SY	\$ 12.00	\$ 6,710.95
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	208	SF	\$ 8.50	\$ 2,385.86
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	208	SY	\$ 12.00	\$ 3,368.27
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	64,451.42
Estimated Project Cost:	\$	64,500.00
Engineering: (% +/-)	15%	\$ 7,161.27
Contingency: (% +/-)	20%	\$ 9,548.36

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	244	\$ 11,317.29
Medium	697	\$ 52,437.38
Low	23	\$ 696.75
Compliant	611	
Not Prioritized	0	
Subtotal	1,575	\$ 64,451.42
Sidewalk Total		\$ 64,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 64,500.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 64,500.00

End of Project Description for Project 8 Hurt St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Hyndsver Rd **Corridor ID:** 9
Limits: Davis St - Ellis St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,906	SF	\$ 8.00	\$ 42,184.62
TDOT 701-02	CONCRETE DRIVEWAY	1,332	SF	\$ 12.00	\$ 21,575.15
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	148	SY	\$ 12.00	\$ 2,397.24
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	344	SY	\$ 12.00	\$ 5,570.56
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	63	SF	\$ 8.50	\$ 727.61
-	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	2	LS	\$ 1,000.00	\$ 2,700.00
-	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	63	SY	\$ 12.00	\$ 1,027.21
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	76,182.38
Estimated Project Cost:	\$	76,200.00
Engineering: (% +/-)	15%	\$ 8,464.71
Contingency: (% +/-)	20%	\$ 11,286.28

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	374	\$ 27,849.16
Medium	517	\$ 37,010.47
Low	83	\$ 11,322.74
Compliant	1,270	
Not Prioritized	0	
Subtotal	2,245	\$ 76,182.38
Sidewalk Total		\$ 76,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 76,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 76,200.00

End of Project Description for Project 9 Hyndsver Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client:	City of Martin	Date: 12/17/19
Program:	ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.:	115247002	Checked By: EPE

Corridor:	Jackson St	Corridor ID: 10
Limits:	225' West of Lindell St - Lindell St	
City:	Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,284	SF	\$ 8.00	\$ 35,469.22
TDOT 701-02	CONCRETE DRIVEWAY	4,264	SF	\$ 12.00	\$ 69,084.23
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	474	SY	\$ 12.00	\$ 7,676.03
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	258	SY	\$ 12.00	\$ 4,177.17
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	301	SF	\$ 8.50	\$ 3,455.91
-	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
-	RELOCATE FIRE HYDRANT	1	LS	\$ 2,000.00	\$ 2,700.00
-	ADJUST UTILITY ELEVATION	0	LS	\$ 1,000.00	\$ -
-	REMOVE OBSTRUCTION	4	LS	\$ 1,000.00	\$ 5,400.00
-	REMOVE TEMPORARY OBSTRUCTION	4	LS	\$ 500.00	\$ 2,700.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	301	SY	\$ 12.00	\$ 4,878.94
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	135,541.50
Estimated Project Cost:	\$	135,600.00
Engineering: (% +/-)	15%	\$ 15,060.17
Contingency: (% +/-)	20%	\$ 20,080.22

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	312	\$ 34,181.95
Medium	953	\$ 88,896.73
Low	183	\$ 12,462.82
Compliant	1,672	
Not Prioritized	0	
Subtotal		\$ 135,541.50
Sidewalk Total	3,120	\$ 135,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 135,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 135,600.00

End of Project Description for Project 10 Jackson St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: K St **Corridor ID:** 11
Limits: McCombs St - College St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	5,632	SF	\$ 8.00	\$ 60,822.73
TDOT 701-02	CONCRETE DRIVEWAY	2,002	SF	\$ 12.00	\$ 32,437.35
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	222	SY	\$ 12.00	\$ 3,604.15
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	533	SY	\$ 12.00	\$ 8,627.52
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	94	SF	\$ 8.50	\$ 1,082.00
-	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	3	LS	\$ 1,000.00	\$ 4,050.00
-	REMOVE TEMPORARY OBSTRUCTION	7	LS	\$ 500.00	\$ 4,725.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	94	SY	\$ 12.00	\$ 1,527.53
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	116,876.29
Estimated Project Cost:	\$	116,900.00
Engineering: (% +/-)	15%	\$ 12,986.25
Contingency: (% +/-)	20%	\$ 17,315.01

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	818	\$ 56,140.54
Medium	899	\$ 58,275.43
Low	73	\$ 2,460.32
Compliant	906	
Not Prioritized	0	
Subtotal	2,697	\$ 116,876.29
Sidewalk Total		\$ 116,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 116,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 116,900.00

End of Project Description for Project 11 K St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Kennedy Dr **Corridor ID:** 12
Limits: 350' East of Kennedy Dr - 425' West of Mount Pelia Rd
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	564	SF	\$ 8.00	\$ 6,093.59
TDOT 701-02	CONCRETE DRIVEWAY	495	SF	\$ 12.00	\$ 8,012.36
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	55	SY	\$ 12.00	\$ 890.26
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	50	SY	\$ 12.00	\$ 812.48
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	50	SF	\$ 8.50	\$ 575.57
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	50	SY	\$ 12.00	\$ 812.58
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	17,196.85
Estimated Project Cost:	\$	17,200.00
Engineering: (% +/-)	15%	\$ 1,910.76
Contingency: (% +/-)	20%	\$ 2,547.68

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	144	\$ 11,470.46
Medium	64	\$ 5,726.38
Low	0	\$ -
Compliant	38	
Not Prioritized	0	
Subtotal	245	\$ 17,196.85
Sidewalk Total		\$ 17,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 17,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 17,200.00

End of Project Description for Project 12 Kennedy Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Lakeview Cir **Corridor ID:** 13
Limits: Old Fulton rd - Old Fulton Rd
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	1,441	SF	\$ 8.00	\$ 15,567.68
TDOT 701-02	CONCRETE DRIVEWAY	775	SF	\$ 12.00	\$ 12,548.50
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	86	SY	\$ 12.00	\$ 1,394.28
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	185	SY	\$ 12.00	\$ 3,001.98
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	32,512.44
Estimated Project Cost:	\$	32,600.00
Engineering: (% +/-)	15%	\$ 3,612.49
Contingency: (% +/-)	20%	\$ 4,816.66

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	146	\$ 13,987.88
Medium	260	\$ 18,524.57
Low	0	\$ -
Compliant	329	
Not Prioritized	0	
Subtotal	734	\$ 32,512.44
Sidewalk Total		\$ 32,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 32,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 32,600.00

End of Project Description for Project 13 Lakeview Cir

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Lee St **Corridor ID:** 14
Limits: Jeffress Dr - 50' West Oakland St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	47	LF	\$ 110.00	\$ 6,937.34
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	4,798	SF	\$ 8.00	\$ 51,815.00
TDOT 701-02	CONCRETE DRIVEWAY	3,986	SF	\$ 12.00	\$ 64,574.71
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	443	SY	\$ 12.00	\$ 7,174.97
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	404	SY	\$ 12.00	\$ 6,552.72
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	3	LS	\$ 1,000.00	\$ 4,050.00
-	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 675.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	141,779.75
Estimated Project Cost:	\$	141,800.00
Engineering: (% +/-)	15%	\$ 15,753.31
Contingency: (% +/-)	20%	\$ 21,004.41

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	696	\$ 78,769.46
Medium	603	\$ 56,072.94
Low	86	\$ 6,937.34
Compliant	1,245	
Not Prioritized	0	
Subtotal	2,630	\$ 141,779.75
Sidewalk Total		\$ 141,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 141,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 141,800.00

End of Project Description for Project 14 Lee St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Lester Ln **Corridor ID:** 15
Limits: Manley St - Willis St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,908	SF	\$ 8.00	\$ 42,206.47
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	337	SY	\$ 12.00	\$ 5,454.60
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	47,661.07
Estimated Project Cost:	\$	47,700.00
Engineering: (% +/-)	15%	\$ 5,295.67
Contingency: (% +/-)	20%	\$ 7,060.90

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	678	\$ 40,708.80
Medium	114	\$ 6,952.27
Low	0	\$ -
Compliant	40	
Not Prioritized	0	
Subtotal	833	\$ 47,661.07
Sidewalk Total		\$ 47,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 47,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 47,700.00

End of Project Description for Project 15 Lester Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Lindell St **Corridor ID:** 16
Limits: 50' East of Lindell St - Lindell St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	41	LF	\$ 110.00	\$ 6,015.20
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	10,844	SF	\$ 8.00	\$ 117,117.52
TDOT 701-02	CONCRETE DRIVEWAY	1,138	SF	\$ 12.00	\$ 18,441.37
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	126	SY	\$ 12.00	\$ 2,049.04
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	1,207	SY	\$ 12.00	\$ 19,554.92
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	4	LS	\$ 1,000.00	\$ 5,400.00
-	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	168,578.06
Estimated Project Cost:	\$	168,600.00
Engineering: (% +/-)	15%	\$ 18,730.90
Contingency: (% +/-)	20%	\$ 24,974.53

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	609	\$ 53,620.74
Medium	1,169	\$ 104,029.28
Low	98	\$ 10,928.04
Compliant	2,007	
Not Prioritized	0	
Subtotal		\$ 168,578.06
Sidewalk Total	3,884	\$ 168,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 168,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 168,600.00

End of Project Description for Project 16 Lindell St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Lovelace Ave
Limits: 125' North of University St - 375' South of St Charles St
City: Martin

Corridor ID: 17

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	130	LF	\$ 110.00	\$ 19,329.68
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	2,241	SF	\$ 8.00	\$ 24,200.49
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	530	SY	\$ 12.00	\$ 8,586.70
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	47	SF	\$ 8.50	\$ 535.25
-	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	3	LS	\$ 1,000.00	\$ 4,050.00
-	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 675.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	47	SY	\$ 12.00	\$ 755.65
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	58,132.78
Estimated Project Cost:	\$	58,200.00
Engineering: (% +/-)	15%	\$ 6,459.20
Contingency: (% +/-)	20%	\$ 8,612.26

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	575	\$ 22,191.33
Medium	228	\$ 16,611.77
Low	162	\$ 19,329.68
Compliant	813	
Not Prioritized	0	
Subtotal	1,778	\$ 58,132.78
Sidewalk Total		\$ 58,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 58,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 58,200.00

End of Project Description for Project 17 Lovelace Ave

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin	Date: 12/17/19
Program: ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.: 115247002	Checked By: EPE

Corridor: Main St	Corridor ID: 18
Limits: Lindell St - 50' East of Central St	
City: Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	5,830	SF	\$ 8.00	\$ 62,966.27
TDOT 701-02	CONCRETE DRIVEWAY	873	SF	\$ 12.00	\$ 14,147.58
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	97	SY	\$ 12.00	\$ 1,571.95
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	552	SY	\$ 12.00	\$ 8,946.59
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	177	SF	\$ 8.50	\$ 2,036.00
-	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	4	LS	\$ 1,000.00	\$ 5,400.00
-	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 675.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	177	SY	\$ 12.00	\$ 2,874.35
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	98,617.75
Estimated Project Cost:	\$	98,700.00
Engineering: (% +/-)	15%	\$ 10,957.53
Contingency: (% +/-)	20%	\$ 14,610.04

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	780	\$ 49,499.26
Medium	730	\$ 49,118.49
Low	41	\$ -
Compliant	2,493	
Not Prioritized	0	
Subtotal		\$ 98,617.75
Sidewalk Total	4,045	\$ 98,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 98,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 98,700.00

End of Project Description for Project 18 Main St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin	Date: 12/17/19
Program: ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.: 115247002	Checked By: EPE

Corridor: Manley St	Corridor ID: 19
Limits: Hyndsver Rd - Heights Dr	
City: Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,690	SF	\$ 8.00	\$ 39,852.26
TDOT 701-02	CONCRETE DRIVEWAY	1,147	SF	\$ 12.00	\$ 18,586.65
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	127	SY	\$ 12.00	\$ 2,065.18
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	326	SY	\$ 12.00	\$ 5,276.38
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	1	LS	\$ 500.00	\$ 675.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	66,455.46
Estimated Project Cost:	\$	66,500.00
Engineering: (% +/-)	15%	\$ 7,383.94
Contingency: (% +/-)	20%	\$ 9,845.25

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	413	\$ 30,580.22
Medium	397	\$ 35,875.25
Low	0	\$ -
Compliant	74	
Not Prioritized	0	
Subtotal	884	\$ 66,455.46
Sidewalk Total		\$ 66,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 66,500.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 66,500.00

End of Project Description for Project 19 Manley St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: McCombs St **Corridor ID:** 20
Limits: Hyndsver Rd - 250' South of Jackson St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	20,484	SF	\$ 8.00	\$ 221,225.15
TDOT 701-02	CONCRETE DRIVEWAY	6,610	SF	\$ 12.00	\$ 107,086.78
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	734	SY	\$ 12.00	\$ 11,898.53
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	1,993	SY	\$ 12.00	\$ 32,280.92
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	64	SF	\$ 8.50	\$ 728.83
-	WELDED STEEL GRATE	0	EA	\$ 1,300.00	\$ -
-	RELOCATE FIRE HYDRANT	0	LS	\$ 2,000.00	\$ -
-	ADJUST UTILITY ELEVATION	2	LS	\$ 1,000.00	\$ 2,700.00
-	REMOVE OBSTRUCTION	10	LS	\$ 1,000.00	\$ 13,500.00
-	REMOVE TEMPORARY OBSTRUCTION	9	LS	\$ 500.00	\$ 6,075.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	64	SY	\$ 12.00	\$ 1,028.93
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	396,524.15
Estimated Project Cost:	\$	396,600.00
Engineering: (% +/-)	15%	\$ 44,058.24
Contingency: (% +/-)	20%	\$ 58,744.32

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	2,582	\$ 213,365.95
Medium	2,504	\$ 166,852.00
Low	317	\$ 16,306.19
Compliant	3,046	
Not Prioritized	0	
Subtotal	8,449	\$ 396,524.15
Sidewalk Total		\$ 396,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 396,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 396,600.00

End of Project Description for Project 20 McCombs St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: McGill St
Limits: 100' West of Sterling St - 100' West of College St
City: Martin

Corridor ID: 21

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	1,040	SF	\$ 8.00	\$ 11,231.29
TDOT 701-02	CONCRETE DRIVEWAY	176	SF	\$ 12.00	\$ 2,846.31
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	20	SY	\$ 12.00	\$ 316.26
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	87	SY	\$ 12.00	\$ 1,405.23
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	44	SF	\$ 8.50	\$ 499.61
-	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	3	LS	\$ 1,000.00	\$ 4,050.00
-	REMOVE TEMPORARY OBSTRUCTION	1	LS	\$ 500.00	\$ 675.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	44	SY	\$ 12.00	\$ 705.34
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	21,729.03
Estimated Project Cost:	\$	21,800.00
Engineering: (% +/-)	15%	\$ 2,414.34
Contingency: (% +/-)	20%	\$ 3,219.12

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	192	\$ 16,948.63
Medium	93	\$ 4,780.40
Low	0	\$ -
Compliant	165	
Not Prioritized	0	
Subtotal		\$ 21,729.03
Sidewalk Total	450	\$ 21,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 21,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 21,800.00

End of Project Description for Project 21 McGill St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Moody ave
Limits: 150' South of Church St - 375' South of Oxford St
City: Martin

Corridor ID: 22

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	2,960	SF	\$ 8.00	\$ 31,965.95
TDOT 701-02	CONCRETE DRIVEWAY	865	SF	\$ 12.00	\$ 14,006.34
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	96	SY	\$ 12.00	\$ 1,556.26
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	360	SY	\$ 12.00	\$ 5,824.61
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	100	SF	\$ 8.50	\$ 1,147.05
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	100	SY	\$ 12.00	\$ 1,619.36
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	57,469.57
Estimated Project Cost:	\$	57,500.00
Engineering: (% +/-)	15%	\$ 6,385.51
Contingency: (% +/-)	20%	\$ 8,514.01

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	312	\$ 20,602.37
Medium	425	\$ 36,413.46
Low	8	\$ 453.74
Compliant	516	
Not Prioritized	0	
Subtotal		\$ 57,469.57
Sidewalk Total	1,261	\$ 57,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 57,500.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 57,500.00

End of Project Description for Project 22 Moody ave

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Mount Pelia Rd **Corridor ID:** 23
Limits: University St - Pat Head Summit Dr
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,792	SF	\$ 8.00	\$ 40,954.28
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	440	SY	\$ 12.00	\$ 7,126.04
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	2	LS	\$ 1,000.00	\$ 2,700.00
-	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	50,780.32
Estimated Project Cost:	\$	50,800.00
Engineering: (% +/-)	15%	\$ 5,642.26
Contingency: (% +/-)	20%	\$ 7,523.01

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	298	\$ 25,299.76
Medium	282	\$ 25,480.57
Low	0	\$ -
Compliant	388	
Not Prioritized	0	
Subtotal	968	\$ 50,780.32
Sidewalk Total		\$ 50,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 50,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 50,800.00

End of Project Description for Project 23 Mount Pelia Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Oakland St **Corridor ID:** 24
Limits: 175' North of Hurt St - Hurt St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	493	SF	\$ 8.00	\$ 5,319.83
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	44	SY	\$ 12.00	\$ 709.31
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	38	SF	\$ 8.50	\$ 432.35
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	38	SY	\$ 12.00	\$ 610.37
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,071.86
Estimated Project Cost:	\$	7,100.00
Engineering: (% +/-)	15%	\$ 785.76
Contingency: (% +/-)	20%	\$ 1,047.68

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	50	\$ 3,046.17
Medium	83	\$ 4,025.70
Low	0	\$ -
Compliant	37	
Not Prioritized	0	
Subtotal	169	\$ 7,071.86
Sidewalk Total		\$ 7,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 7,100.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 7,100.00

End of Project Description for Project 24 Oakland St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Old Fulton Rd **Corridor ID:** 25
Limits: Lakeview Cir - Lakeview Cir
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	236	SF	\$ 8.00	\$ 2,545.51
TDOT 701-02	CONCRETE DRIVEWAY	417	SF	\$ 12.00	\$ 6,748.57
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	46	SY	\$ 12.00	\$ 749.84
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	37	SY	\$ 12.00	\$ 595.56
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	10,639.47
Estimated Project Cost:	\$	10,700.00
Engineering: (% +/-)	15%	\$ 1,182.16
Contingency: (% +/-)	20%	\$ 1,576.22

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	63	\$ 7,819.61
Medium	45	\$ 2,819.87
Low	0	\$ -
Compliant	116	
Not Prioritized	0	
Subtotal	224	\$ 10,639.47
Sidewalk Total		\$ 10,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 10,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 10,700.00

End of Project Description for Project 25 Old Fulton Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Oxford St **Corridor ID:** 26
Limits: Moody Ave - Lindell St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	13,477	SF	\$ 8.00	\$ 145,548.03
TDOT 701-02	CONCRETE DRIVEWAY	5,484	SF	\$ 12.00	\$ 88,839.07
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	609	SY	\$ 12.00	\$ 9,871.01
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	1,298	SY	\$ 12.00	\$ 21,031.33
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	23	SF	\$ 8.50	\$ 266.42
-	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	4	LS	\$ 1,000.00	\$ 5,400.00
-	REMOVE TEMPORARY OBSTRUCTION	12	LS	\$ 500.00	\$ 8,100.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	23	SY	\$ 12.00	\$ 376.13
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	283,481.98
Estimated Project Cost:	\$	283,500.00
Engineering: (% +/-)	15%	\$ 31,498.00
Contingency: (% +/-)	20%	\$ 41,997.33

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,592	\$ 140,015.51
Medium	1,837	\$ 124,687.35
Low	146	\$ 18,779.13
Compliant	1,833	
Not Prioritized	0	
Subtotal		\$ 283,481.98
Sidewalk Total	5,408	\$ 283,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 283,500.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 283,500.00

End of Project Description for Project 26 Oxford St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Park St **Corridor ID:** 27
Limits: 275' West of Central St - Central St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	807	SF	\$ 8.00	\$ 8,711.03
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	77	SY	\$ 12.00	\$ 1,243.92
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	9,954.95
Estimated Project Cost:	\$	10,000.00
Engineering: (% +/-)	15%	\$ 1,106.11
Contingency: (% +/-)	20%	\$ 1,474.81

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	116	\$ 7,069.39
Medium	57	\$ 2,885.56
Low	0	\$ -
Compliant	104	
Not Prioritized	0	
Subtotal	277	\$ 9,954.95
Sidewalk Total		\$ 10,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 10,000.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 10,000.00

End of Project Description for Project 27 Park St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Pat Head Summit Dr **Corridor ID:** 28
Limits: 400' East of Skyhawk Pkwy - Mount Pelia Rd
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	5	LF	\$ 110.00	\$ 746.14
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	853	SF	\$ 8.00	\$ 9,209.83
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	74	SY	\$ 12.00	\$ 1,194.85
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	10	LS	\$ 1,000.00	\$ 13,500.00
-	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	24,650.82
Estimated Project Cost:	\$	24,700.00
Engineering: (% +/-)	15%	\$ 2,738.98
Contingency: (% +/-)	20%	\$ 3,651.97

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	158	\$ 20,447.47
Medium	52	\$ 3,208.79
Low	10	\$ 994.57
Compliant	1,151	
Not Prioritized	0	
Subtotal		\$ 24,650.82
Sidewalk Total	1,370	\$ 24,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 24,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 24,700.00

End of Project Description for Project 28 Pat Head Summit Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Peach St **Corridor ID:** 29
Limits: 400' West of Harrison Rd - Elm St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,084	SF	\$ 8.00	\$ 33,303.04
TDOT 701-02	CONCRETE DRIVEWAY	1,813	SF	\$ 12.00	\$ 29,365.81
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	201	SY	\$ 12.00	\$ 3,262.87
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	274	SY	\$ 12.00	\$ 4,440.41
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	115	SF	\$ 8.50	\$ 1,315.06
-	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	6	LS	\$ 1,000.00	\$ 8,100.00
-	REMOVE TEMPORARY OBSTRUCTION	8	LS	\$ 500.00	\$ 5,400.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	115	SY	\$ 12.00	\$ 1,856.56
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	87,043.75
Estimated Project Cost:	\$	87,100.00
Engineering: (% +/-)	15%	\$ 9,671.53
Contingency: (% +/-)	20%	\$ 12,895.37

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	650	\$ 47,143.11
Medium	695	\$ 39,900.64
Low	0	\$ -
Compliant	918	
Not Prioritized	0	
Subtotal		\$ 87,043.75
Sidewalk Total	2,263	\$ 87,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 87,100.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 87,100.00

End of Project Description for Project 29 Peach St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Poplar St **Corridor ID:** 30
Limits: Broadway St - College St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	7,410	SF	\$ 8.00	\$ 80,026.99
TDOT 701-02	CONCRETE DRIVEWAY	2,182	SF	\$ 12.00	\$ 35,355.53
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	242	SY	\$ 12.00	\$ 3,928.39
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	685	SY	\$ 12.00	\$ 11,095.50
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	70	SF	\$ 8.50	\$ 798.89
-	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	8	LS	\$ 1,000.00	\$ 10,800.00
-	REMOVE TEMPORARY OBSTRUCTION	3	LS	\$ 500.00	\$ 2,025.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	70	SY	\$ 12.00	\$ 1,127.85
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	145,158.15
Estimated Project Cost:	\$	145,200.00
Engineering: (% +/-)	15%	\$ 16,128.68
Contingency: (% +/-)	20%	\$ 21,504.91

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	817	\$ 67,583.20
Medium	1,024	\$ 73,316.37
Low	57	\$ 4,258.58
Compliant	1,738	
Not Prioritized	0	
Subtotal		\$ 145,158.15
Sidewalk Total	3,637	\$ 145,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 145,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 145,200.00

End of Project Description for Project 30 Poplar St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Royal St **Corridor ID:** 31
Limits: Main St - Poplar St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,698	SF	\$ 8.00	\$ 39,942.24
TDOT 701-02	CONCRETE DRIVEWAY	572	SF	\$ 12.00	\$ 9,266.28
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	64	SY	\$ 12.00	\$ 1,029.59
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	334	SY	\$ 12.00	\$ 5,415.25
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	29	SF	\$ 8.50	\$ 333.27
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	29	SY	\$ 12.00	\$ 470.49
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	56,457.13
Estimated Project Cost:	\$	56,500.00
Engineering: (% +/-)	15%	\$ 6,273.01
Contingency: (% +/-)	20%	\$ 8,364.02

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	541	\$ 41,026.73
Medium	216	\$ 15,430.40
Low	0	\$ -
Compliant	329	
Not Prioritized	0	
Subtotal	1,086	\$ 56,457.13
Sidewalk Total		\$ 56,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 56,500.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 56,500.00

End of Project Description for Project 31 Royal St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: skyhawk Pkwy **Corridor ID:** 32
Limits: University St - Hawks Rd
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	2,975	SF	\$ 8.00	\$ 32,134.24
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	331	SY	\$ 12.00	\$ 5,355.71
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	101	SF	\$ 8.50	\$ 1,164.15
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	101	SY	\$ 12.00	\$ 1,643.50
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	40,297.60
Estimated Project Cost:	\$	40,300.00
Engineering: (% +/-)	15%	\$ 4,477.51
Contingency: (% +/-)	20%	\$ 5,970.01

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	42	\$ 2,644.43
Medium	602	\$ 36,336.77
Low	43	\$ 1,316.40
Compliant	1,931	
Not Prioritized	0	
Subtotal		\$ 40,297.60
Sidewalk Total	2,617	\$ 40,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 40,300.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 40,300.00

End of Project Description for Project 32 skyhawk Pkwy

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin	Date: 12/17/19
Program: ADA Self-Evaluation and Transition Plan	Prepared By: CMP
KHA No.: 115247002	Checked By: EPE

Corridor: St Charles St	Corridor ID: 33
Limits: Lovelace Ave - Oakland St	
City: Martin	

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	2,674	SF	\$ 8.00	\$ 28,876.30
TDOT 701-02	CONCRETE DRIVEWAY	346	SF	\$ 12.00	\$ 5,612.17
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	38	SY	\$ 12.00	\$ 623.57
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	236	SY	\$ 12.00	\$ 3,824.92
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	68	SF	\$ 8.50	\$ 775.15
-	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	2	LS	\$ 1,000.00	\$ 2,700.00
-	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	68	SY	\$ 12.00	\$ 1,094.32
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	43,506.43
Estimated Project Cost:	\$	43,600.00
Engineering: (% +/-)	15%	\$ 4,834.05
Contingency: (% +/-)	20%	\$ 6,445.40

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	260	\$ 24,925.36
Medium	326	\$ 16,196.21
Low	44	\$ 2,384.86
Compliant	15	
Not Prioritized	0	
Subtotal		\$ 43,506.43
Sidewalk Total	646	\$ 43,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 43,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 43,600.00

End of Project Description for Project 33 St Charles St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Sterling St **Corridor ID:** 34
Limits: Poplar St - McGill St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	6,291	SF	\$ 8.00	\$ 67,942.92
TDOT 701-02	CONCRETE DRIVEWAY	2,709	SF	\$ 12.00	\$ 43,891.56
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	301	SY	\$ 12.00	\$ 4,876.84
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	561	SY	\$ 12.00	\$ 9,088.47
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	255	SF	\$ 8.50	\$ 2,931.79
-	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	2	LS	\$ 500.00	\$ 1,350.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	255	SY	\$ 12.00	\$ 4,139.00
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	134,220.57
Estimated Project Cost:	\$	134,300.00
Engineering: (% +/-)	15%	\$ 14,913.40
Contingency: (% +/-)	20%	\$ 19,884.53

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	693	\$ 56,982.37
Medium	1,007	\$ 66,234.10
Low	180	\$ 11,004.10
Compliant	1,085	
Not Prioritized	0	
Subtotal	2,965	\$ 134,220.57
Sidewalk Total		\$ 134,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 134,300.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 134,300.00

End of Project Description for Project 34 Sterling St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Summer st **Corridor ID:** 35
Limits: University St - George St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	5,316	SF	\$ 8.00	\$ 57,409.08
TDOT 701-02	CONCRETE DRIVEWAY	6,302	SF	\$ 12.00	\$ 102,090.35
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	700	SY	\$ 12.00	\$ 11,343.37
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	540	SY	\$ 12.00	\$ 8,745.72
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	124	SF	\$ 8.50	\$ 1,417.49
-	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	7	LS	\$ 1,000.00	\$ 9,450.00
-	REMOVE TEMPORARY OBSTRUCTION	3	LS	\$ 500.00	\$ 2,025.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	124	SY	\$ 12.00	\$ 2,001.16
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	195,832.18
Estimated Project Cost:	\$	195,900.00
Engineering: (% +/-)	15%	\$ 21,759.13
Contingency: (% +/-)	20%	\$ 29,012.17

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	915	\$ 96,265.90
Medium	1,006	\$ 88,485.48
Low	182	\$ 11,080.80
Compliant	1,699	
Not Prioritized	0	
Subtotal		\$ 195,832.18
Sidewalk Total	3,802	\$ 195,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 195,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 195,900.00

End of Project Description for Project 35 Summer st

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Todd St **Corridor ID:** 36
Limits: 200' North of Jones St - McGill St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	3,712	SF	\$ 8.00	\$ 40,093.65
TDOT 701-02	CONCRETE DRIVEWAY	2,975	SF	\$ 12.00	\$ 48,194.51
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	331	SY	\$ 12.00	\$ 5,354.95
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	330	SY	\$ 12.00	\$ 5,345.82
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	1	LS	\$ 1,000.00	\$ 1,350.00
-	REMOVE TEMPORARY OBSTRUCTION	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	101,688.92
Estimated Project Cost:	\$	101,700.00
Engineering: (% +/-)	15%	\$ 11,298.77
Contingency: (% +/-)	20%	\$ 15,065.03

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Sidewalk Summary

Priority	Length (LF)	Cost
High	412	\$ 43,089.51
Medium	538	\$ 43,271.22
Low	85	\$ 15,328.19
Compliant	417	
Not Prioritized	0	
Subtotal		\$ 101,688.92
Sidewalk Total	1,453	\$ 101,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 101,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 101,700.00

End of Project Description for Project 36 Todd St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: University St **Corridor ID:** 37
Limits: Lovelace Ave - Central St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	37	LF	\$ 110.00	\$ 5,526.31
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	17,621	SF	\$ 8.00	\$ 190,308.90
TDOT 701-02	CONCRETE DRIVEWAY	4,018	SF	\$ 12.00	\$ 65,087.19
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	446	SY	\$ 12.00	\$ 7,231.91
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	2,427	SY	\$ 12.00	\$ 39,310.23
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	616	SF	\$ 8.50	\$ 7,063.25
-	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	17	LS	\$ 1,000.00	\$ 22,950.00
-	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,350.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	616	SY	\$ 12.00	\$ 9,971.65
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	348,799.43
Estimated Project Cost:	\$	348,800.00
Engineering: (% +/-)	15%	\$ 38,755.49
Contingency: (% +/-)	20%	\$ 51,673.99

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,529	\$ 107,096.93
Medium	2,597	\$ 217,507.06
Low	462	\$ 24,195.45
Compliant	9,708	
Not Prioritized	0	
Subtotal		\$ 348,799.43
Sidewalk Total	14,296	\$ 348,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 348,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 348,800.00

End of Project Description for Project 37 University St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Walters Ave **Corridor ID:** 38
Limits: McCombs St - Fulton St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	2,173	SF	\$ 8.00	\$ 23,473.74
TDOT 701-02	CONCRETE DRIVEWAY	0	SF	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	208	SY	\$ 12.00	\$ 3,362.09
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	0	LS	\$ 500.00	\$ -
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	26,835.83
Estimated Project Cost:	\$	26,900.00
Engineering: (% +/-)	15%	\$ 2,981.76
Contingency: (% +/-)	20%	\$ 3,975.68

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	151	\$ 9,230.65
Medium	243	\$ 13,933.19
Low	119	\$ 3,672.00
Compliant	503	
Not Prioritized	0	
Subtotal		\$ 26,835.83
Sidewalk Total	1,016	\$ 26,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 26,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 26,900.00

End of Project Description for Project 38 Walters Ave

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: White St **Corridor ID:** 39
Limits: McCombs St - College St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	8,863	SF	\$ 8.00	\$ 95,721.91
TDOT 701-02	CONCRETE DRIVEWAY	3,693	SF	\$ 12.00	\$ 59,819.39
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	410	SY	\$ 12.00	\$ 6,646.60
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	793	SY	\$ 12.00	\$ 12,843.77
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	0	SF	\$ 85.00	\$ -
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	74	SF	\$ 8.50	\$ 850.56
-	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	4	LS	\$ 500.00	\$ 2,700.00
TDOT 725-03.28	RAILROAD FLAGMAN	0	DAY	\$ 360.00	\$ -
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	74	SY	\$ 12.00	\$ 1,200.79
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	179,783.02
Estimated Project Cost:	\$	179,800.00
Engineering: (% +/-)	15%	\$ 19,975.89
Contingency: (% +/-)	20%	\$ 26,634.52

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	1,133	\$ 92,965.06
Medium	1,106	\$ 76,918.48
Low	119	\$ 9,899.48
Compliant	1,276	
Not Prioritized	0	
Subtotal		\$ 179,783.02
Sidewalk Total	3,633	\$ 179,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 179,800.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 179,800.00

End of Project Description for Project 39 White St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: City of Martin
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 115247002

Date: 12/17/19
Prepared By: CMP
Checked By: EPE

Corridor: Woodland St **Corridor ID:** 40
Limits: Jackson St - Main St
City: Martin

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (15%) and Contingency (20%)
TDOT 604-01.04	1-1/2" STEEL PIPE HANDRAIL	0	LF	\$ 110.00	\$ -
TDOT 701-01.01	CONCRETE SIDEWALK (4 ")	4,207	SF	\$ 8.00	\$ 45,433.83
TDOT 701-02	CONCRETE DRIVEWAY	859	SF	\$ 12.00	\$ 13,915.43
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	95	SY	\$ 12.00	\$ 1,546.16
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	396	SY	\$ 12.00	\$ 6,417.34
TDOT 701-02.01	CONCRETE CURB RAMP (MM-CR-1 - RETROFIT)	20	SF	\$ 85.00	\$ 2,295.00
-	CONCRETE RAILROAD PANEL	0	LS	\$ 36,000.00	\$ -
-	ASPHALT DRIVEWAY	0	SF	\$ 8.50	\$ -
-	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	2	LS	\$ 1,000.00	\$ 2,700.00
-	REMOVE TEMPORARY OBSTRUCTION	2	LS	\$ 500.00	\$ 1,350.00
TDOT 725-03.28	RAILROAD FLAGMAN	2	DAY	\$ 360.00	\$ 972.00
-	REMOVE CONCRETE RAILROAD PANEL	0	LS	\$ 2,000.00	\$ -
TDOT 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	0	SY	\$ 12.00	\$ -
-	INSTALLATION OF ASPHALT PAVEMENT 6"	0	SY	\$ 6.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	74,629.77
Estimated Project Cost:	\$	74,700.00
Engineering: (% +/-)	15%	\$ 8,292.20
Contingency: (% +/-)	20%	\$ 11,056.26

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	665	\$ 48,121.84
Medium	367	\$ 22,489.52
Low	123	\$ 4,018.41
Compliant	1,672	
Not Prioritized	0	
Subtotal		\$ 74,629.77
Sidewalk Total	2,826	\$ 74,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 74,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 74,700.00

End of Project Description for Project 40 Woodland St

MARTIN, TN ADA EVALUATION

Architectural and Site Findings with Recommendations



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Disclaimer

ADA recommendations are compliance only

Summary Facility Costs

All budgets are for current estimate prices

Location	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4	PRIORITY 5	TOTAL
Martin Library	\$ 1,500	\$ 86,875	\$ 38,600	\$ 23,050	\$ -	\$ 150,025
Fire Station #1	\$ -	\$ 14,900	\$ 11,800	\$ 1,600	\$ 1,500	\$ 28,300
Harrison Park	\$ 44,000	\$ -	\$ -	\$ -	\$ -	\$ 44,000
Recreation Complex	\$ 224,900	\$ 65,075	\$ 29,200	\$ 26,325	\$ -	\$ 345,500
Public Works	\$ -	\$ 2,175	\$ -	\$ 48,800	\$ -	\$ 50,975
City Hall	\$ -	\$ 10,200	\$ 48,625	\$ 12,350	\$ -	\$ 71,175
Virginia Weldon Park	\$ 25,800	\$ -	\$ -	\$ 7,000	\$ -	\$ 32,800
Gateway Center	\$ 18,000	\$ 16,750	\$ -	\$ 4,850	\$ -	\$ 39,600
Farmers Market	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ 1,500
Brian Brown Park	\$ -	\$ 1,350	\$ 9,000	\$ 9,700	\$ -	\$ 20,050
OVERALL	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4	PRIORITY 4	TOTAL
	\$ 314,200	\$ 197,325	\$ 138,725	\$ 133,675	\$ 1,500	\$ 783,925

Martin Library

109 Main Street





Library Lower Level
1/8" = 1'-0"

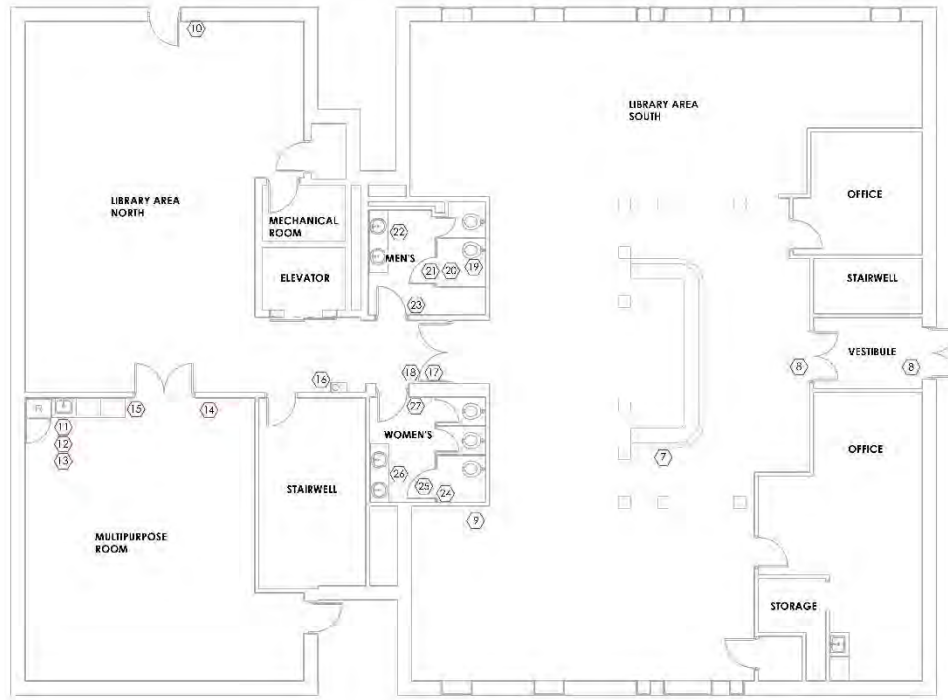
TLM
ASSOCIATES
ARCHITECTS

for
CITY OF MARTIN, TN
Martin, Tennessee

Library Lower Level
ADA PUBLIC BUILDINGS EVALUATION
ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/16/19
J-5978

A3.1



Library 1st Floor
1/8" = 1'-0"

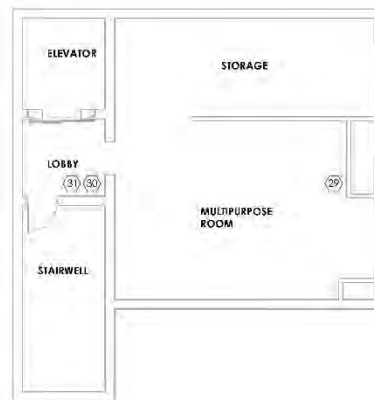
TLM
ASSOCIATES
ARCHITECTS

for
CITY OF MARTIN, TN
Martin, Tennessee

Library 1st Floor
ADA PUBLIC BUILDINGS EVALUATION
ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/09/19
J-S970

A3.2



Library 2nd Floor
1/8" = 1'-0"

TLM
ASSOCIATES
ARCHITECTS

for
CITY OF MARTIN, TN
Martin, Tennessee

Library 2nd Floor
ADA PUBLIC BUILDINGS EVALUATION
ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/16/19
J-S970

A3.3

Architectural Findings

Lower Level Elevator Lobby

Finding: 1

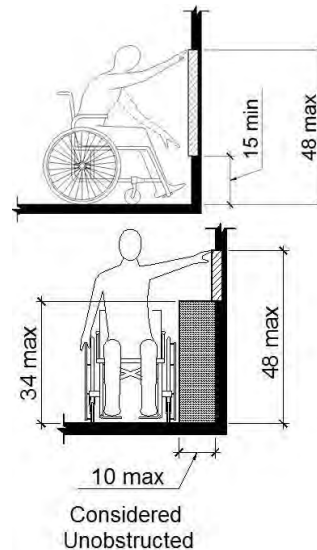
Budget: \$300

Recommendation:

Lower fire extinguisher for handle to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

Fire extinguisher handle is at 60". The fire extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Lower Level Restroom

Finding: 2

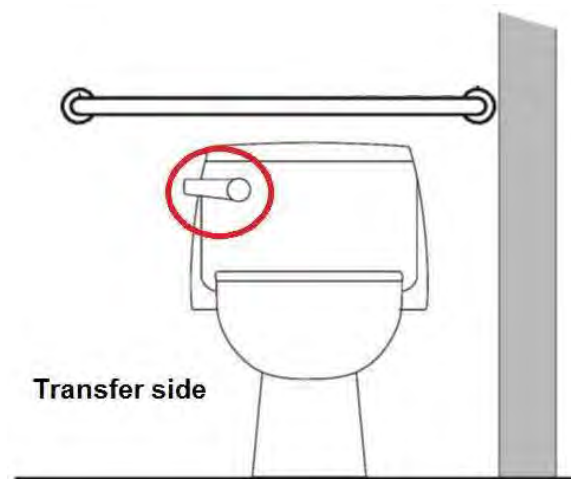
Budget: \$550

Recommendation:

Flip handle plumbing for flush handle to be on open side.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The flush handle is located on the wrong side of the toilet.

Controls shall be operable with one hand and shall not require tight grasping, pinching or twisting. Controls for the flush valves shall be mounted on the wide side of toilet areas, no more than 48 inches above the floor.

Citation: 2010 ADAS Section 604.6

Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with 309. Flush controls shall be located on the open side of the water closet except in ambulatory accessible compartments complying with 604.8.2.

Lower Level Library Area

Finding: 3

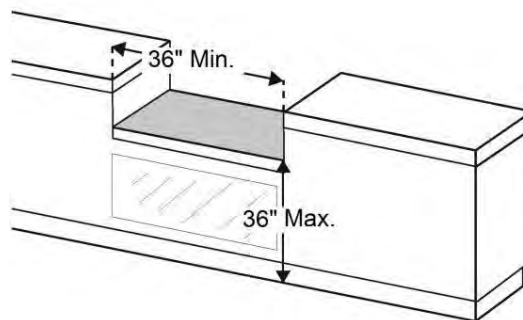
Budget: \$10,200

Recommendation:

Extend desk counter to transaction side.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



As Built:

Counter depth is 6". The accessible portion of the countertop does not extend the same depth as the sales or service counter top.

Transaction counters shall be 36 inches maximum high and a minimum of 36 inches wide and must extend the same depth as the sales or service counter top.

Citation: 2010 ADAS Section 904.4

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

Lower Level Library Area

Finding: 4

Budget: \$2,000

Recommendation:

Further design required.

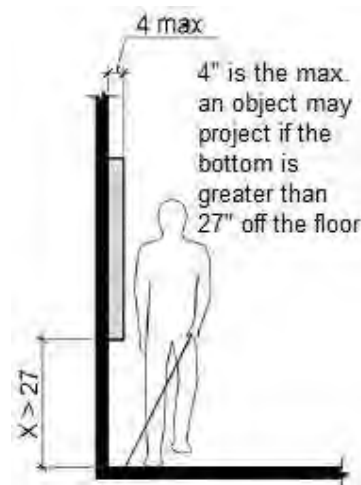
Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

Drinking fountain not enclosed. The drinking fountain projects more than 4 inches into the circulation path.



Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall, a manner of cane detection must be provided.

Citation: 2010 ADAS Section 307.2

Objects with leading edges more than 27 inches (685 mm) and not more than 80 inches (2030 mm) above the finish floor or ground shall protrude 4 inches (100 mm) maximum horizontally into the circulation path.

Lower Level Library Area

Finding: 5

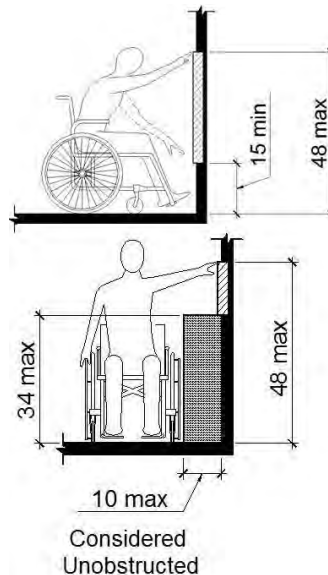
Budget: \$150

Recommendation:

Lower fire extinguisher for handle to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

Fire extinguisher is 62" to handle. The fire extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Lower Level – East Reading Area

Finding: 6

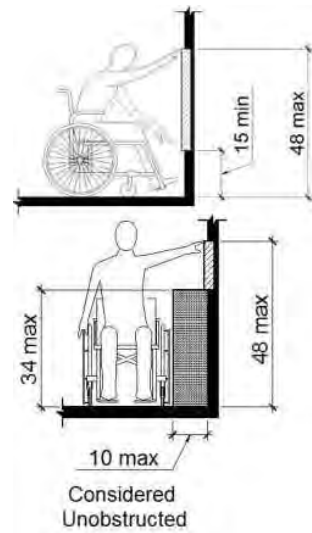
Budget: \$300

Recommendation:

Lower thermostat for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The thermostat is not positioned correctly for either a side or front approach. The thermostat is at 59".

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Library Area - South

Finding: 7

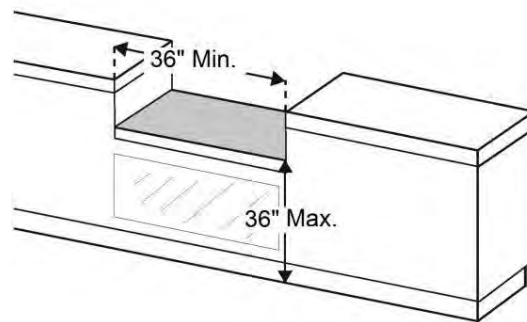
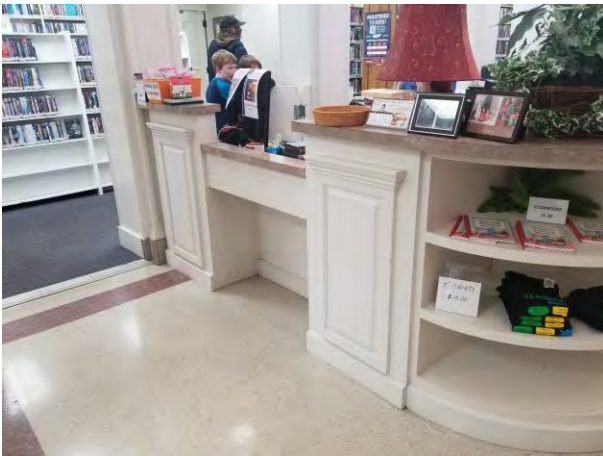
Budget: \$13,575

Recommendation:

Extend desk counter over to transaction side.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



As Built:

The counter depth is 5". The accessible portion of the countertop does not extend the same depth as the sales or service counter top.

Transaction counters shall be 36 inches maximum high and a minimum of 36 inches wide and must extend the same depth as the sales or service counter top.

Citation: 2010 ADAS Section 904.4

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

First Floor Library Area- South

Finding: 8

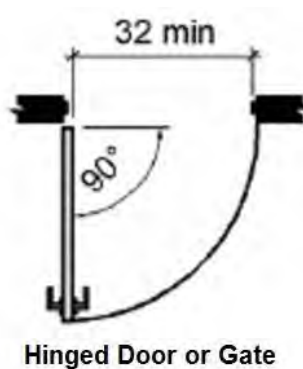
Budget: \$55,100

Recommendation:

Provide one door to have minimum 32" in width.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



As Built:

The opening width at exit doors is 29.5". Neither leaves of the doorways provide at least 32 inches between the face of the door and the opposite stop. At least one of the active leaves of doorways with two leaves shall comply with clear width and maneuvering clearance.

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. 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.

Citation: 2010 ADAS Section 404.2.3

Door openings shall provide a clear width of 32 inches (815 mm) 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 (610 mm) deep shall provide a clear opening of 36 inches (915 mm) minimum. There shall be no projections into the required clear opening width lower than 34 inches (865 mm) above the finish floor or ground. Projections into the clear opening width between 34 inches (865 mm) and 80 inches (2030 mm) above the finish floor or ground shall not exceed 4 inches (100 mm).

2010 ADAS Section 404.2.2

At least one of the active leaves of doorways with two leaves shall comply with 404.2.3 and 404.2.4.

First Floor Library Area South

Finding: 9

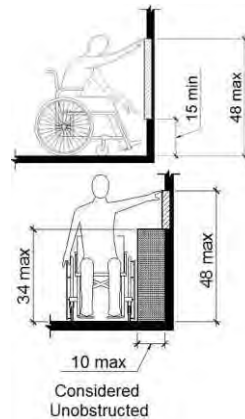
Budget: \$300

Recommendation:

Lower thermostat for all operable components to be max 48" AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The thermostat is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Library Area North

Finding: 10

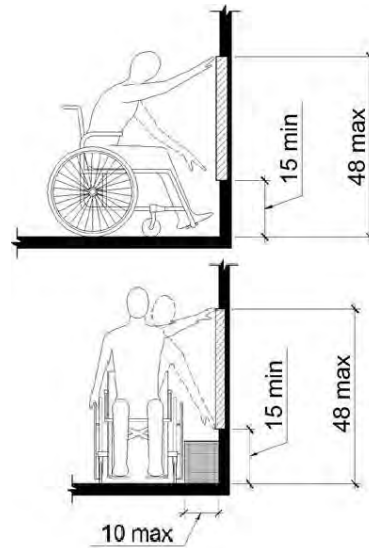
Budget: \$300

Recommendation:

Lower switch for top of switch to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

Switch at entrance is 50" AFF. The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Multipurpose Room

Finding: 11

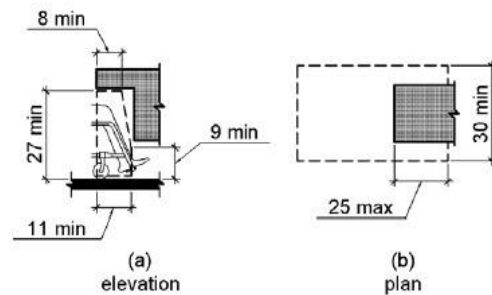
Budget: \$11,100

Recommendation:

Install new wall mounted sink and counter to provide knee space per ADA requirements.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

Knee and toe space has not been provided at the sink.

Kitchen sinks must be provided with a clear floor space positioned for a forward approach including knee and toe clearance.

Citation: 2010 ADAS Section 606.2

A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

2010 ADAS Section 804.4 Sinks shall comply with 606.

First Floor Multipurpose Room

Finding: 12

Budget: Refer to Finding 11

Recommendation:

Install new wall mounted sink and counter to provide knee space per ADA requirements.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The top of the sink is too high.

Sinks that are required to be accessible shall be a minimum 17 inches in horizontal depth and mounted with the rim or counter edge no higher than 34 inches above the finished floor.

Citation: 2010 ADAS Section 606.3

Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

First Floor Multipurpose Room**Finding: 13****Budget: \$825****Recommendation:**

Provide lever type handles at sink.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

There are round turn handles at sink. The sink controls require tight grasping, tight pinching or twisting of the wrist to operate.

Controls and operating mechanisms shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate controls shall be no greater than 5 pounds of force.

Citation: 2010 ADAS Section 309.4

Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 pounds (22.2 N) maximum.

First Floor Multipurpose Room

Finding: 14

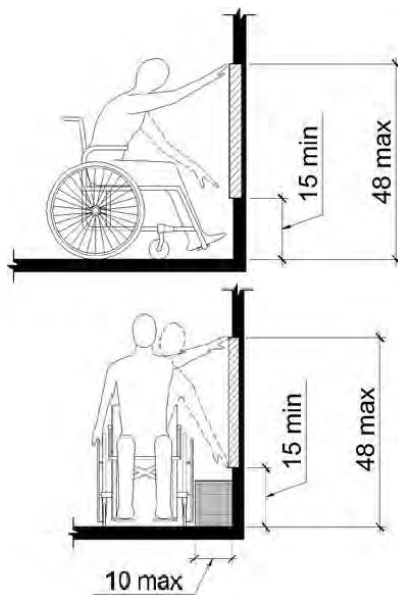
Budget: \$575

Recommendation:

Lower all switches for top of switches to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

Switches are at 50" AFF.

The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Multipurpose Room

Finding: 15

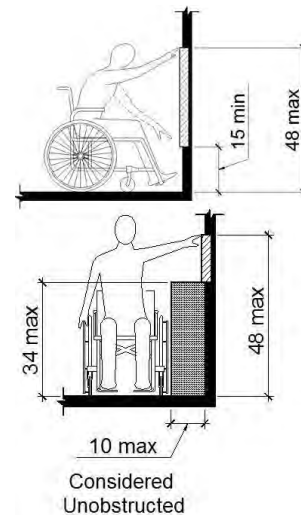
Budget: \$100

Recommendation:

Lower telephone for all operable components to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

It is 48" to bottom of telephone. The telephone is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Corridor

Finding: 16

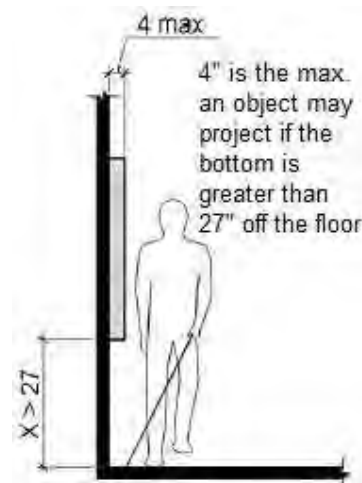
Budget: \$1,050

Recommendation:

Further design required.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The drinking fountain is not enclosed. The drinking fountain projects more than 4 inches into the circulation path.

Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall, a manner of cane detection must be provided.

Citation: 2010 ADAS Section 307.2

Objects with leading edges more than 27 inches (685 mm) and not more than 80 inches (2030 mm) above the finish floor or ground shall protrude 4 inches (100 mm) maximum horizontally into the circulation path.

First Floor Corridor

Finding: 17

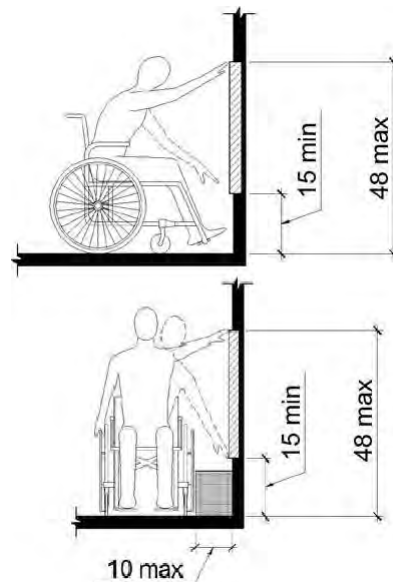
Budget: \$300

Recommendation:

Lower switch for top of switch to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The switch is at 50". The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Corridor

Finding: 18

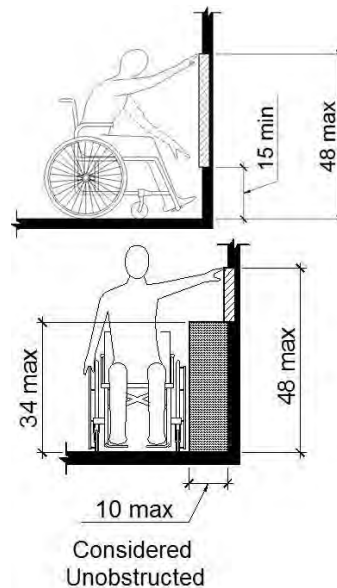
Budget: \$300

Recommendation:

Lower fire extinguisher for handle to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The fire extinguisher handle is at 60". The fire extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Men's Restroom

Finding: 19

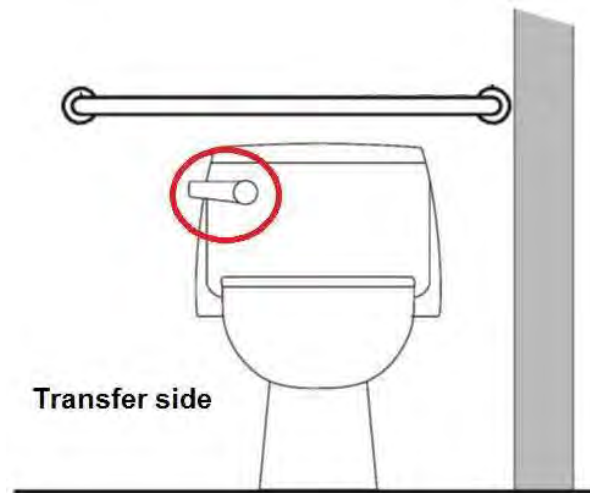
Budget: \$550

Recommendation:

Reinstall flush fixture for handle to be on open side.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The flush handle is located on the wrong side of the toilet.

Controls shall be operable with one hand and shall not require tight grasping, pinching or twisting. Controls for the flush valves shall be mounted on the wide side of toilet areas, no more than 48 inches above the floor.

Citation: 2010 ADAS Section 604.6

Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with 309. Flush controls shall be located on the open side of the water closet except in ambulatory accessible compartments complying with 604.8.2.

First Floor Men's Restroom

Finding: 20

Budget: \$50

Recommendation:

Add a coat hook 48" max AFF

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The coat hook is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Men's Restroom

Finding: 21

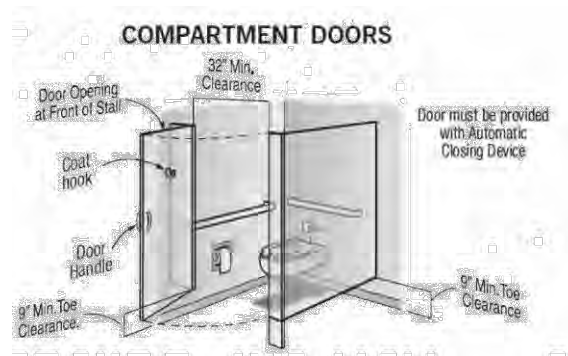
Budget: \$250

Recommendation:

Provide self closing hinges by manufacturer.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The compartment door is not self-closing.

The water closet compartment shall be equipped with a door that has an automatic-closing device.

Citation: 2010 ADAS Section 604.8.1.2

Toilet compartment doors, including door hardware, shall comply with 404 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 (1065 mm) minimum. Doors shall be located in the front partition or in the side wall or partition farthest from the water closet. Where located in the front partition, the door opening shall be 4 inches (100 mm) maximum from the side wall or partition farthest from the water closet. Where located in the side wall or partition, the door opening shall be 4 inches (100 mm) maximum from the front partition. The door shall be self-closing. A door pull complying with 404.2.7 shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

First Floor Men's Restroom

Finding: 22

Budget: \$175

Recommendation:

Provide Insulation boots for piping.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The water and drain pipes under the lavatory are not adequately insulated.

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.

Citation: 2010 ADAS Section 606.5

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.

First Floor Men's Restroom

Finding: 23

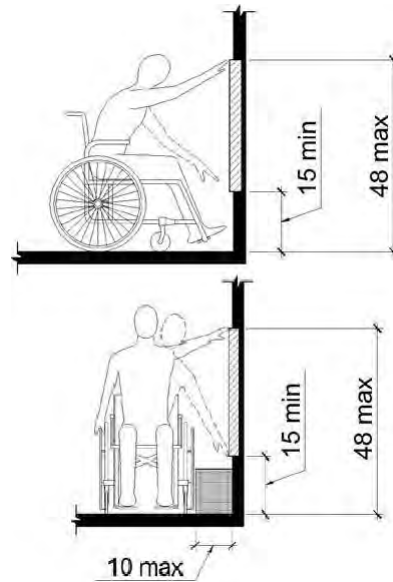
Budget: \$300

Recommendation:

Lower switch for top of switch to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

It is 50" to switch from the floor. The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Women's Restroom

Finding: 24

Budget: \$3,000

Recommendation:

Install new partition with door to be max 4" from wall.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



As Built:

The door is 12" from wall. The compartment door is located too far from the partition or wall.

The door shall be located in front of the clear space and diagonal to the water closet. Where located in the front partition, the door opening shall be 4 inches maximum from the side wall or partition farthest from the water closet. Where located in the side wall or partition, the door opening shall be 4 inches maximum from the front partition. Toilet compartment doors shall not swing into the minimum required compartment area

Citation: 2010 ADAS Section 604.8.1.2

Toilet compartment doors, including door hardware, shall comply with 404 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 (1065 mm) minimum. Doors shall be located in the front partition or in the side wall or partition farthest from the water closet. Where located in the front partition, the door opening shall be 4 inches (100 mm) maximum from the side wall or partition farthest from the water closet. Where located in the side wall or partition, the door opening shall be 4 inches (100 mm) maximum from the front partition. The door shall be self-closing. A door pull complying with 404.2.7 shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

First Floor Women's Restroom

Finding: 25

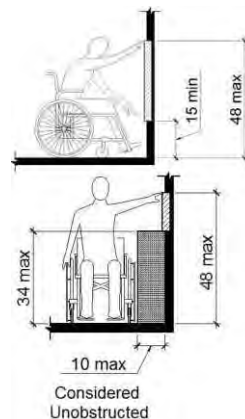
Budget: \$50

Recommendation:

Add a new coat hook at 48" max AFF

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The coat hook is at 67". The coat hook is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor Women's Restroom

Finding: 26

Budget: \$175

Recommendation:

Provide pipe insulation

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The water and drain pipes under the lavatory are not adequately insulated.

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.

Citation: 2010 ADAS Section 606.5

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.

First Floor Women's Restroom

Finding: 27

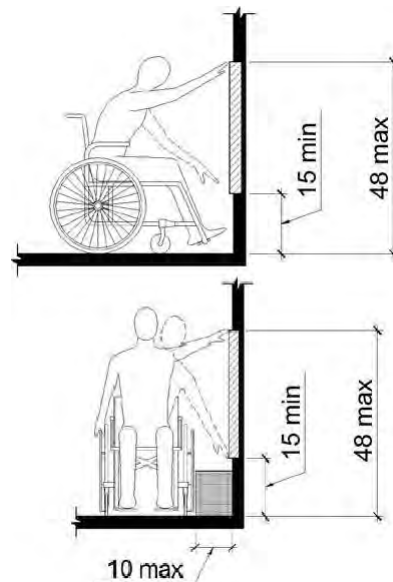
Budget: \$300

Recommendation:

Lower switch for top to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The switch is at 50". The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

First Floor West Office

Finding: 28

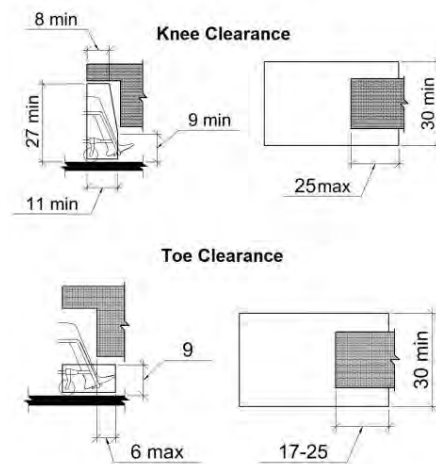
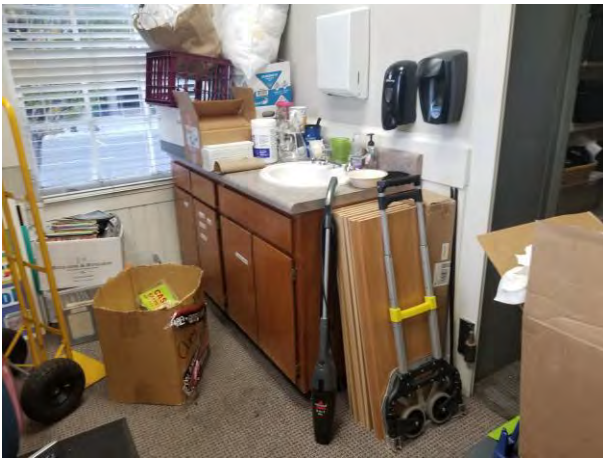
Budget: \$5,550

Recommendation:

Provide wall mounted counter top and sink for knee clearance and 34" height requirement

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The knee and toe clearance has not been provided at the sink.

The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground, and 8 inches deep minimum at 27 inches above the finish floor or ground.

The toe clearance is the space under the sink between the finish floor or ground and 9 inches above the finish floor 30 inches wide minimum.

Citation: 2010 ADAS Section 606.2

A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

Second Floor

Finding: 29

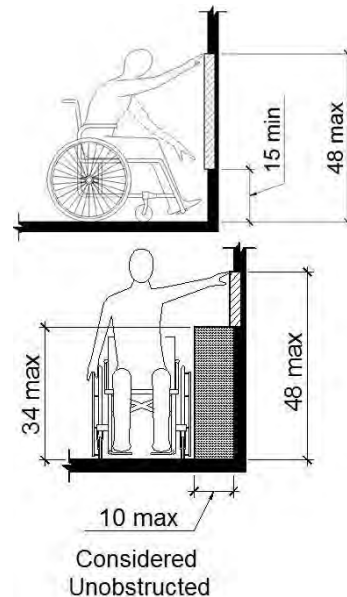
Budget: \$300

Recommendation:

Lower thermostat for all operable components to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

It is 51" to bottom of thermostat. The thermostat is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Second Floor

Finding: 30

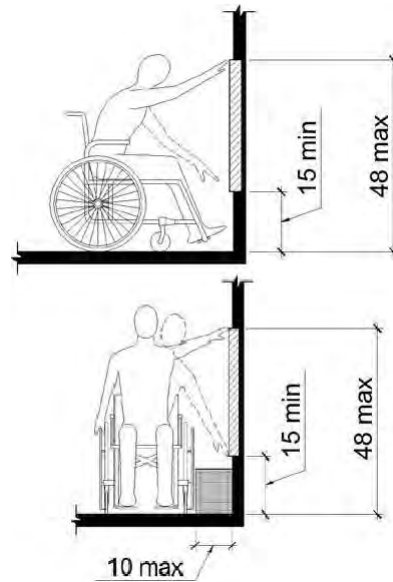
Budget: \$300

Recommendation:

Lower switch to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

It is 50.5" to switch. The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Second Floor

Finding: 31

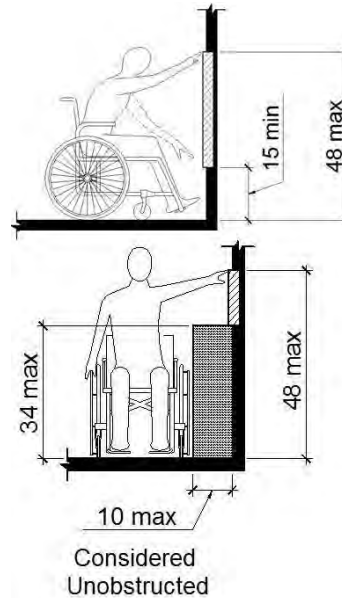
Budget: \$300

Recommendation:

Lower fire extinguisher for handle to e 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

It is 60" to Fire Extinguisher Handle. The Fire Extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Civil Findings

Parking

Finding: 1

Budget: \$5,000

Recommendation:

Provide curb ramp and extended sidewalk from current crosswalk. Alternately, when completing the required update of accessible parking, striping and signage, provide access aisle that connects to a curb ramp entrance onto the existing sidewalk.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



As Built:

No curb ramp present at crosswalk. A section of sidewalk is missing along the route. Accessible parking spaces and access aisle directs to a crosswalk and sidewalk with no curb ramp, misleading users of the accessible route to the entrance.

The accessible parking is not located on an accessible route of travel to the accessible building entrance. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

Citation: 2010 ADAS Section 208.3.1

Parking spaces complying with 502 that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance complying with 206.4. Where parking serves more than one accessible entrance, parking spaces complying with 502 shall be dispersed and located on the shortest accessible route to the accessible entrances. In parking facilities that do not serve a particular building or facility, parking spaces complying with 502 shall be located on the shortest accessible route to an accessible pedestrian entrance of the parking facility.

Parking

Finding: 2

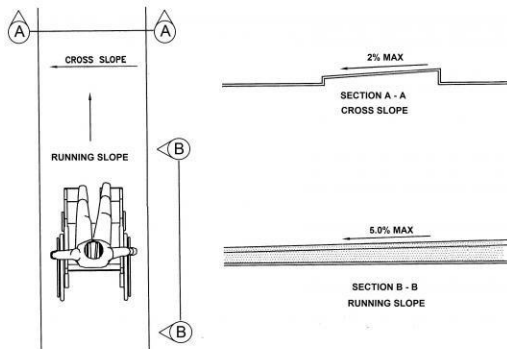
Budget: \$3,000

Recommendation:

Replace sidewalk over 2% cross slope along accessible route.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The sidewalk varies up to 4.2%

The accessible path of travel contains cross slopes greater than 2%.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

Citation: 2010 ADAS Section 403.3

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.

Parking

Finding: 3

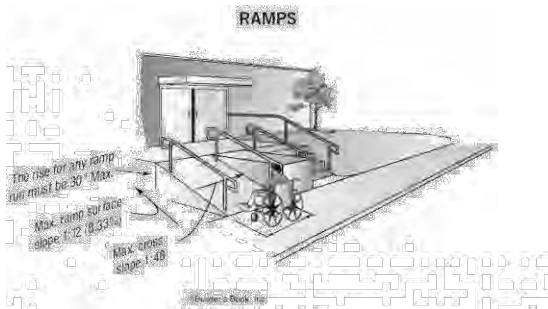
Budget: \$12,000

Recommendation:

Replace ramp to provide running slopes less than 8.3%.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The ramp varies up to 10.2%

The ramps slope exceeds the maximum running slope (direction of travel) allowable of 8.33%. Ramps should have the least possible slope but in no case more than 8.3% (1:12).

Citation: 2010 ADAS Section 405.2

Ramp runs shall have a running slope not steeper than 1:12.

Parking

Finding: 4

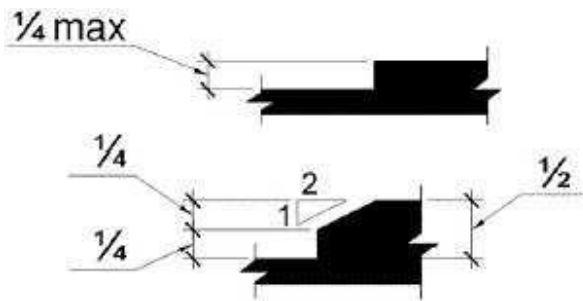
Budget: \$15,000

Recommendation:

Resurface parking area for accessible spaces and access aisle.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

There is a gravel patch in parking and access aisle.

The parking stall contains abrupt edges and surface irregularities over a $\frac{1}{4}$ inch vertical.

Parking spaces and access aisles serving them shall be stable, firm, and slip resistant. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted and shall not be sloped steeper than 2% in any direction.

Citation: 2010 ADAS Section 502.4

Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.

Parking

Finding: 5

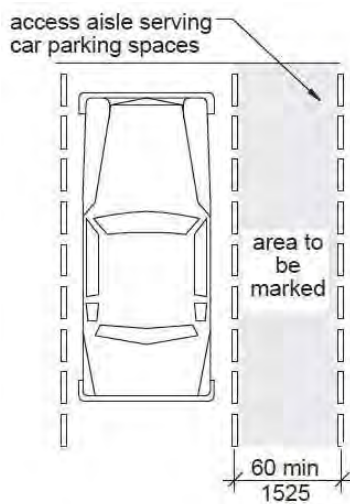
Budget: \$4,500

Recommendation:

Resurface and restripe accessible parking area to provide smooth surface < 2% with appropriate dimensions and signage.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The access aisle is missing at the accessible parking stall.

Access aisles serving parking spaces shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.

Citation: 2010 ADAS Section 502.2

Car parking spaces shall be 96 inches (2440 mm) wide minimum and van parking spaces shall be 132 inches (3350 mm) wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3.

Parking

Finding: 6

Budget: \$700

Recommendation:

Provide 5 parking signs.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

There are 6 spaces provided with 1 van accessible sign provided and 5 missing signs.

The required parking signage is missing. Parking space identification signs shall include the International Symbol of Accessibility (ISA). Signs identifying van parking spaces shall contain the designation "van accessible." All signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

Citation: 2010 ADAS Section 502.6

Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

Parking

Finding: 7

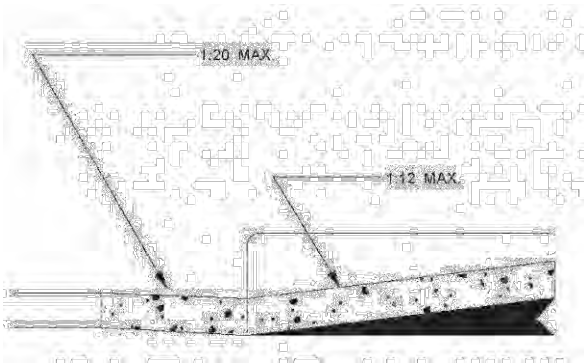
Budget: \$1,500

Recommendation:

Replace sidewalk to provide curb ramp with flush transition.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



As Built:

The transition from the curb ramp to the walk, gutter or street is not flush and free of abrupt changes in level.

Transitions from ramps to walks, gutters or streets shall be flush and free of abrupt change. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed one unit vertical in 20 units horizontal (5-percent slope).

Citation: 2010 ADAS Section 406.2

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.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - Martin Library

PRIORITY 1 (High)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$1,500	Total		
\$1,500	Parking	7	Replace sidewalk to provide curb ramp with flush transition.

PRIORITY 2 (Important)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$86,875	Total		
\$10,200	Lower Level Library Area	3	Extend desk counter to transaction side.
\$13,575	First Floor Library Area South	7	Extend desk counter over to transaction side.
\$55,100	First Floor Library Area South	8	Provide one door to have minimum 32" in width.
\$3,000	First Floor Women's Restroom	24	Install new partition with door to be max 4" from wall.
\$5,000	Parking	1	Provide curb ramp and extended sidewalk from current crosswalk. Alternately, when completing the required update of accessible parking, striping and signage, provide access aisle that connects to a curb ramp entrance onto the existing sidewalk.

PRIORITY 3 (Moderate)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$38,600	Total		
\$550	Lower Level Restroom	2	Flip handle plumbing for flush handle to be on open side.
\$11,100	First Floor Multipurpose room	11 & 12	Install new wall mounted sink and counter to provide knee space per ADA requirements.

PRIORITY 3 (Moderate)

\$825	First Floor Multipurpose Room	13	Provide lever type handles at sink.
\$550	First Floor Men's Restroom	19	Reinstall flush fixture for handle to be on open side.
\$50	First Floor Men's Restroom	20	Add a coat hook 48" max AFF.
\$250	First Floor Men's Restroom	21	Provide self closing hinges by manufacturer.
\$175	First Floor Men's Restroom	22	Provide Insulation boots for piping.
\$50	First Floor Women's Restroom	25	Add a new coat hook at 48" max AFF.
\$5,550	First Floor West Office	28	Provide wall mounted counter top and sink for knee clearance and 34" height requirement.
\$15,000	Parking	4	Resurface parking area for accessible spaces and access aisle.
\$4,500	Parking	5	Resurface and restripe accessible parking area to provide smooth surface < 2% with appropriate dimensions and signage.

PRIORITY 4 (Low)

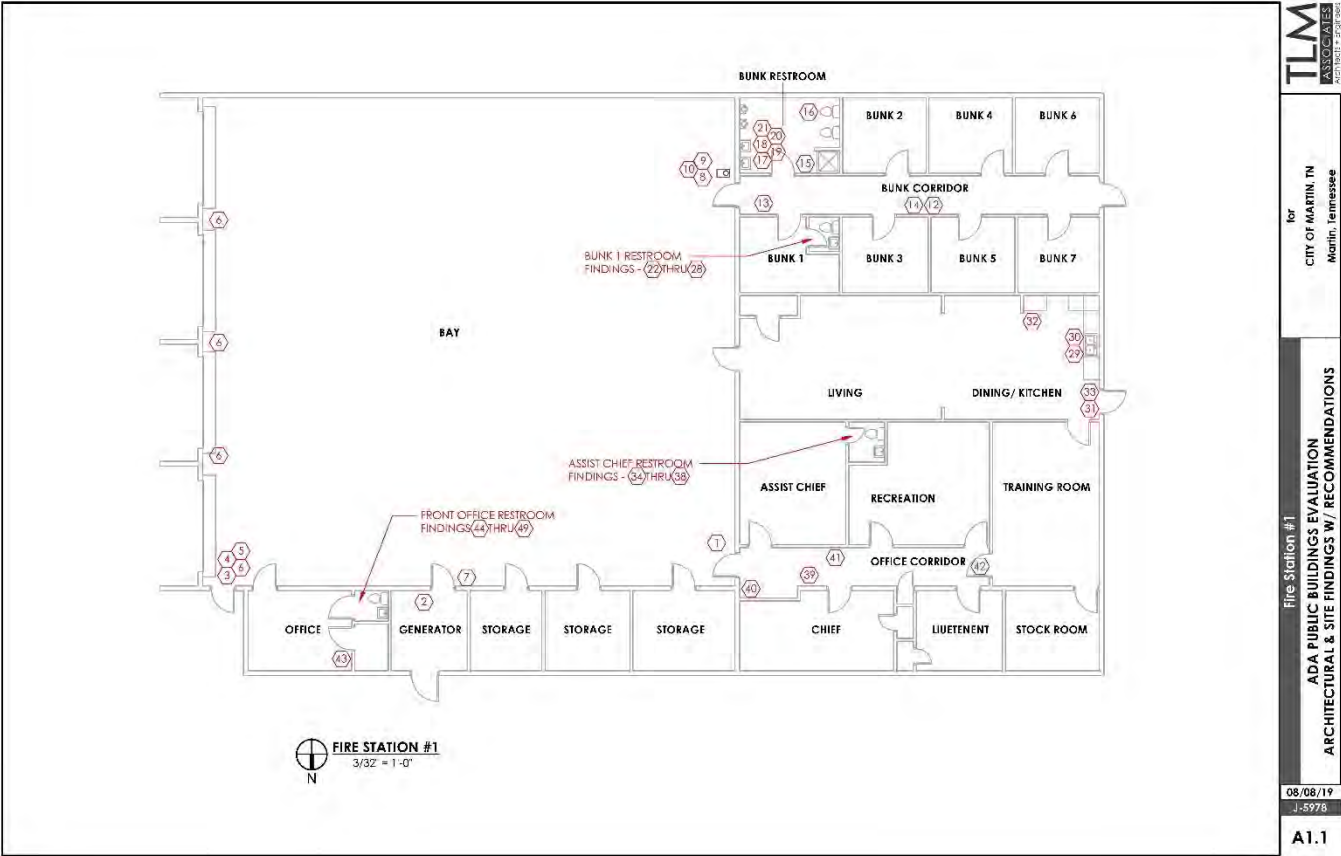
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$23,050	Total		
\$300	Lower Level Elevator Lobby	1	lower fire extinguisher for handle to be 48" max AFF.
\$2,000	Lower Level Elevator Lobby	4	Further design required.
\$150	Lower Level Elevator Lobby	5	Lower fire extinguisher for handle to be 48" max AFF.
\$300	Lower Level East Reading Area	6	Lower thermostat for all operable components to be 48" max AFF.
\$300	First Floor Library Area South	9	Lower thermostat for all operable components to be max 48" AFF.

\$300	First Floor Library Area South	10	Lower switch for top of switch to be 48" max AFF.
\$575	First Floor Multipurpose room	14	Lower all switches for top of switches to be 48" max AFF.
\$100	First Floor Multipurpose room	15	Lower telephone for all operable components to be 48" max AFF.
\$1,050	First Floor Corridor	16	Further design required.
\$300	First Floor Corridor	17	Lower switch for top of switch to be 48" max AFF.
\$300	First Floor Corridor	18	Lower fire extinguisher for handle to be 48" max AFF.
\$300	First Floor Men's Restroom	23	Lower switch for top of switch to be 48" max AFF.
\$175	First Floor Women's Restroom	26	Provide pipe insulation Add a new coat hook at 48" max AFF.
\$300	First Floor Women's Restroom	27	Lower switch for top to be 48" max AFF.
\$300	Second Floor	29	Lower thermostat for all operable components to be 48" max AFF.
\$300	Second Floor	30	Lower switch to 48" max AFF.
\$300	Second Floor	31	Lower fire extinguisher for handle to be 48" max AFF.
\$3,000	Parking	2	Replace sidewalk over 2% cross slope along accessible route.
\$12,000	Parking	3	Replace ramp to provide running slopes less than 8.3%.
\$700	Parking	6	Provide 5 parking signs.

Fire Station #1

106 Neal Street





Architectural Findings

Bay Entrance

Finding: 1

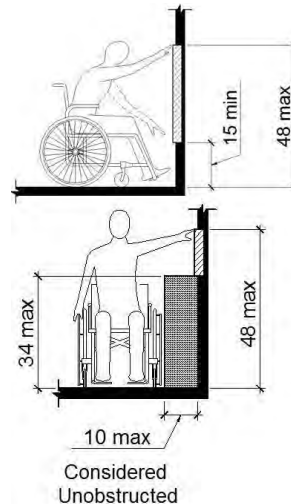
Budget: \$75

Recommendation:

Lower Fire Extinguisher for handle to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The fire extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

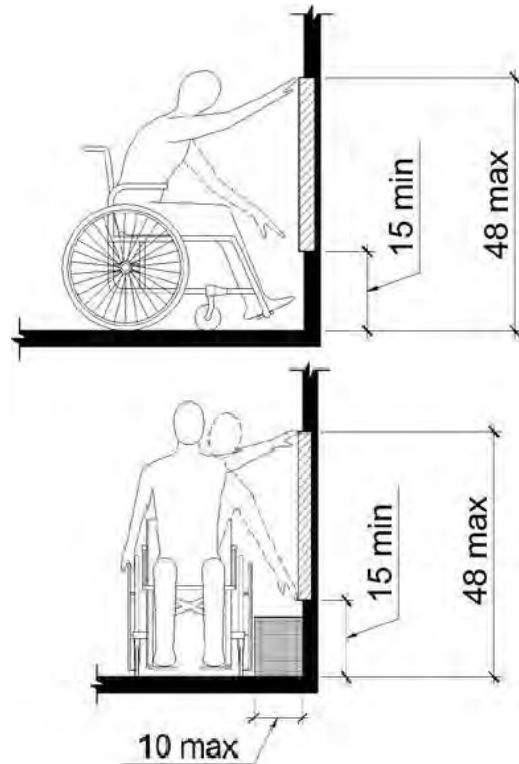
Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Bay Entrance**Finding: 2****Budget: \$1,250****Recommendation:**

Lower switch max 48" to top

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switch 64" to bottom. The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

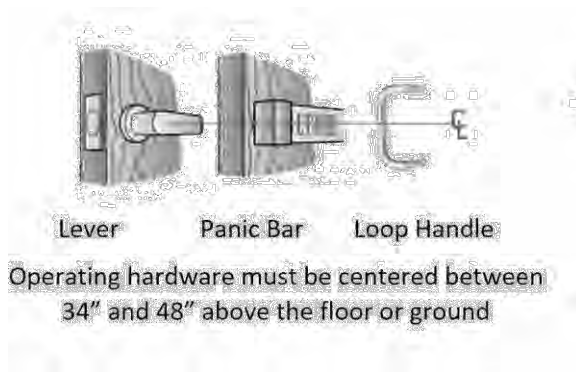
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Bay Entrance**Finding: 3****Budget: \$4,200****Recommendation:**

Lower cylinder to max 48" to top.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The key cylinder at 51" to center. The door operating hardware is too high.

Hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Hand-activated door opening hardware, handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching or twisting of the wrist to operate.

Citation: 2010 ADAS Section 404.2.7

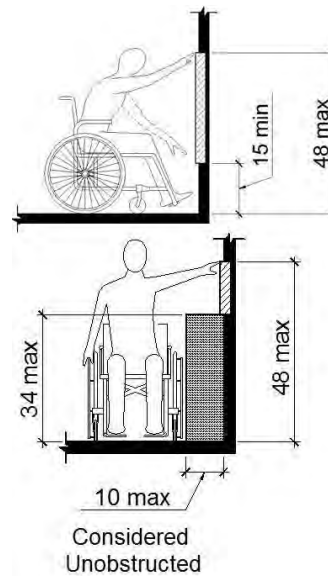
Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

Office Corridor**Finding: 4****Budget: \$75****Recommendation:**

Lower Fire Extinguisher for handle to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

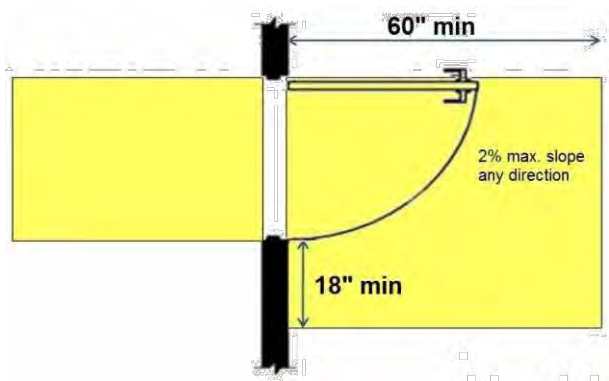
Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Office Corridor**Finding: 5****Budget: \$4,700****Recommendation:**

Change swing to other side.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The Latch Side is 10". The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door.

Maneuvering space for doors or gates on the pull side with a front approach must be flat (2% max. slope in any direction) for a minimum distance of 60 inches in the direction of travel. The width of the maneuvering space must be as wide as the door or gate plus an additional 18 inches on the latch side. This latch side clearance must also be flat (2% max. slope in any direction) and clear of obstructions.

Citation: 2010 ADAS Section 404.2.4.1

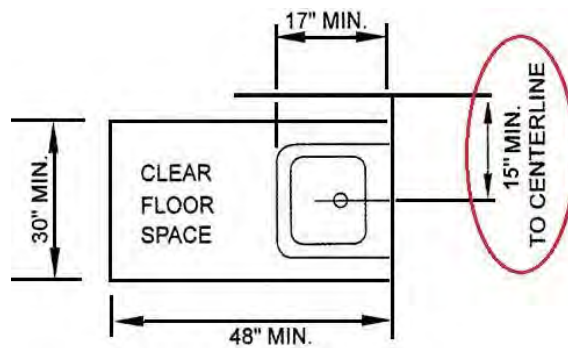
Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Front Office Restroom**Finding: 6****Budget: \$7,800****Recommendation:**

Further design required.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

It is 11" to centerline. The lavatory is too close to the side wall.

There must be a minimum of 15 inches from the centerline of the lavatory to the nearest side wall or side partition to allow for an unobstructed 30 inches by 48 inches clear floor space.

Citation: 2010 ADAS Section 606.2

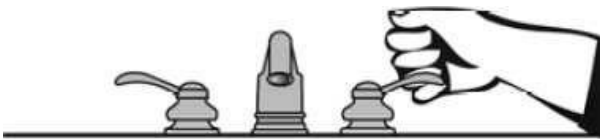
A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

Front Office Restroom**Finding: 7****Budget: Refer to Finding 6****Recommendation:**

Install lever type faucet handles.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

Round handles are installed. The faucet controls require twisting of the wrist.

Faucet controls and operating mechanisms shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate controls shall be no greater than 5 lb. Lever-operated, push-type and electronically controlled mechanisms are examples of acceptable designs. Self-closing valves are allowed if the faucet remains open for at least 10 seconds.

Citation: 2010 ADAS Section 606.4

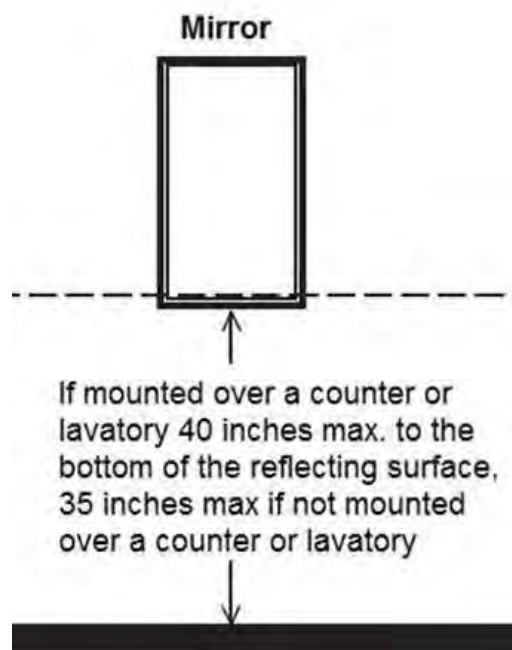
Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum.

Front Office Restroom**Finding: 8****Budget: Refer to Finding 6****Recommendation:**

Lower mirror for reflecting surface to be max 40" AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The reflecting surface is 51". The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

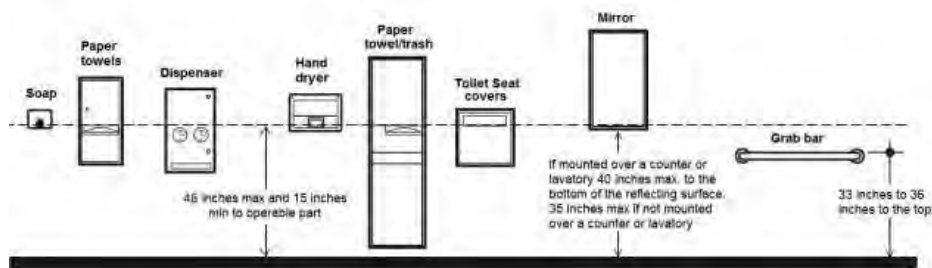
Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

Front Office Restroom**Finding: 9****Budget: Refer to Finding 6****Recommendation:**

Lower paper towel dispenser for all operable components to be 48" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The paper towel dispenser is 61" to bottom. The paper towel dispenser's operation mechanism is too high off the floor. Dispensers must have all operable parts a maximum of 48 inches above the floor.

Citation: 2010 ADAS Section 308.2.1

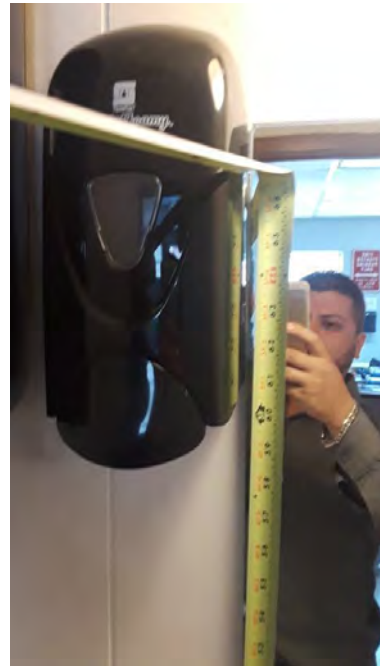
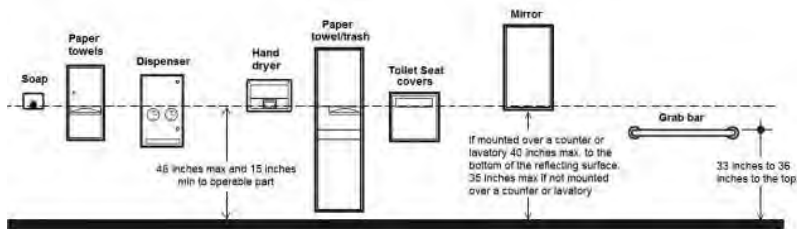
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Front Office Restroom**Finding: 10****Budget: Refer to Finding 6****Recommendation:**

Lower soap dispenser for all operable components to be 48" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The soap dispenser is 60" to push button. The hand sanitizer dispenser's operation mechanism is too high off the floor. Dispensers must have all operable parts a maximum of 48 inches above the floor.

Citation: 2010 ADAS Section 308.2.1

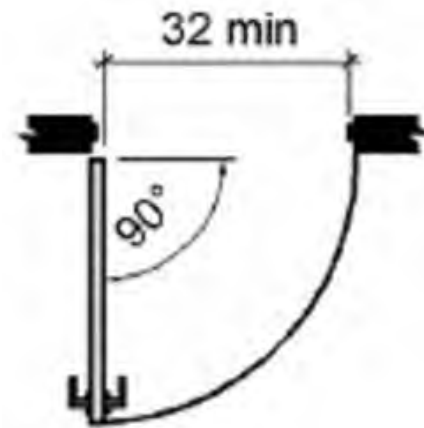
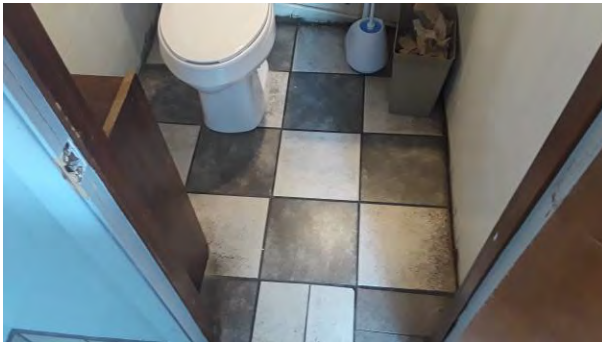
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Front Office Restroom**Finding: 11****Budget: Refer to Finding 6****Recommendation:**

Further design required.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**Hinged Door or Gate****As Built:**

The door opening is 24". The door opening does not provide at least 32 inches between the face of the door and the opposite stop. 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 opening 90 degrees. 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.

Citation: 2010 ADAS Section 404.2.3

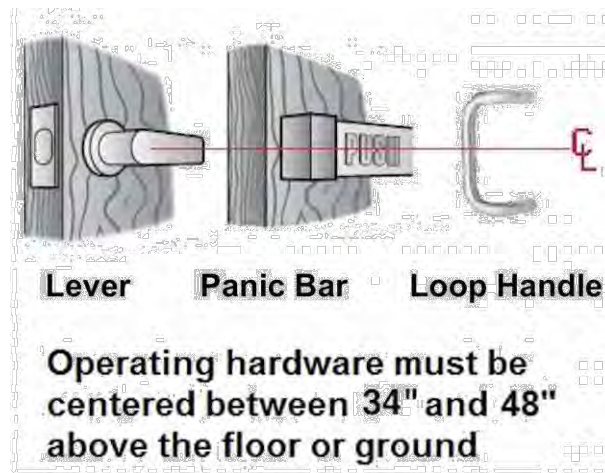
Door openings shall provide a clear width of 32 inches (815 mm) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches (610 mm) deep shall provide a clear opening of 36 inches (915 mm) minimum. There shall be no projections into the required clear opening width lower than 34 inches (865 mm) above the finish floor or ground. Projections into the clear opening width between 34 inches (865 mm) and 80 inches (2030 mm) above the finish floor or ground shall not exceed 4 inches (100 mm).

Throughout**Finding: 12****Budget: \$2,000****Recommendation:**

Provide +/- 26 lever type door handles on all doors that are public access

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

Doors have round Knobs. The door/gate operating hardware is not accessible.

Hand-activated door/gate opening hardware, handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching or twisting of the wrist to operate. Hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 404.2.7

Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) 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.

Civil Findings

Entrance

Finding: 1

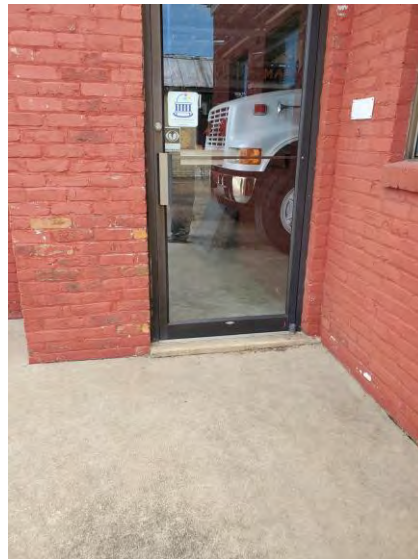
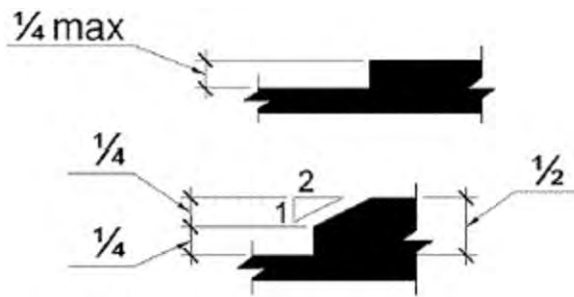
Budget: \$1,500

Recommendation:

This appears to be the main entrance to the building. Provide ramp at entrance or install signage identifying location of accessible entrance. Can access interior through large bay doors without obstruction.

Barrier Priority:

5 (Recommended): Should be completed but not necessarily required. (Includes findings and or elements that may have been in compliance with previous editions of the codes and standards but have since changed. Generally, these items are easily modified to provide the greatest degree of access as well as compliance with the most current codes and standards)



As Built:

The threshold is greater than 1/2 inch high.

The threshold at a doorway shall be no higher than 1/2 inch. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less. 1/4 inch is the maximum vertical rise.

Citation: 2010 ADAS Section 404.2.5

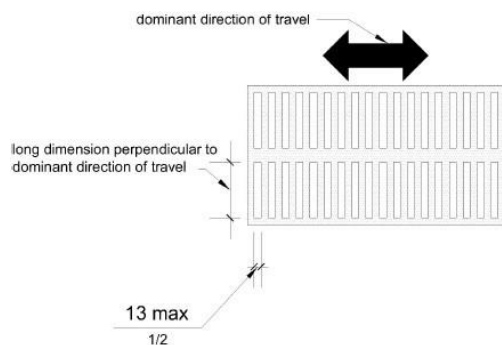
Thresholds, if provided at doorways, shall be 1/2 inch (13 mm) high maximum. Raised thresholds and changes in level at doorways shall comply with 302 and 303.

Entrance**Finding: 2****Budget: \$200****Recommendation:**

Provide patch in 2" wide joint so that opening is less than 1/2 inch. Ensure patch is flush with adjacent panels.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The surface of the pedestrian access route has openings greater than 1/2 inch.

Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter.

Citation: 2011 PROWAG Section R302.7.3

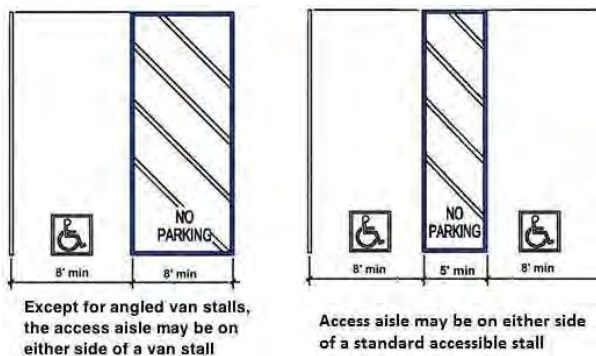
Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings in gratings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Parking**Finding: 3****Budget: \$1,000****Recommendation:**

Restripe so that the access aisle serves both accessible spaces.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

This accessible parking is in the City lot across the street from the fire station. It is on the closest route to fire station as there is no on site parking at the fire station.

The access aisle is missing at the accessible parking stall. Access aisles serving parking spaces shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.

Citation: 2010 ADAS Section 502.3.1

Access aisles serving car and van parking spaces shall be 60 inches (1525 mm) wide minimum.

2010 ADAS Section 502.2

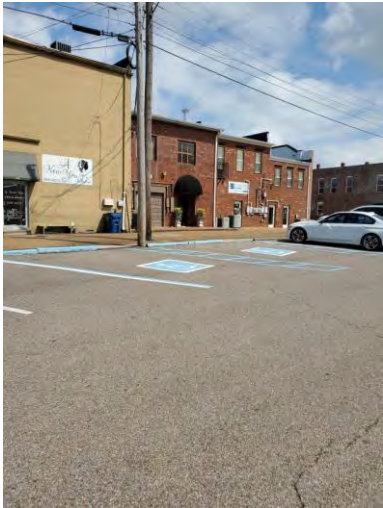
Car parking spaces shall be 96 inches (2440 mm) wide minimum and van parking spaces shall be 132 inches (3350 mm) wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3.

Parking
Finding: 4
Budget: \$3,000

Recommendation:
The parking lot serving the fire station has 4 total accessible spaces marked. Provide 3 spaces total, 1 of which must be van accessible. Include striping and signage upgrades to reach compliance.

Barrier Priority:
3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000



As Built:
There are no van accessible parking stalls. 4 stalls striped as accessible, no van designation, 2 have no signs, 1 with no access aisle, 2 with too small access aisle (3' aisle with 11' stalls).
One in every 6, minimum of one, required accessible stalls must be a van accessible stall. There are a total of (75) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (3) accessible stalls with a minimum of (1) being designed as van accessible.

Citation: 2010 ADAS Section 208.2
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.

2010 ADAS Section 208.2.4
For every six or fraction of six parking spaces required by 208.2 to comply with 502, at least one shall be a van parking space complying with 502.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - FIRE STATION #1

The existing fire station has significant ADA compliance deficiencies. After discussion with the City, the Fire Chief and the City Attorney, the decision was made to provide access into the front office and to the Chief's office, and to provide a compliant public restroom. The remainder of the facility will remain as currently designed. The City requires that all employees be able-bodied to work in the station due to their physical duties. Should an employee be temporarily handicapped, they would remain on leave, until medically released to perform their work duties.

PRIORITY 2 (Important)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$10,900	Total		
\$4,200	Bay Entrance	3	Lower cylinder to max 48" to top.
\$4,700	Office Corridor	5	Change door swing to other side.
\$2,000	Throughout	12	Provide +/- 26 lever type door handles on all doors with public access.

PRIORITY 3 (Moderate)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$11,800	Total		
\$7,800	Front Office Restroom	6-11	Further design required.
\$1,000	Parking	3	Restripe so that the access aisle serves both accessible spaces.
\$3,000	Parking	4	The parking lot serving the fire station has 4 total accessible spaces marked. Provide 3 spaces total, 1 of which must be van accessible. Include striping and signage upgrades to reach compliance.

PRIORITY 4 (Low)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$1,600	Total		

\$75	Bay Entrance	1	Lower fire extinguisher for top of handle to be max 48" AFF.
\$1,250	Bay Entrance	2	Lower switch max 48" to top.
\$75	Office Corridor	4	Lower fire extinguisher for top of handle to be max 48" AFF.
\$200	Entrance	2	Provide patch in 2" wide joint so that opening is less than 1/2 inch. Ensure patch is flush with adjacent panels.

PRIORITY 5 (Recommended)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$1,500	Total		
\$1,500	Entrance	1	This appears to be the main entrance to the building. Provide ramp at entrance or install signage identifying location of accessible entrance. Can access interior through large bay doors without obstruction.

Harrison Park

Harrison Road

*Brand New Building Constructed by TLM Associates, Inc. Evaluated at completion of build in year 2019



Civil Findings

Parking Lot

Finding: 1

Budget: \$4,000

Recommendation:

Provide striping at accessible stalls. Provide 1 van accessible sign with appropriate width stall and aisle.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



As Built:

No striping, no access aisles, no van sign.

The striping and markings for the accessible parking stall, loading/unloading access aisle are dilapidated and in need of repair and/or maintenance/ resurfacing.

Citation: 2010 ADAS Section 502.3.3

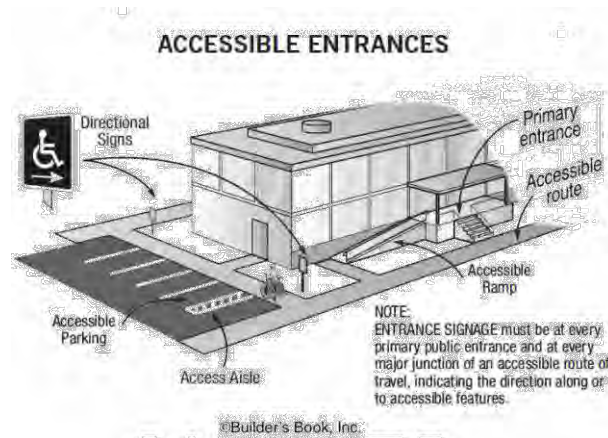
Access aisles shall be marked so as to discourage parking in them.

Ballfields and Amentities**Finding: 2****Budget: \$40,000****Recommendation:**

Provide accessible route to fields.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route on this property beyond the concession stand. No accessible route to any field, dugout, water fountain, bleachers from parking or concession building.

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

Citation: 2010 ADAS Section 206.2.2

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

PROJECT & BUDGET RECOMMENDATIONS

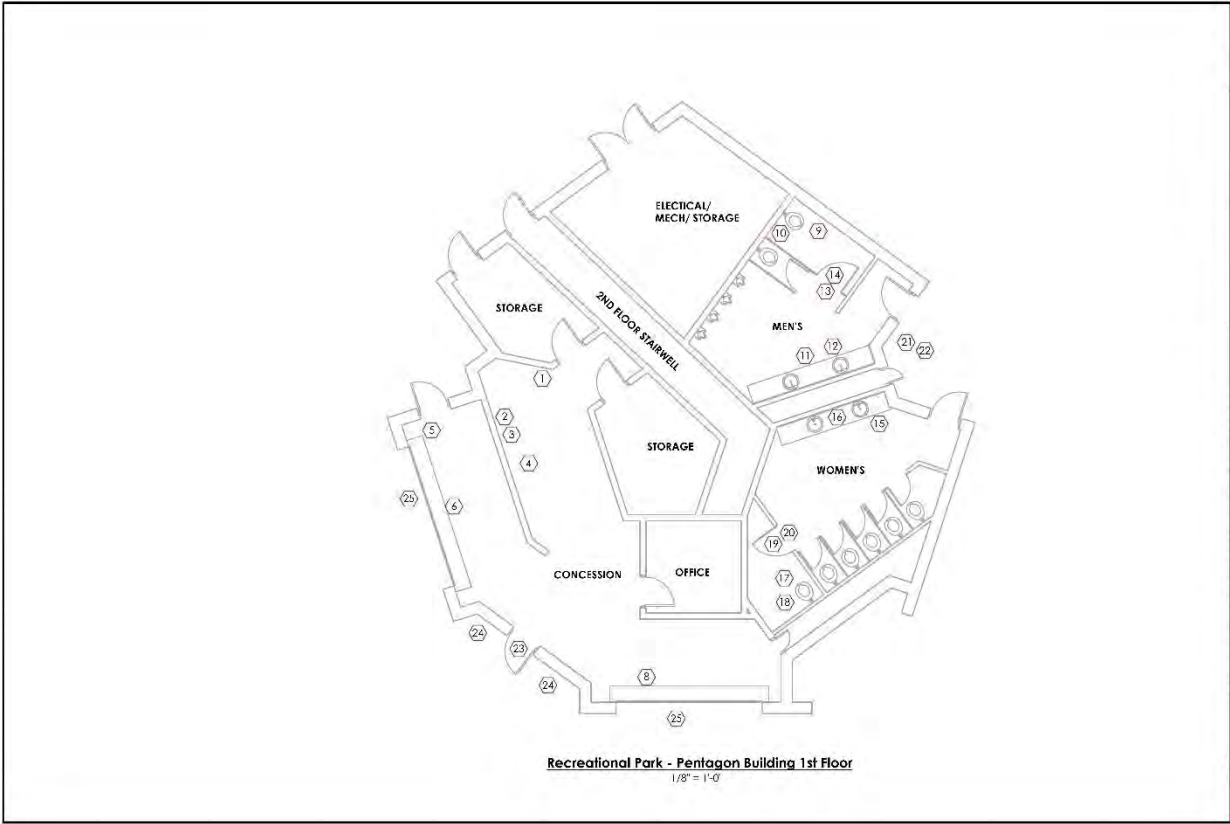
FINDINGS & RECOMMENDATIONS – HARRISON PARK

PRIORITY 1 (High)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$44,000	Total		
\$4,000	Parking Lot	1	Provide striping at accessible stalls. Provide 1 van accessible sign with appropriate width stall and aisle.
\$40,000	Ballfields and Amenities	2	Provide accessible route to fields.

Recreation Complex

8457 Highway 45





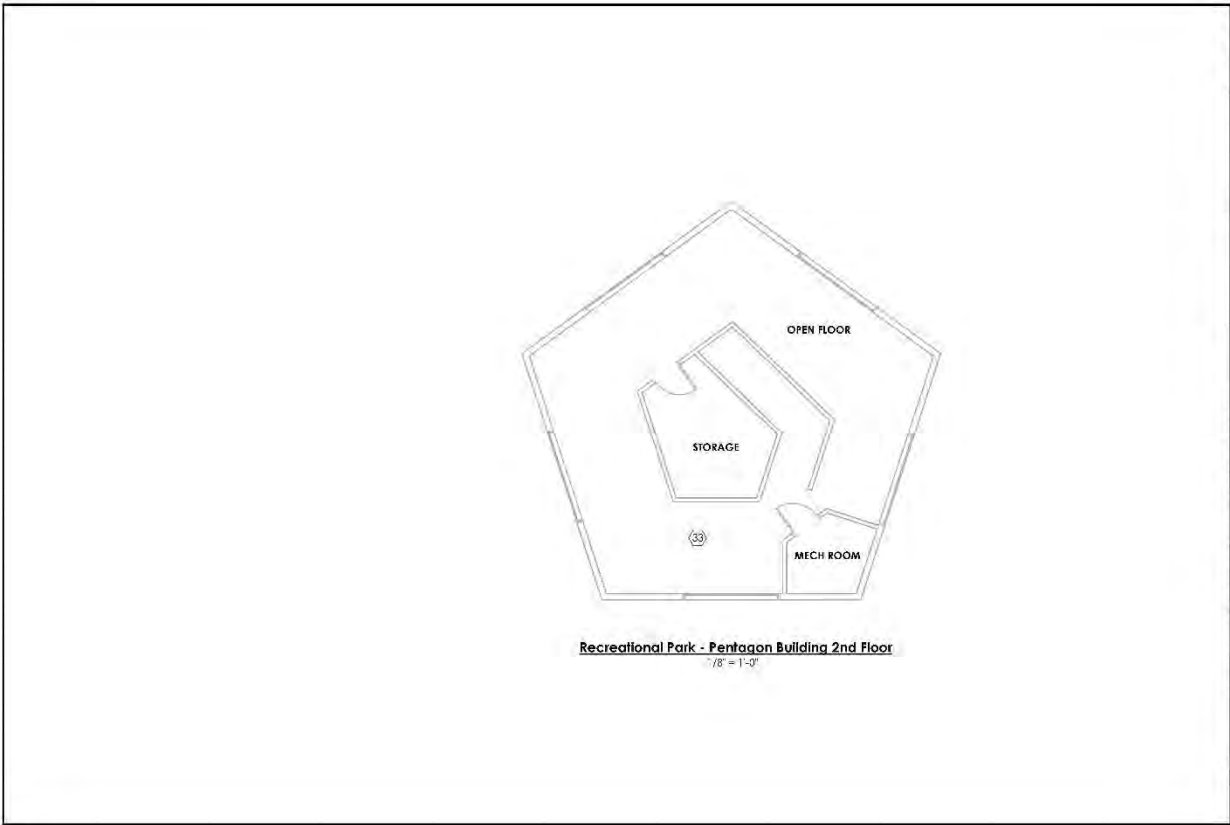
TLM
ASSOCIATES
ARCHITECTS

for
CITY OF MARTIN, TN
Martin, Tennessee

Recreational Park - Pentagon Building 1st Floor
ADA PUBLIC BUILDINGS EVALUATION
ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/19/19
J-5978

A5.4



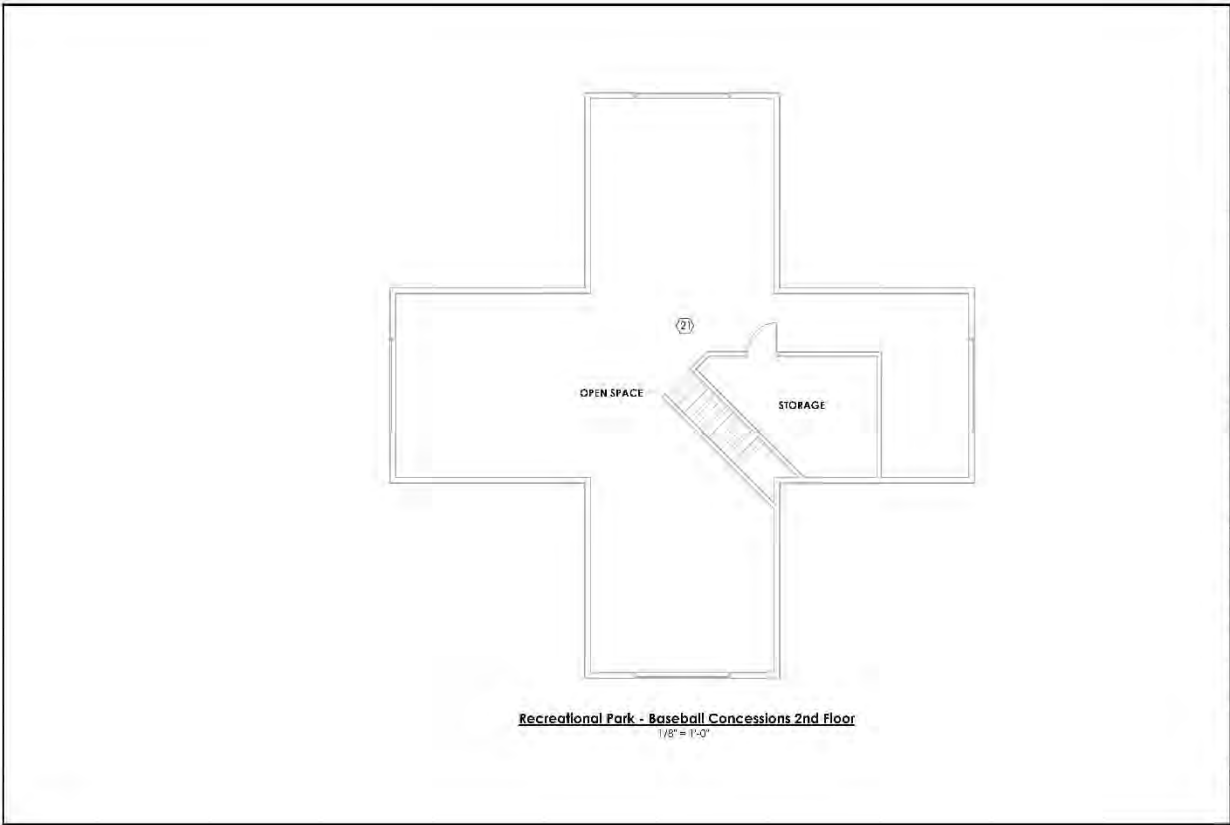
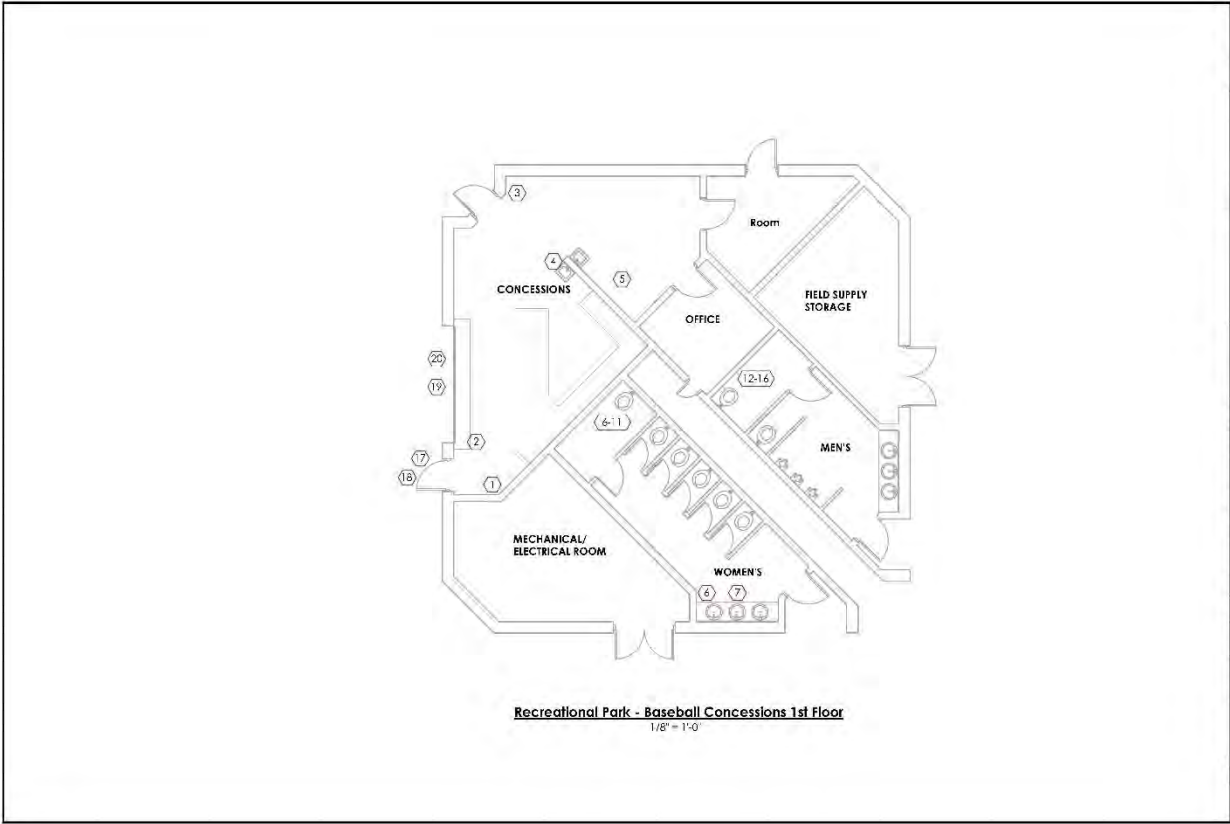
TLM
ASSOCIATES
ARCHITECTS

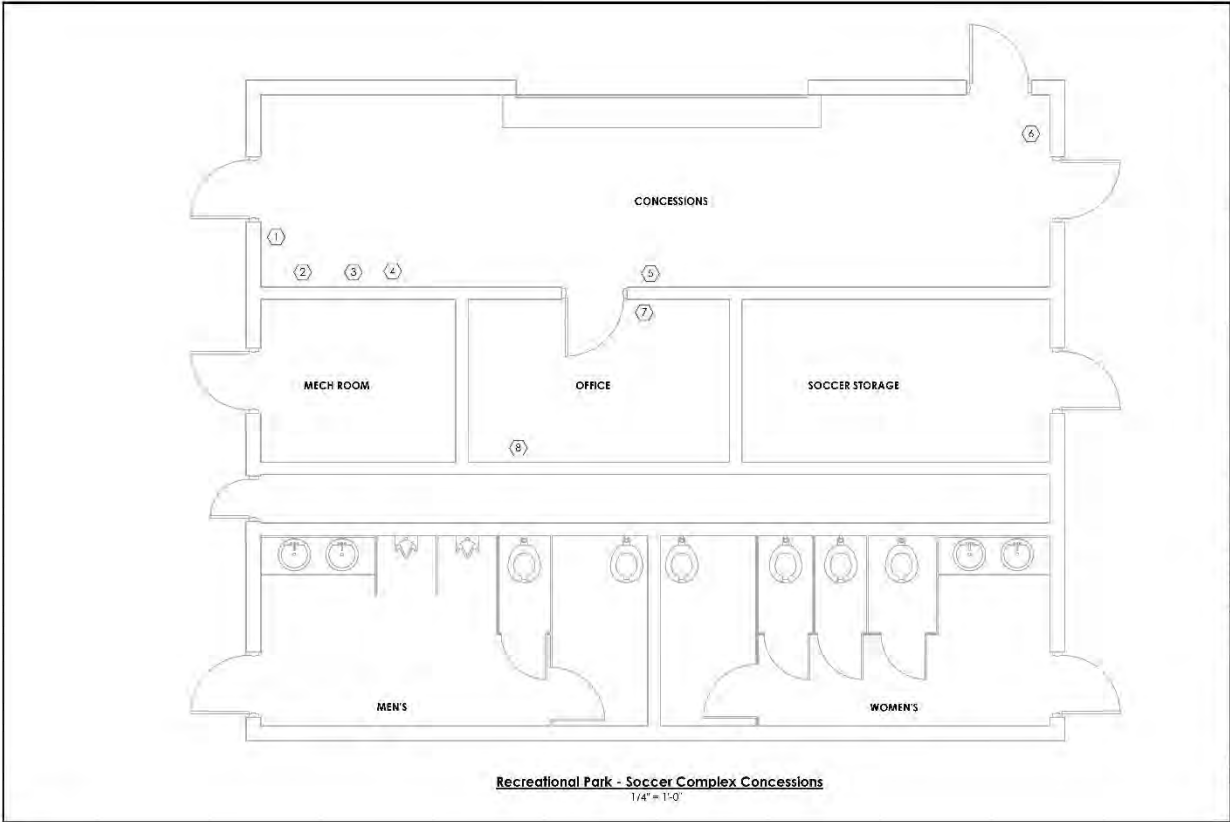
for
CITY OF MARTIN, TN
Martin, Tennessee

Recreational Park - Pentagon Building 2nd Floor
ADA PUBLIC BUILDINGS EVALUATION
ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/19/19
J-5978

A5.5





TLM

ASSOCIATES

ARCHITECTS

for

CITY OF MARTIN, TN

Martin, Tennessee

Recreational Park - Soccer Complex

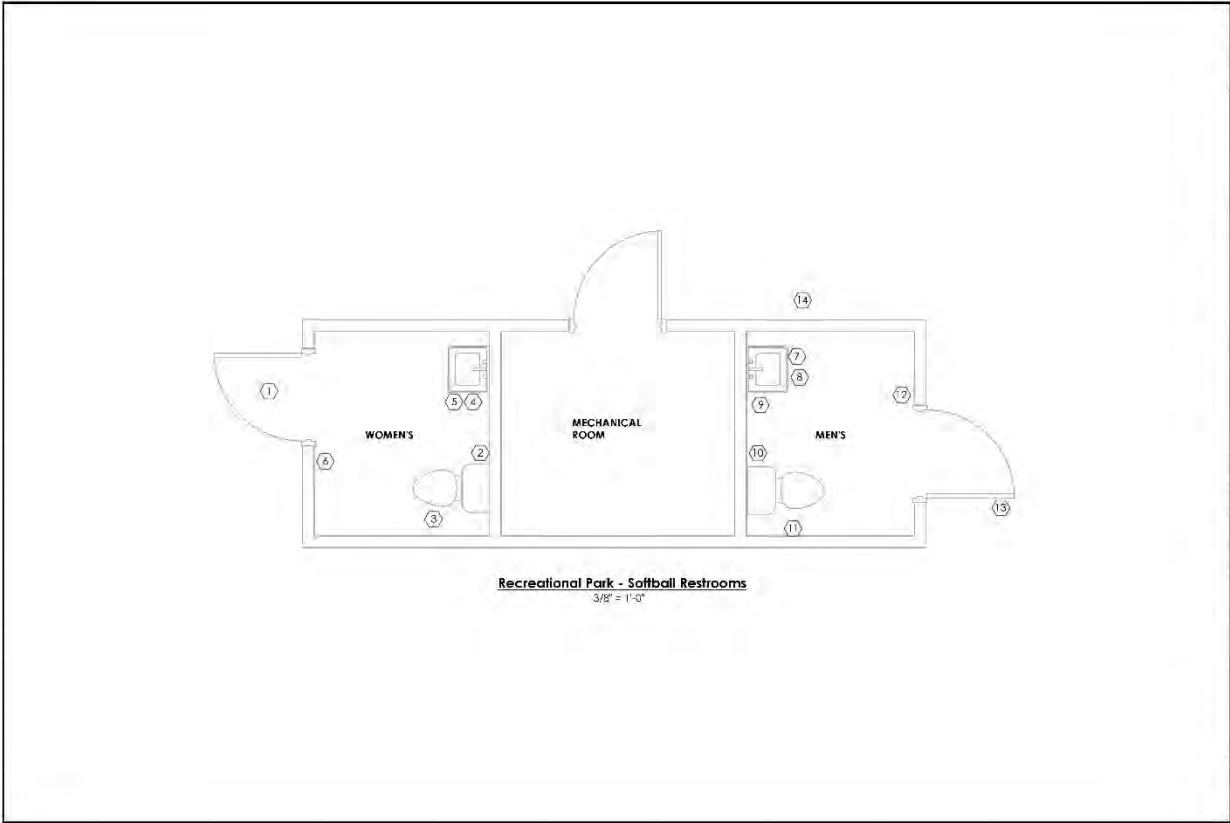
ADA PUBLIC BUILDINGS EVALUATION

ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/16/19

J-5978

A5.1



TLM

ASSOCIATES

ARCHITECTS

for

CITY OF MARTIN, TN

Martin, Tennessee

Recreational Park - Softball Restrooms

ADA PUBLIC BUILDINGS EVALUATION

ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/19/19

J-5978

A5.6

Architectural Findings

Pentagon Storage

Finding: 1A

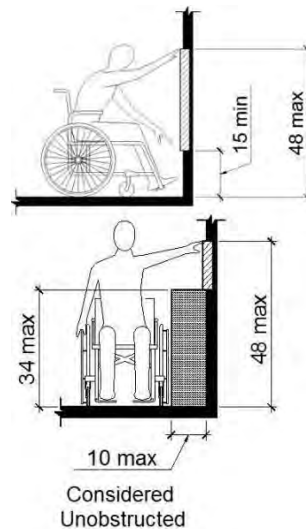
Budget Estimate: \$350

Recommendation:

Lower thermostat for all operable components to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

It is 56" to bottom of thermostat.

The thermostat is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

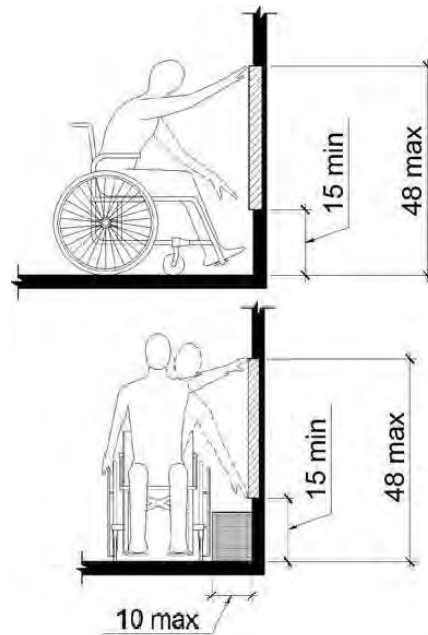
Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Pentagon Concessions**Finding: 2A****Budget: \$250****Recommendation:**

Lower soap dispenser to 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The soap dispenser 50" to push release.

The soap dispenser's operation mechanism is too high off the floor. Dispensers must have all operable parts a maximum of 48 inches above the floor.

Citation: 2010 ADAS Section 308.2.1

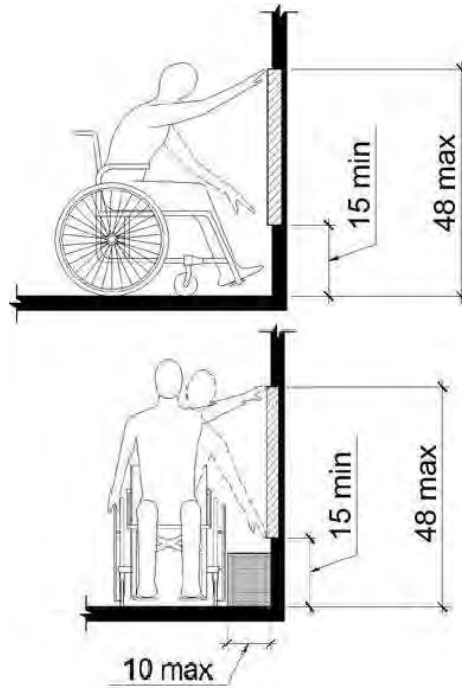
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Pentagon Concessions**Finding: 3A****Budget: Refer to Finding 2A****Recommendation:**

Lower paper towel dispenser for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The paper towel dispenser is 51" to bottom.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Pentagon Concessions**Finding: 4A****Budget: \$750****Recommendation:**

Lower 3 compartment sink to 34" max AFF

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The 3 compartment sink is 36" AFF.

Citation: 2010 ADAS Section 606.3

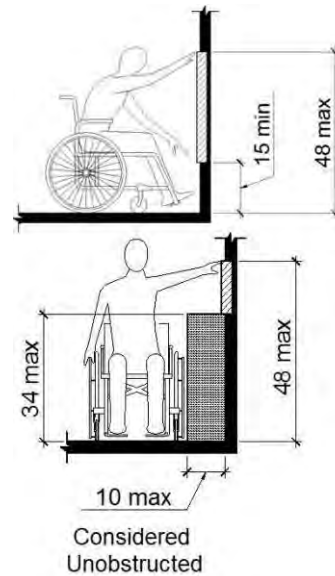
Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

Pentagon Concessions**Finding: 5A****Budget: \$150****Recommendation:**

Lower fire extinguisher for handle to be 48" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The fire extinguisher is 60" to handle.

The fire extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Pentagon Concessions**Finding: 6A****Budget: \$11,200****Recommendation:**

Lower counter max 34" AFF.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The counter is at 43" AFF.

The transaction window counter is too high. The transaction window counter work surface shall be 34 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 804.3.2

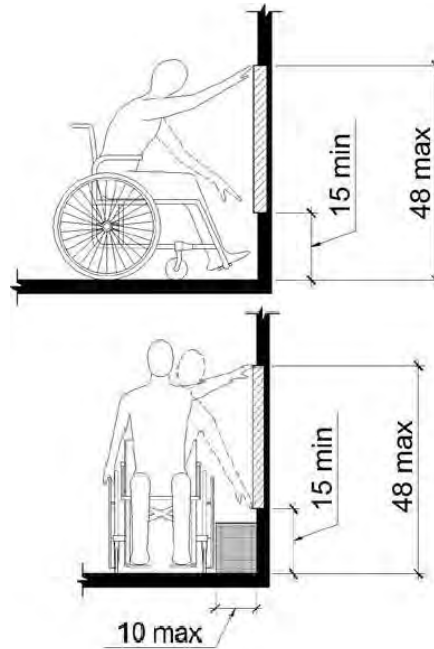
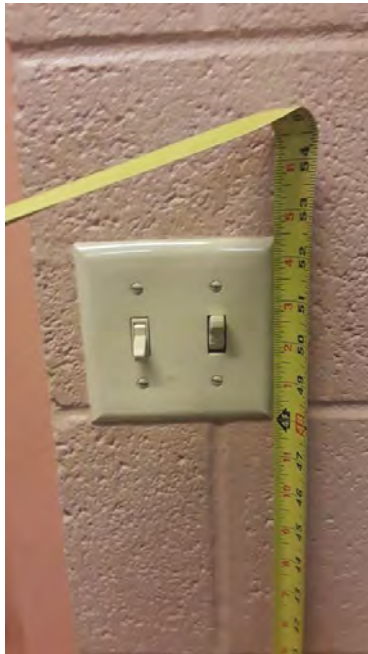
The kitchen work surface shall be 34 inches (865 mm) maximum above the finish floor or ground.

Pentagon Concessions**Finding: 7A****Budget: \$550****Recommendation:**

Lower switches to 48" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The switches are at 50.5" AFF.

The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Pentagon Concessions**Finding: 8A****Budget: \$11,200****Recommendation:**

Lower countertop to 34" max AFF

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The countertop is 43" AFF.

The kitchen counter top is too high. The kitchen work surface shall be 34 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 804.3.2

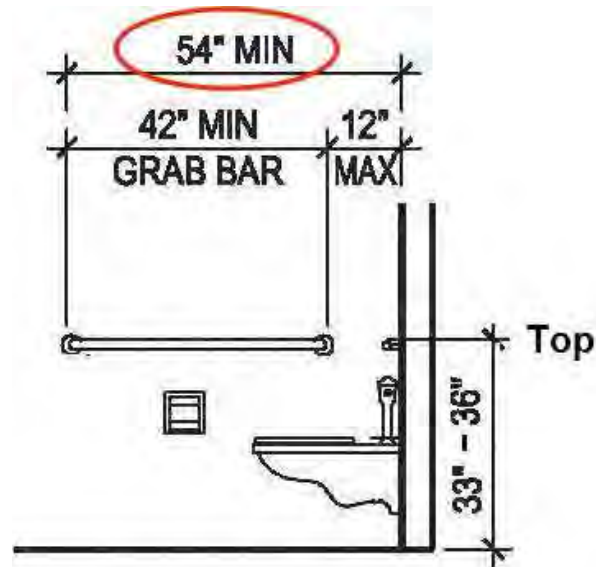
The kitchen work surface shall be 34 inches (865 mm) maximum above the finish floor or ground.

Pentagon Men's Restroom**Finding: 9A****Budget: \$350****Recommendation:**

Install new grab bar extending 54" from wall.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The grab bar is 49" from wall. The side grab bar does not extend far enough from the rear wall.

The side grab bar must extend at least 54 inches minimum beyond the rear wall and start a maximum of 12 inches from the rear wall. A 42 inch grab bar installed the maximum distance from the rear wall (12 inches) will leave the leading end 54 inches from the rear wall. 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.

Citation: 2010 ADAS Section 604.5.1

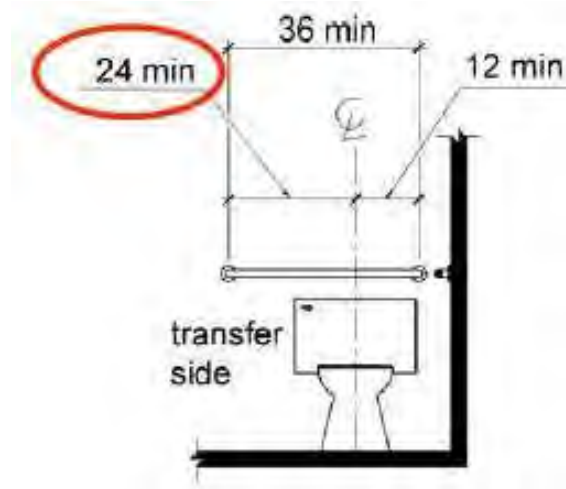
The side wall grab bar shall be 42 inches (1065 mm) long minimum, located 12 inches (305 mm) maximum from the rear wall and extending 54 inches (1370 mm) minimum from the rear wall.

Pentagon Men's Restroom**Finding: 10A****Budget: Refer to Finding 9A****Recommendation:**

Install new rear grab bar extending 24"

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The rear grab bar only extends only 18".

The rear grab bar does not extend adequately past the toilet on the wide side.

The rear grab bar must be a minimum of 36 inches long and extend from the centerline of the toilet 12 inches minimum on wall side and 24 inches minimum on the wide side.

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 and the space between the grab bar and the top of the tank shall be 1-1/2 inches minimum.

Citation: 2010 ADAS Section 604.5.2

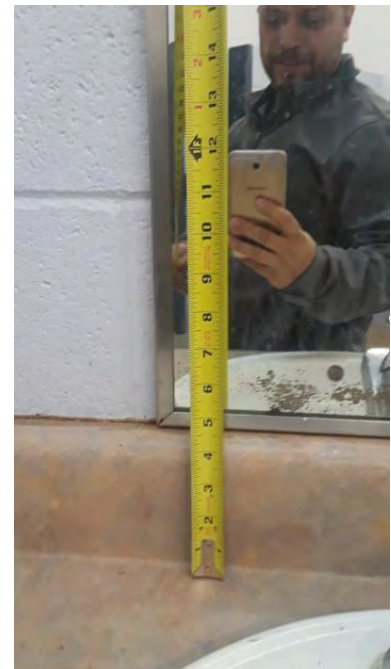
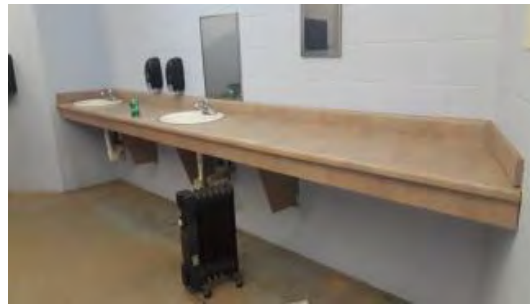
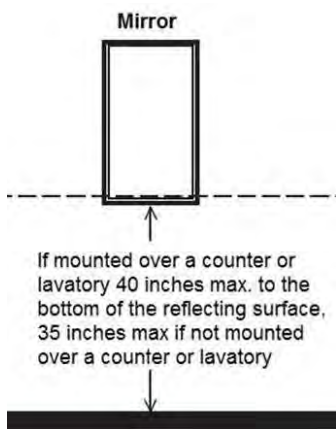
The rear wall grab bar shall be 36 inches (915 mm) long minimum and extend from the centerline of the water closet 12 inches (305 mm) minimum on one side and 24 inches (610 mm) minimum on the other side

Pentagon Men's Restroom**Finding: 11A****Budget: \$2,400****Recommendation:**

Lower mirror for reflecting to be 40" AFF

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The mirror at 42" to reflecting surface.

The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

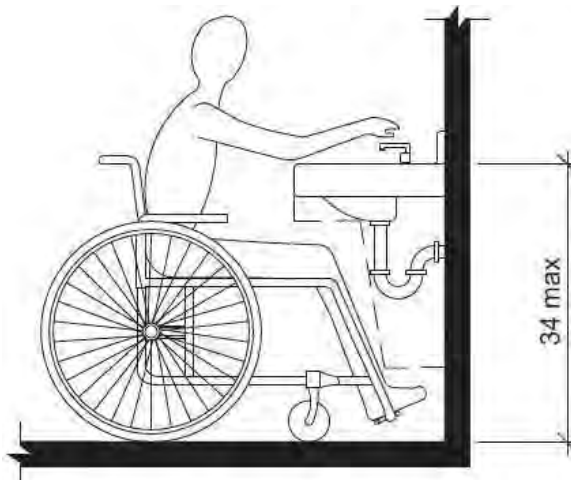
Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

Pentagon Men's Restroom**Finding: 12A****Budget: Refer to Finding 11A****Recommendation:**

Lower countertop to 34" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The countertop at 37" AFF. The top rim of the lavatory is too high.

All lavatories that are designated to be accessible shall be a minimum 17 inches in horizontal depth and mounted with the rim or counter edge no higher than 34 inches above the finished floor.

Citation: 2010 ADAS Section 606.3

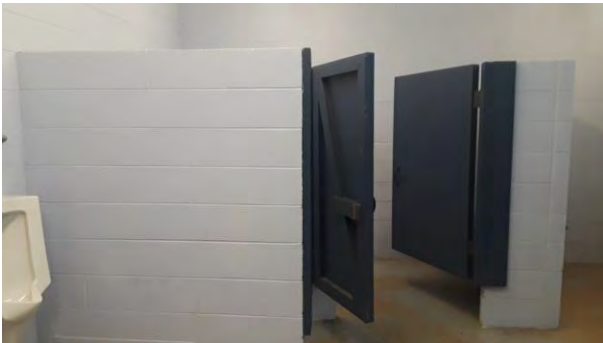
Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

Pentagon Men's Restroom**Finding: 13A****Budget: \$350****Recommendation:**

Provide self closing hinges.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The compartment door is not self closing.

The water closet compartment shall be equipped with a door that has an automatic-closing device.

Citation: 2010 ADAS Section 604.8.1.2

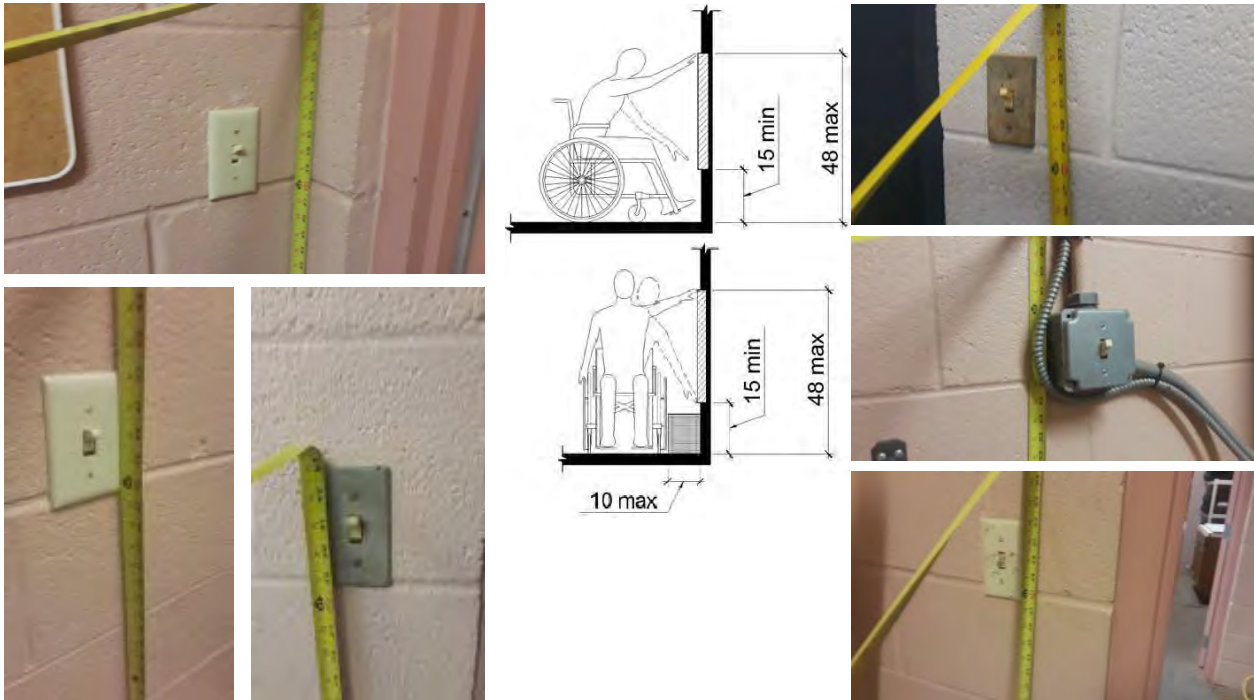
Toilet compartment doors, including door hardware, shall comply with 404 except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches (1065 mm) minimum. Doors shall be located in the front partition or in the side wall or partition farthest from the water closet. Where located in the front partition, the door opening shall be 4 inches (100 mm) maximum from the side wall or partition farthest from the water closet. Where located in the side wall or partition, the door opening shall be 4 inches (100 mm) maximum from the front partition. The door shall be self-closing. A door pull complying with 404.2.7 shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

Throughout Pentagon Building**Finding: 14A****Budget: \$3,000****Recommendation:**

Lower all switches to 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switches at 50" AFF.

The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

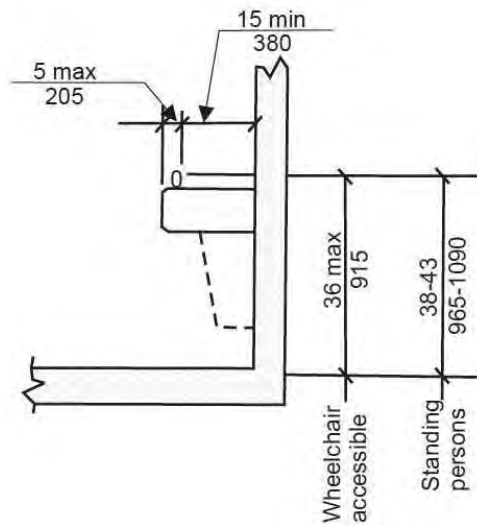
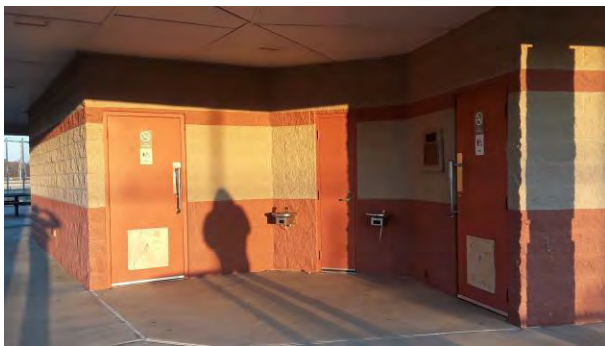
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Pentagon Water Fountain**Finding: 15A****Budget: \$6,500****Recommendation:**

Provide standing person water fountain

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is no drinking fountain for standing persons.

Spout outlets of drinking fountains for standing persons shall be 38 inches minimum and 43 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 602.7

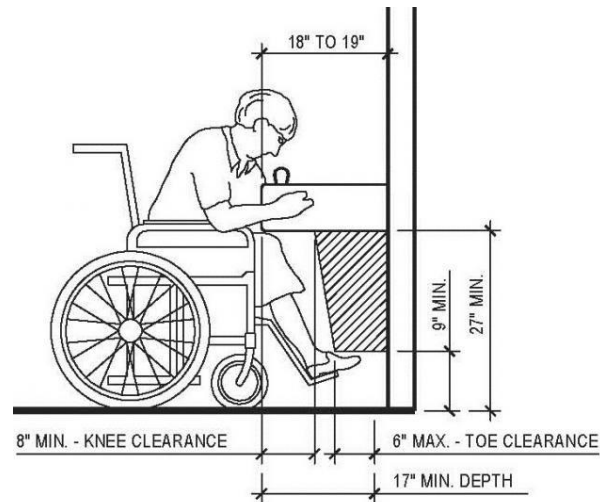
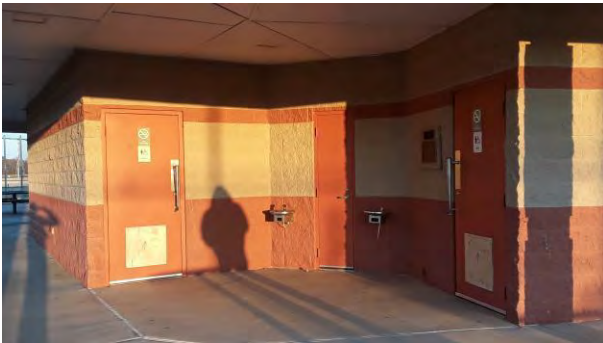
Spout outlets of drinking fountains for standing persons shall be 38 inches (965 mm) minimum and 43 inches (1090 mm) maximum above the finish floor or ground.

Pentagon Water Fountain**Finding: 16A****Budget: Refer to Finding 15A****Recommendation:**

Install new drinking fountain with required knee space overhang.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The knee space is 13\".

There is not enough knee clearance under the drinking fountain.

The drinking fountain must have a clear knee space between the bottom of the drinking fountain and the floor not less than 27 inches in height, 30 inches in width, and 8 inches in depth.

Citation: 2010 ADAS Section 602.2

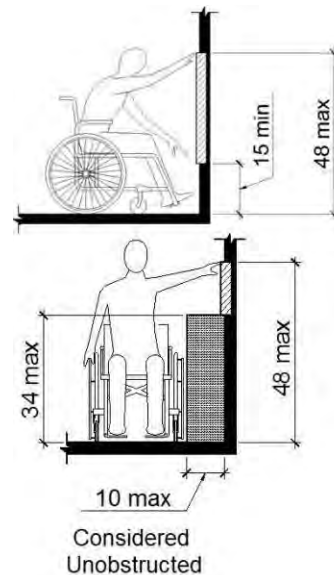
Units shall have a clear floor or ground space complying with 305 positioned for a forward approach and centered on the unit. Knee and toe clearance complying with 306 shall be provided.

Baseball Concessions**Finding: 1B****Budget: \$1,200****Recommendation:**

Lower thermostat to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The thermostat is at 57" AFF to bottom.

The thermostat is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

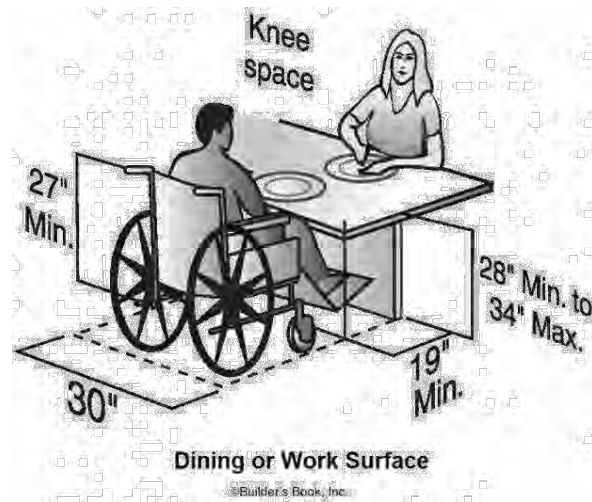
Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Baseball Concessions**Finding: 2B****Budget: \$15,500****Recommendation:**

Install new concrete counter and rolling counter shutter.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The concessions counter is 44" AFF.

The tops of work surfaces provided for public use or common use shall be 28 inches minimum and 34 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 902.3

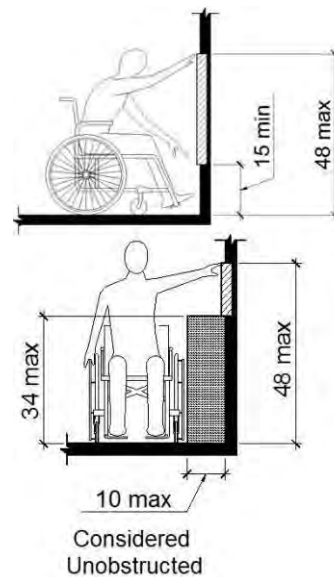
The tops of dining surfaces and work surfaces shall be 28 inches (710 mm) minimum and 34 inches (865 mm) maximum above the finish floor or ground.

Baseball Concessions**Finding: 3B****Budget: \$100****Recommendation:**

Lower fire extinguisher to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire extinguisher is 60" to handle.

The Fire Extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

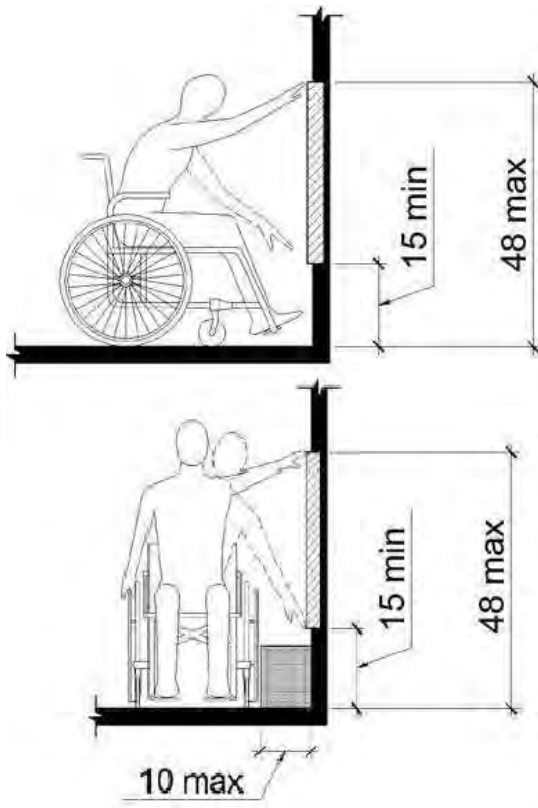
Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Baseball Concessions**Finding: 4B****Budget: \$100****Recommendation:**

Lower paper towel dispenser for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The paper towel dispenser is 50" AFF.

The paper towel dispenser's operation mechanism is too high off the floor. Dispensers must have all operable parts a maximum of 48 inches above the floor.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Baseball Concessions**Finding: 5B****Budget: \$500****Recommendation:**

Lower sink to 34" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The sink is at 36" AFF. The top of the sink is too high.

Sinks that are required to be accessible shall be a minimum 17 inches in horizontal depth and mounted with the rim or counter edge no higher than 34 inches above the finished floor.

Citation: 2010 ADAS Section 606.3

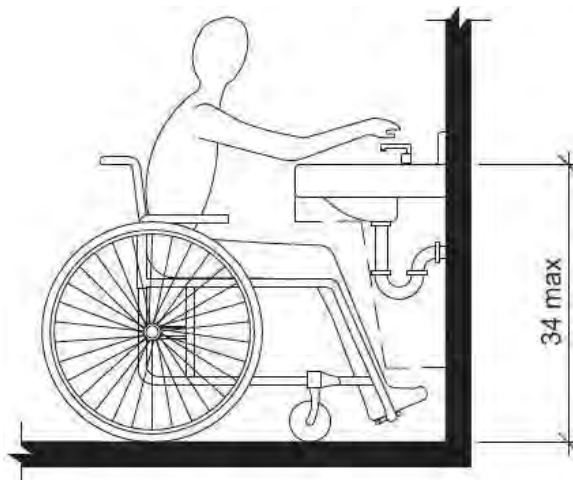
Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

Baseball Women's Restroom**Finding: 6B****Budget: \$3,250****Recommendation:**

Lower countertop to 34" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The countertop is 36" AFF

Citation: 2010 ADAS Section 606.3

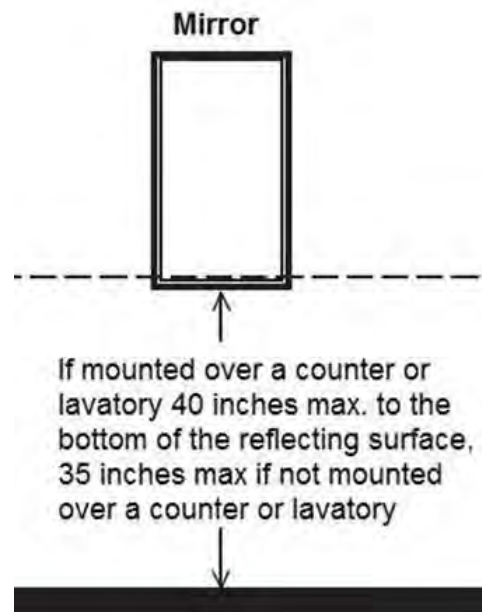
Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

Baseball Women's Restroom**Finding: 7B****Budget: \$2,000****Recommendation:**

Lower mirror for reflecting surface to be 40" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The reflecting surface is 41.5" AFF. The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

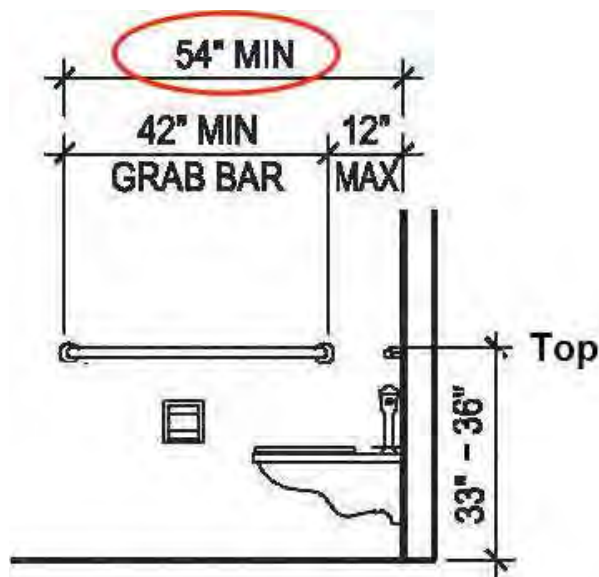
Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

Baseball Women's Restroom**Finding: 8B****Budget: \$350****Recommendation:**

Install new side grab bar for required 54" from wall.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The grab bar is 45" to wall. The side grab bar does not extend far enough from the rear wall.

The side grab bar must extend at least 54 inches minimum beyond the rear wall and start a maximum of 12 inches from the rear wall. A 42 inch grab bar installed the maximum distance from the rear wall (12 inches) will leave the leading end 54 inches from the rear wall. 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.

Citation: 2010 ADAS Section 604.5.1

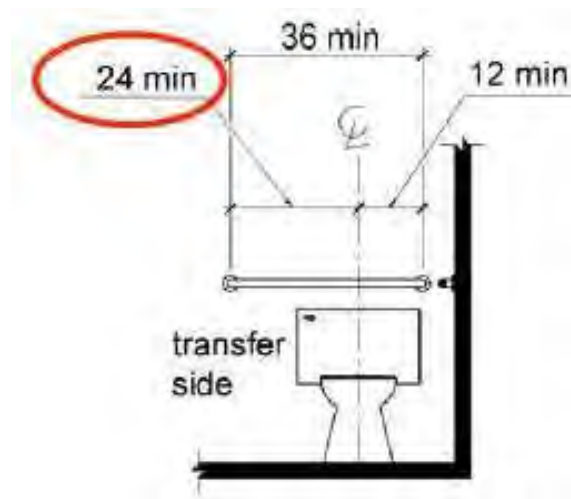
The side wall grab bar shall be 42 inches (1065 mm) long minimum, located 12 inches (305 mm) maximum from the rear wall and extending 54 inches (1370 mm) minimum from the rear wall.

Baseball Women's Restroom**Finding: 9B****Budget: Refer to Finding 8B****Recommendation:**

Provide rear grab bar to extend 24" from center of water closet.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The grab bar only extends 18". The rear grab bar does not extend adequately past the toilet on the wide side.

The rear grab bar must be a minimum of 36 inches long and extend from the centerline of the toilet 12 inches minimum on wall side and 24 inches minimum on the wide side.

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 and the space between the grab bar and the top of the tank shall be 1-1/2 inches minimum.

Citation: 2010 ADAS Section 604.5.2

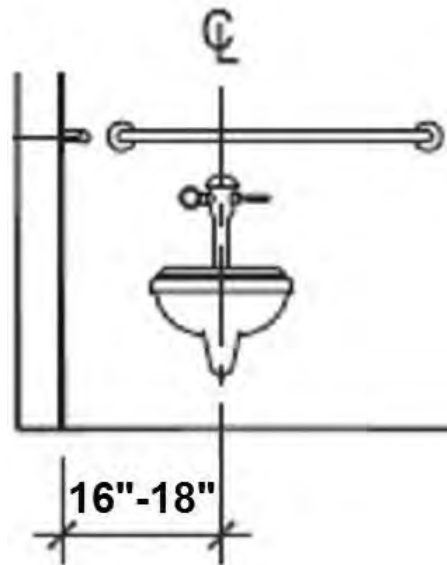
The rear wall grab bar shall be 36 inches (915 mm) long minimum and extend from the centerline of the water closet 12 inches (305 mm) minimum on one side and 24 inches (610 mm) minimum on the other side.

Baseball Women's Restroom**Finding: 10B****Budget: \$2,000****Recommendation:**

Move toilet over to be within 16"-18."

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The toilet is 22" to wall. The toilet is not located within the range allowed from the side wall or partition. The centerline of the toilet must be 16 to 18 inches from the side wall.

Citation: 2010 ADAS Section 604.2

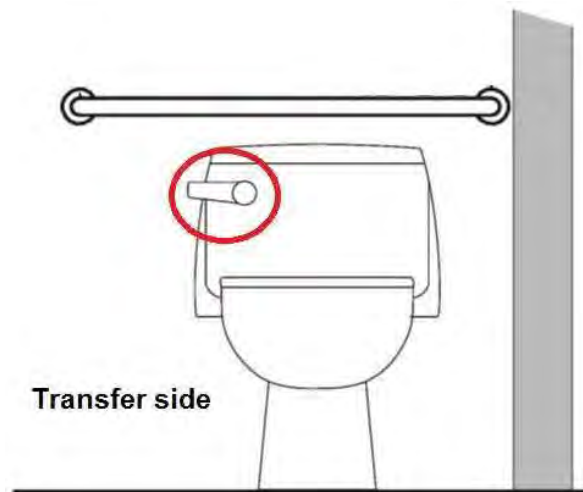
The water closet shall be positioned with a wall or partition to the rear and to one side. The centerline of the water closet shall be 16 inches (405 mm) minimum to 18 inches (455 mm) maximum from the side wall or partition, except that the water closet shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum from the side wall or partition in the ambulatory accessible toilet compartment specified in 604.8.2. Water closets shall be arranged for a left-hand or right-hand approach.

Baseball Women's Restroom**Finding: 11B****Budget: \$2,000****Recommendation:**

Flip hardware and flush component to open side of compartment.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The flush handle is on closed side. The flush handle is located on the wrong side of the toilet.

Controls shall be operable with one hand and shall not require tight grasping, pinching or twisting. Controls for the flush valves shall be mounted on the wide side of toilet areas, no more than 48 inches above the floor.

Citation: 2010 ADAS Section 604.6

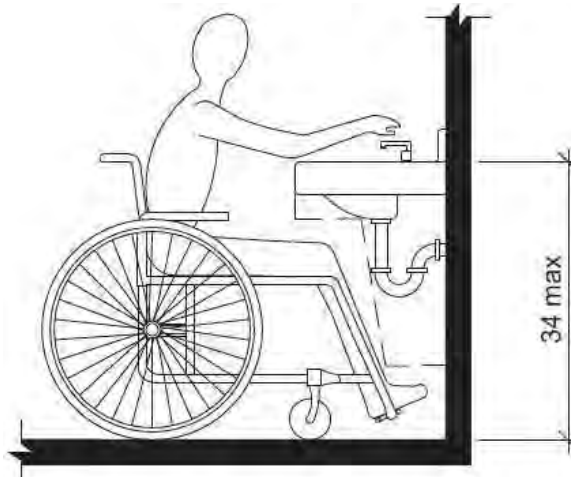
Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with 309. Flush controls shall be located on the open side of the water closet except in ambulatory accessible compartments complying with 604.8.2.

Baseball Men's Restroom**Finding: 12B****Budget: \$3,250****Recommendation:**

Lower lavatory countertop to 34" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The lavatory is 36" AFF. The top rim of the lavatory is too high.

All lavatories that are designated to be accessible shall be a minimum 17 inches in horizontal depth and mounted with the rim or counter edge no higher than 34 inches above the finished floor.

Citation: 2010 ADAS Section 606.3

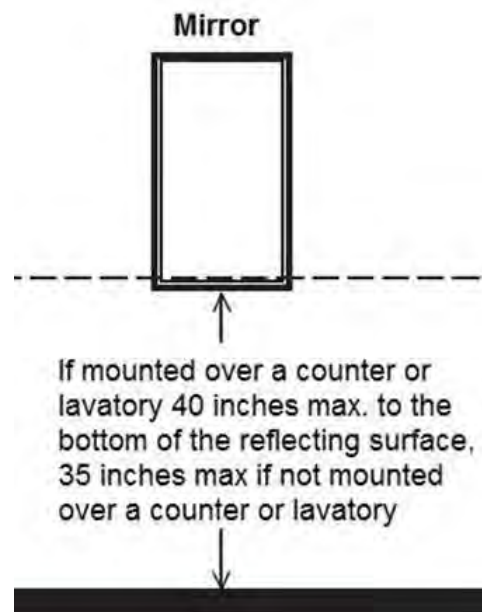
Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

Baseball Men's Restroom**Finding: 13B****Budget: \$2,000****Recommendation:**

Lower mirror for reflecting surface to be 40" AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The reflecting surface is 41". The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

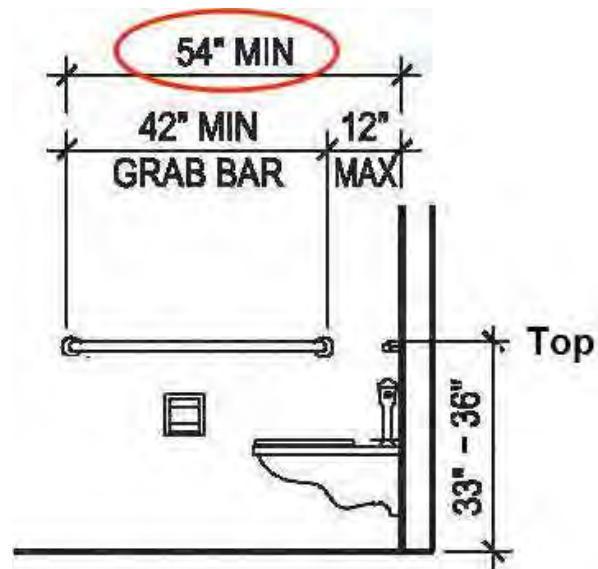
Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

Baseball Men's Restroom**Finding: 14B****Budget: \$350****Recommendation:**

Install new side grab bar to extend 54" from wall.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The grab bar is 46" from wall. The side grab bar does not extend far enough from the rear wall.

The side grab bar must extend at least 54 inches minimum beyond the rear wall and start a maximum of 12 inches from the rear wall. A 42 inch grab bar installed the maximum distance from the rear wall (12 inches) will leave the leading end 54 inches from the rear wall. 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.

Citation: 2010 ADAS Section 604.5.1

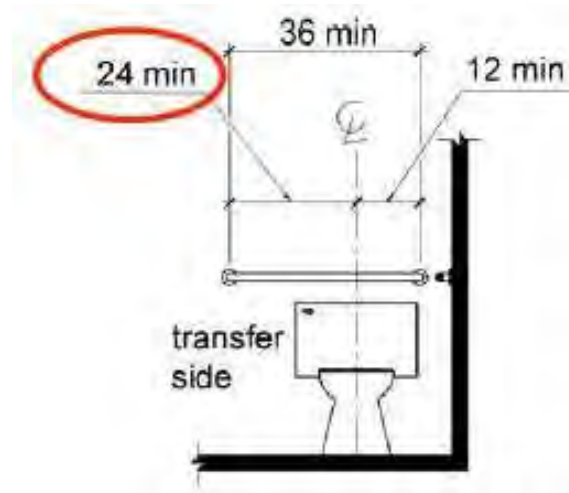
The side wall grab bar shall be 42 inches (1065 mm) long minimum, located 12 inches (305 mm) maximum from the rear wall and extending 54 inches (1370 mm) minimum from the rear wall.

Baseball Men's Restroom**Finding: 15B****Budget: Refer to Finding 14B****Recommendation:**

Install new grab bar to extend 24" from center of toilet.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The grab bar only extends 18". The rear grab bar does not extend adequately past the toilet on the wide side.

The rear grab bar must be a minimum of 36 inches long and extend from the centerline of the toilet 12 inches minimum on wall side and 24 inches minimum on the wide side.

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 and the space between the grab bar and the top of the tank shall be 1-1/2 inches minimum.

Citation: 2010 ADAS Section 604.5.2

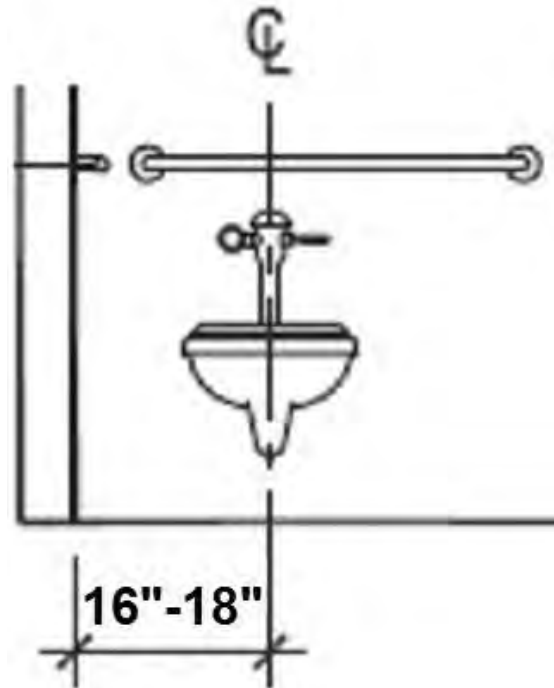
The rear wall grab bar shall be 36 inches (915 mm) long minimum and extend from the centerline of the water closet 12 inches (305 mm) minimum on one side and 24 inches (610 mm) minimum on the other side.

Baseball Men's Restroom**Finding: 16B****Budget: \$2,000****Recommendation:**

Move water closet over to be within 16-18" from center of wall.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The water closet is 23" to wall. The toilet is not located within the range allowed from the side wall or partition. The centerline of the toilet must be 16 to 18 inches from the side wall.

Citation: 2010 ADAS Section 604.2

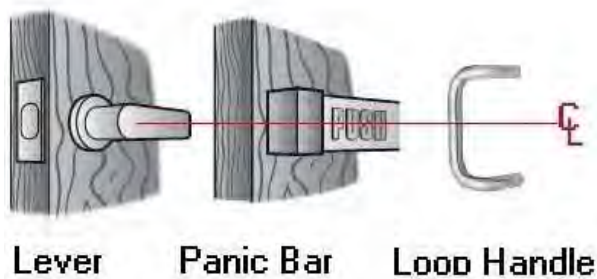
The water closet shall be positioned with a wall or partition to the rear and to one side. The centerline of the water closet shall be 16 inches (405 mm) minimum to 18 inches (455 mm) maximum from the side wall or partition, except that the water closet shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum from the side wall or partition in the ambulatory accessible toilet compartment specified in 604.8.2. Water closets shall be arranged for a left-hand or right-hand approach.

Baseball Men's Restroom**Finding: 17B****Budget: \$6,000****Recommendation:**

Provide new handle at 48" max AFF.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



Operating hardware must be centered between 34" and 48" above the floor or ground

As Built:

The bottom of handle is 50". The door operating hardware is not located within the compliant range. Hand-activated door opening hardware, handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching or twisting of the wrist to operate. Hardware shall be centered between 34 inches and 48 inches above the floor.

Citation: 2010 ADAS Section 404.2.7

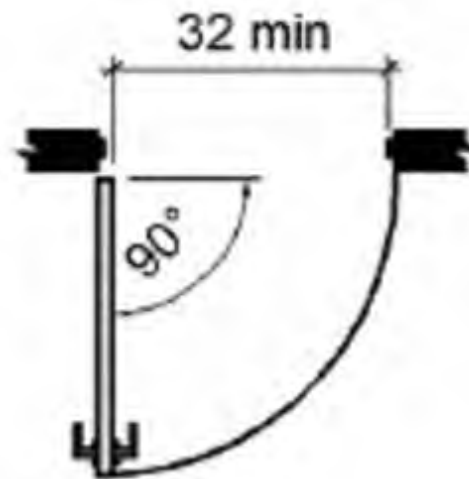
Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

Baseball Men's Restroom**Finding: 18B****Budget: Refer to Finding 17B****Recommendation:**

Provide new handle at 48" max AFF.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**Hinged Door or Gate****As Built:**

The door opening is 31.5". The door opening does not provide at least 32 inches between the face of the door and the opposite stop.

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. 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.

Citation: 2010 ADAS Section 404.2.3

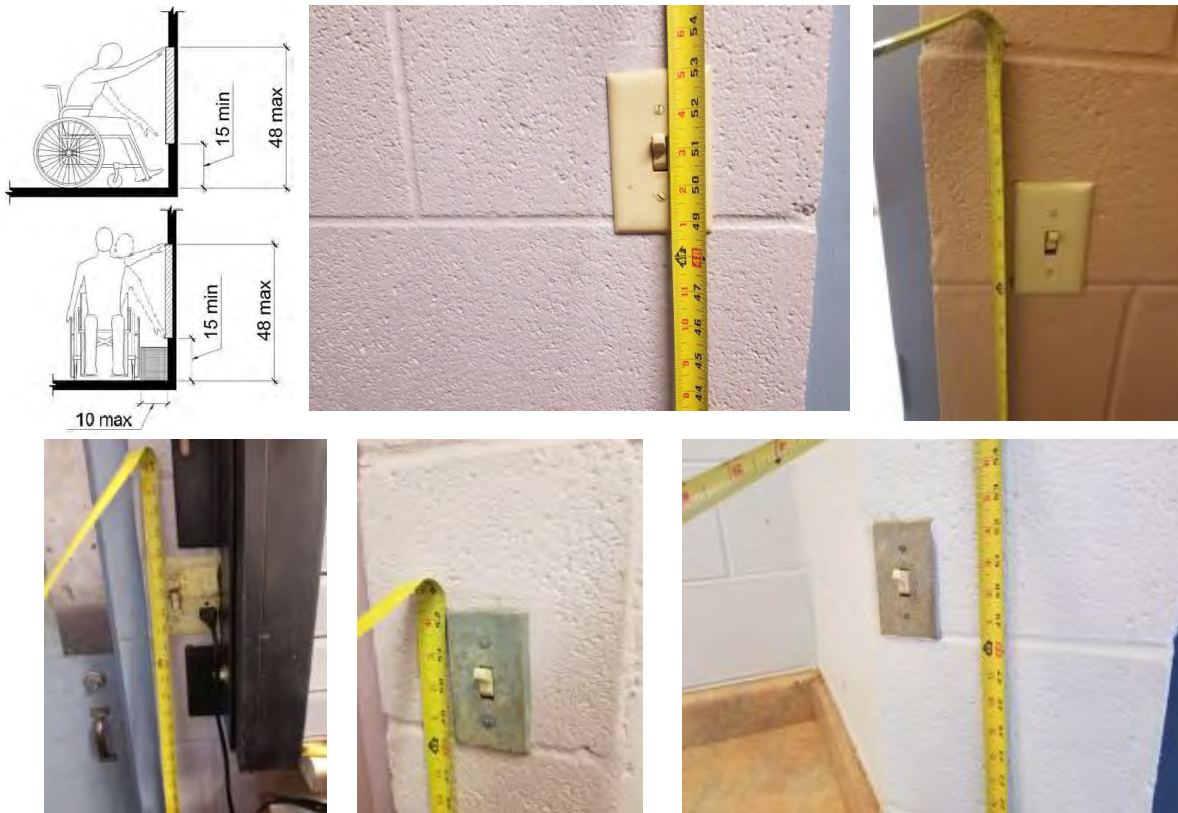
Door openings shall provide a clear width of 32 inches (815 mm) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches (610 mm) deep shall provide a clear opening of 36 inches (915 mm) minimum. There shall be no projections into the required clear opening width lower than 34 inches (865 mm) above the finish floor or ground. Projections into the clear opening width between 34 inches (865 mm) and 80 inches (2030 mm) above the finish floor or ground shall not exceed 4 inches (100 mm).

Throughout Baseball Building**Finding: 19B****Budget: \$2,800****Recommendation:**

Lower switches to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

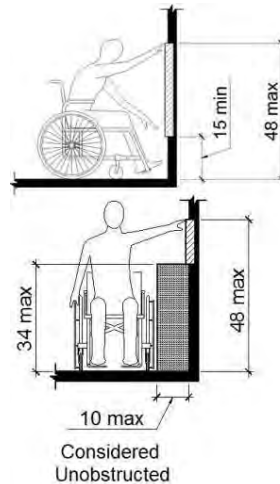
The switch is at 51" AFF. receptacle/switch is not positioned correctly for either a side or front approach. Where a clear floor or ground space allows a parallel or front approach to a switch or receptacle and the side reach is unobstructed, the high side reach shall be 48 inches maximum above the finish floor or ground and the low side reach shall be 15 inches minimum above the finish floor or ground.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Concessions**Finding: 1C****Budget: \$150****Recommendation:****Lower fire extinguisher for handle to be 48" max AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire extinguisher handle is at 55". The fire extinguisher is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Concessions**Finding: 2C****Budget: \$750****Recommendation:**

Lower Sink to 34" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The sink is at 36.75" AFF. The top of the sink is too high.

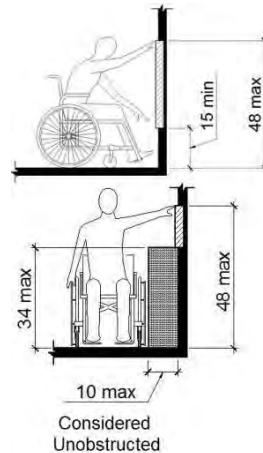
Sinks that are required to be accessible shall be a minimum 17 inches in horizontal depth and mounted with the rim or counter edge no higher than 34 inches above the finished floor.

Citation: 2010 ADAS Section 606.3

Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

Soccer Complex Concessions**Finding: 3C****Budget: \$150****Recommendation:****Lower hand sanitizer for push release to be max 48" AFF.****Barrier Priority:**

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The hand sanitizer is at 54" to push release. The hand sanitizer is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Concessions**Finding: 4C****Budget: \$275****Recommendation:****Provide lever type faucet.****Barrier Priority:**

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

There are round turn handles at sink. The hand sink controls require tight grasping, tight pinching or twisting of the wrist to operate.

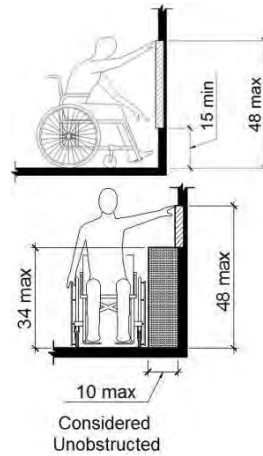
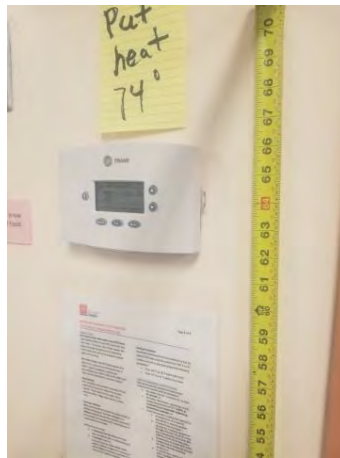
Controls and operating mechanisms shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate controls shall be no greater than 5 pounds of force.

Citation: 2010 ADAS Section 309.4

Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 pounds (22.2 N) maximum.

Soccer Complex Concessions**Finding: 5C****Budget: \$350****Recommendation:****Lower thermostat for all operable components to be 48" max AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The thermostat is 62" to bottom. The thermostat is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

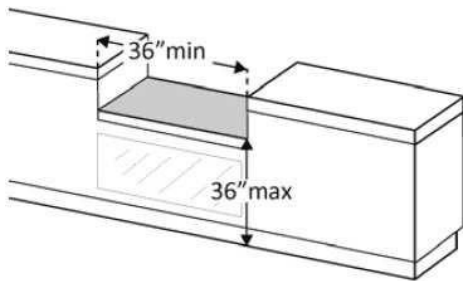
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Concessions**Finding: 6C****Budget: \$18,000****Recommendation:****Lower countertop to 48" max AFF.****Barrier Priority:**

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The countertop is at 44" AFF. The transaction counter is too high.

A portion of the counter surface that is 36 inches long minimum and 36 inches high maximum above the finish floor shall be provided. Knee and toe space must be provided for a forward approach. A 30 inch by 48 inch clear floor space on an accessible route must be provided for either a forward or parallel approach.

Citation: 2010 ADAS Section 904.4.2

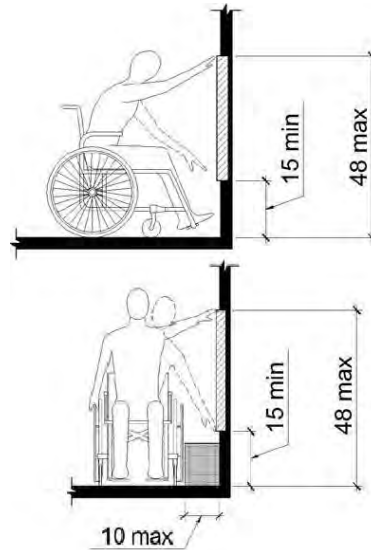
A portion of the counter surface that is 30 inches (760 mm) long minimum and 36 inches (915 mm) high maximum shall be provided. Knee and toe space complying with 306 shall be provided under the counter. A clear floor or ground space complying with 305 shall be positioned for a forward approach to the counter.

2010 ADAS Section 904.4.1

A portion of the counter surface that is 36 inches (915 mm) long minimum and 36 inches (915 mm) high maximum above the finish floor shall be provided. A clear floor or ground space complying with 305 shall be positioned for a parallel approach adjacent to the 36 inch (915 mm) minimum length of counter.

Soccer Complex Concessions**Finding: 7C****Budget: \$650****Recommendation:****Lower switches to 48" max AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switches are at 49.5" AFF. The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

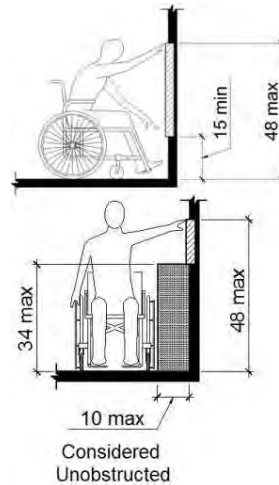
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Concessions**Finding: 8C****Budget: Refer to Finding 7C****Recommendation:**

Lower all receptacles to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The receptacles are at 51". The receptacles is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

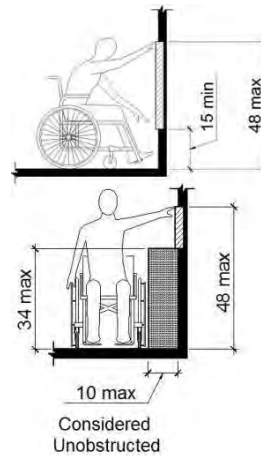
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Concessions**Finding: 9C****Budget: \$150****Recommendation:****Lower dispenser to 48" max AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The Chemical Cleaning Dispenser is at 59". The chemical cleaning dispenser is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

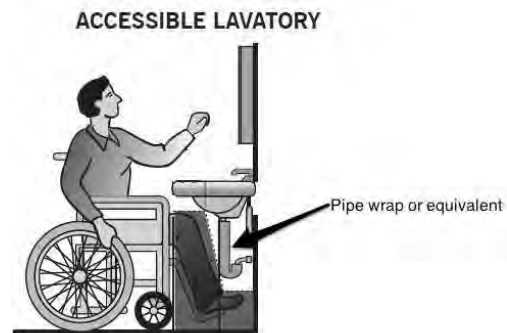
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

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 (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Men's Restroom**Finding: 10C****Budget: \$200****Recommendation:****Provide Insulation at drain and supply pipes.****Barrier Priority:**

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

No insulation provided at drain and supply pipes. The water and drain pipes under the lavatory are not adequately insulated.

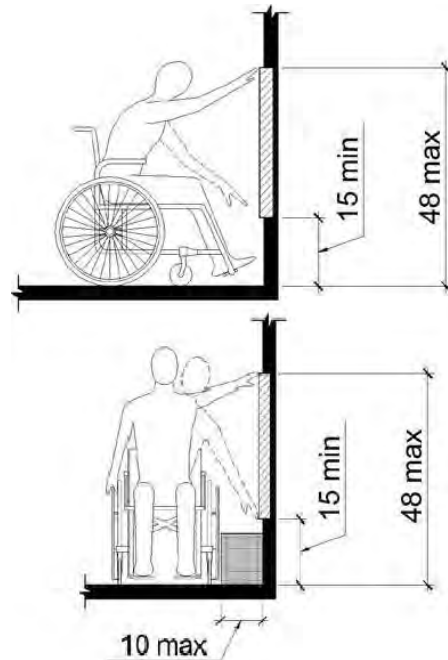
Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

Citation: 2010 ADAS Section 606.5

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.

Soccer Complex Men's Restroom**Finding: 11C****Budget: \$500****Recommendation:****Lower switch to 48" max AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switch is at 50" AFF. The receptacle/switch is not positioned correctly for either a side or front approach.

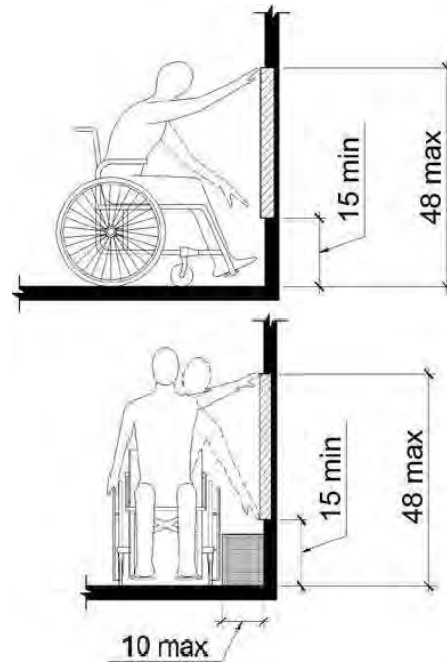
Where a clear floor or ground space allows a parallel or front approach to a switch or receptacle and the side reach is unobstructed, the high side reach shall be 48 inches maximum above the finish floor or ground and the low side reach shall be 15 inches minimum above the finish floor or ground.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Men's Restroom**Finding: 12C****Budget: \$150****Recommendation:****Lower paper towel dispenser for all operable components to be 48" max AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

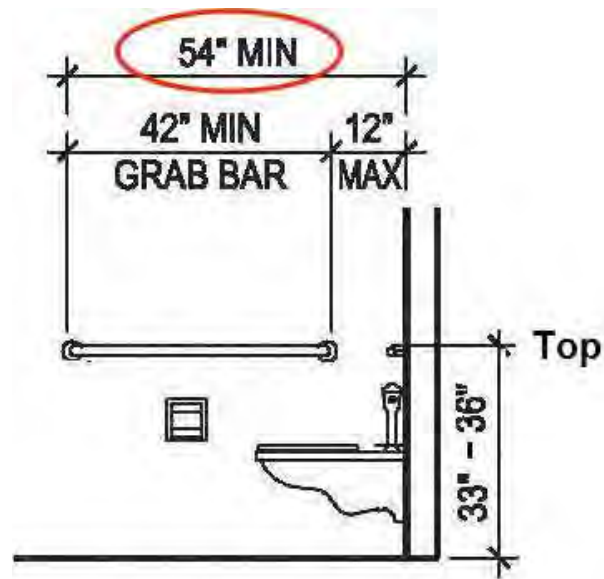
The Paper Towel dispenser is at 51" to bottom. The hand sanitizer dispenser's operation mechanism is too high off the floor. Dispensers must have all operable parts a maximum of 48 inches above the floor.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Men's Restroom**Finding: 13C****Budget: \$200****Recommendation:****Install new grab bar extending 54" from wall.****Barrier Priority:**

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The grab bar is 50" from wall. The side grab bar does not extend far enough from the rear wall.

The side grab bar must extend at least 54 inches minimum beyond the rear wall and start a maximum of 12 inches from the rear wall. A 42 inch grab bar installed the maximum distance from the rear wall (12 inches) will leave the leading end 54 inches from the rear wall. 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.

Citation: 2010 ADAS Section 604.5.1

The side wall grab bar shall be 42 inches (1065 mm) long minimum, located 12 inches (305 mm) maximum from the rear wall and extending 54 inches (1370 mm) minimum from the rear wall.

Soccer Complex Men's Restroom**Finding: 14C****Budget: \$375****Recommendation:****Provide self-closing hinges.****Barrier Priority:**

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The compartment door is not self-closing. The water closet compartment shall be equipped with a door that has an automatic-closing device.

Citation: 2010 ADAS Section 604.8.1.2

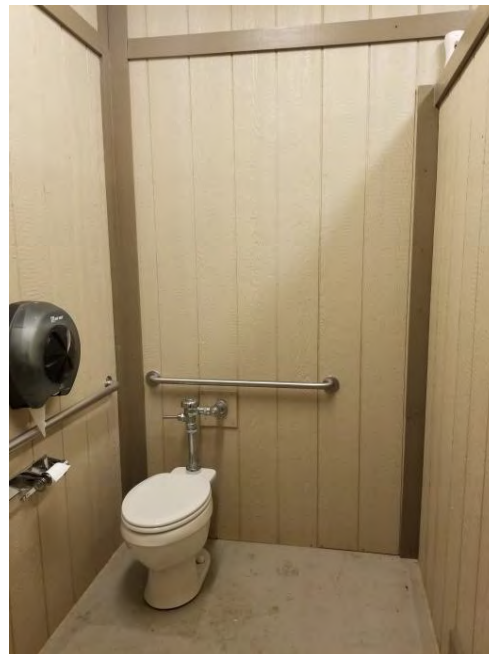
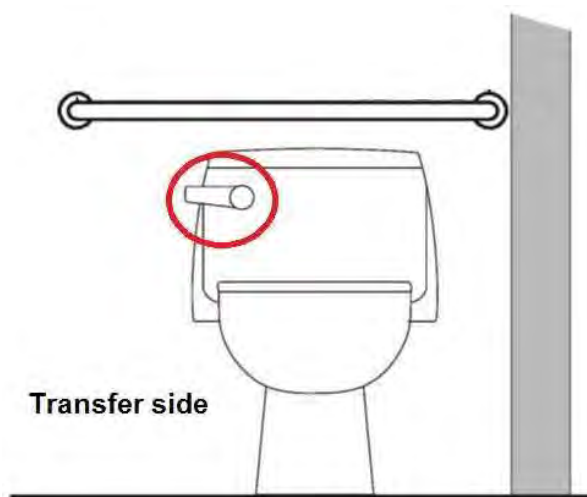
Toilet compartment doors, including door hardware, shall comply with 404 except that if the approach is to the latch side of the compartment door, clearance between the door side of the compartment and any obstruction shall be 42 inches (1065 mm) minimum. Doors shall be located in the front partition or in the side wall or partition farthest from the water closet. Where located in the front partition, the door opening shall be 4 inches (100 mm) maximum from the side wall or partition farthest from the water closet. Where located in the side wall or partition, the door opening shall be 4 inches (100 mm) maximum from the front partition. The door shall be self-closing. A door pull complying with 404.2.7 shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

Soccer Complex Women's Restroom**Finding: 15C****Budget: \$1,600****Recommendation:**

Flip flush hardware

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The flush handle is located on the wrong side of the toilet.

Controls shall be operable with one hand and shall not require tight grasping, pinching or twisting. Controls for the flush valves shall be mounted on the wide side of toilet areas, no more than 48 inches above the floor.

Citation: 2010 ADAS Section 604.6

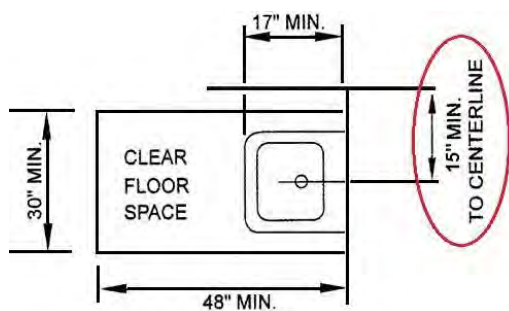
Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with 309. Flush controls shall be located on the open side of the water closet except in ambulatory accessible compartments complying with 604.8.2.

Soccer Complex Women's Restroom**Finding: 16C****Budget: \$2,400****Recommendation:**

Move lavatory 1" for sink to be 15" from wall.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The lavatory is 14" from wall. The lavatory is too close to the side wall.

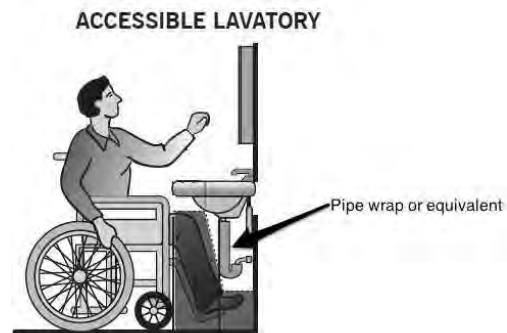
There must be a minimum of 15 inches from the centerline of the lavatory to the nearest side wall or side partition to allow for an unobstructed 30 inches by 48 inches clear floor space.

Citation: 2010 ADAS Section 606.2

A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

Soccer Complex Women's Restroom**Finding: 17C****Budget: \$200****Recommendation:****Install new pipe insulation at drain and supply pipes.****Barrier Priority:**

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

No pipe insulation provided. The water and drain pipes under the lavatory are not adequately insulated.

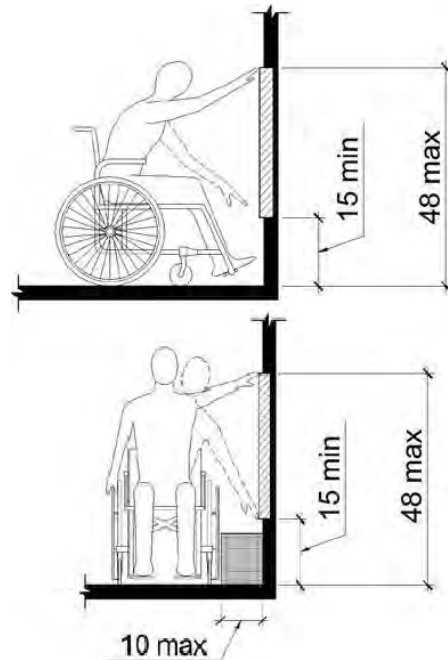
Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

Citation: 2010 ADAS Section 606.5

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.

Soccer Complex Women's Restroom**Finding: 18C****Budget: \$475****Recommendation:****Lower switch to 48" max AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switch is at 51". The receptacle/switch is not positioned correctly for either a side or front approach.

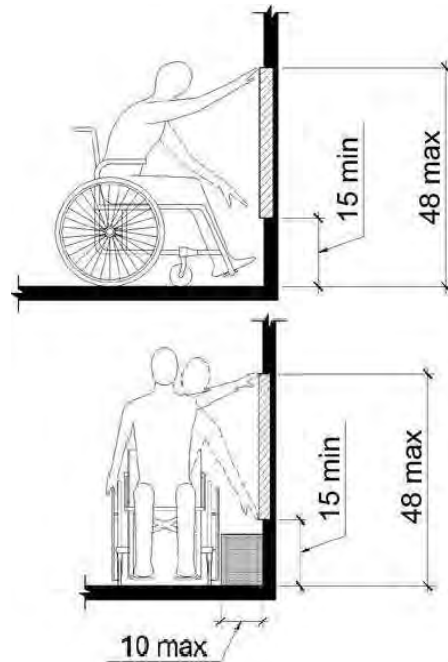
Where a clear floor or ground space allows a parallel or front approach to a switch or receptacle and the side reach is unobstructed, the high side reach shall be 48 inches maximum above the finish floor or ground and the low side reach shall be 15 inches minimum above the finish floor or ground.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Women's Restroom**Finding: 19C****Budget: \$150****Recommendation:****Lower paper towel dispenser for all operable components to be 48" max AFF****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

Paper Towel dispenser 51" to bottom. The paper towel dispenser's operation mechanism is too high off the floor. Dispensers must have all operable parts a maximum of 48 inches above the floor.

Citation: 2010 ADAS Section 308.2.1

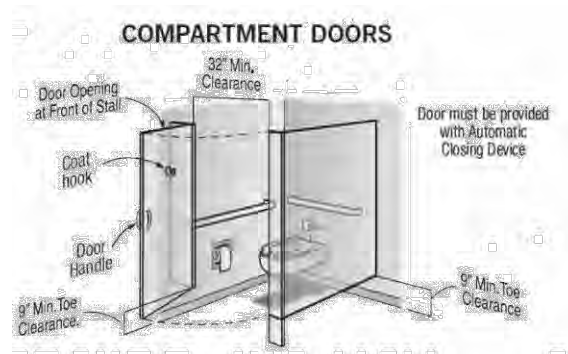
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Women's Restroom**Finding: 20C****Budget: \$375****Recommendation:**

Provide self closing hinges on door.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The compartment door is not self closing.

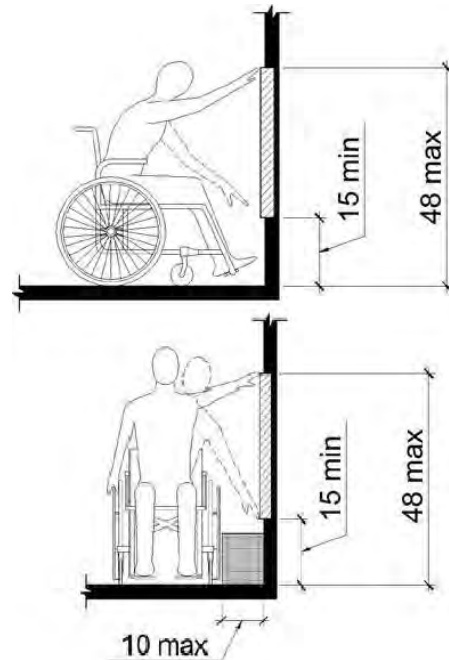
The water closet compartment shall be equipped with a door that has an automatic-closing device.

Citation: 2010 ADAS Section 604.8.1.2

Toilet compartment doors, including door hardware, shall comply with 404 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 (1065 mm) minimum. Doors shall be located in the front partition or in the side wall or partition farthest from the water closet. Where located in the front partition, the door opening shall be 4 inches (100 mm) maximum from the side wall or partition farthest from the water closet. Where located in the side wall or partition, the door opening shall be 4 inches (100 mm) maximum from the front partition. The door shall be self-closing. A door pull complying with 404.2.7 shall be placed on both sides of the door near the latch. Toilet compartment doors shall not swing into the minimum required compartment area.

Soccer Complex Equipment Storage**Finding: 21C****Budget: \$250****Recommendation:****Lower switch to 48" AFF.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switch is at 51". The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

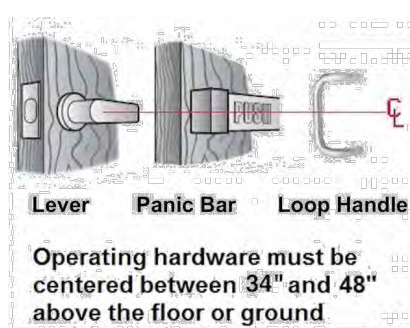
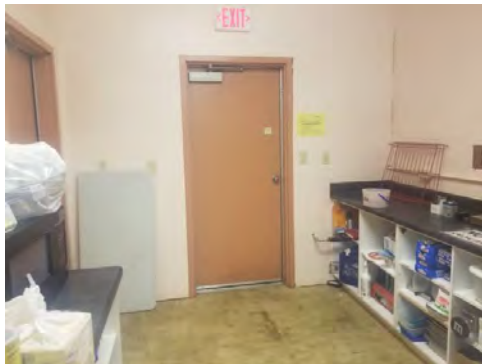
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Soccer Complex Throughout**Finding: 22C****Budget: \$1,375****Recommendation:**

Install new lever type locksets.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The door/gate operating hardware is not accessible due to round knobs.

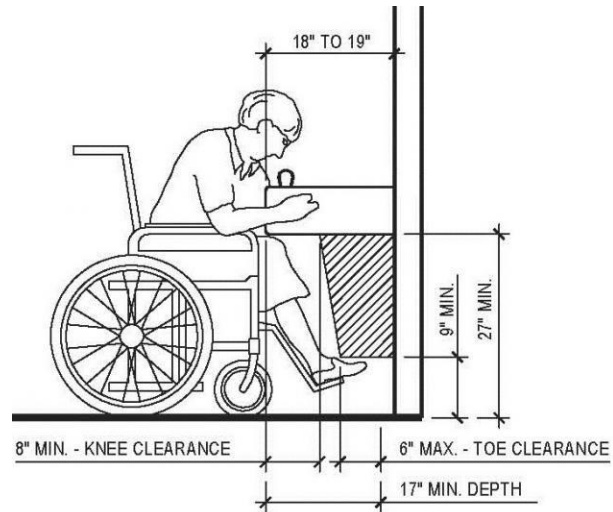
Hand-activated door/gate opening hardware, handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching or twisting of the wrist to operate. Hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 404.2.7

Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) 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.

Soccer Complex Water Fountain**Finding: 23C****Budget: \$2,400****Recommendation:****Install new Drinking Fountains to meet standing and ADA requirements.****Barrier Priority:**

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

It is 13" to wall. There is not enough knee clearance under the drinking fountain.

The drinking fountain must have a clear knee space between the bottom of the drinking fountain and the floor not less than 27 inches in height, 30 inches in width, and 8 inches in depth.

Citation: 2010 ADAS Section 602.2

Units shall have a clear floor or ground space complying with 305 positioned for a forward approach and centered on the unit. Knee and toe clearance complying with 306 shall be provided.

Softball Women's Restroom**Finding: 1D****Budget: \$900****Recommendation:**

Install new push/ pull hardware.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The door operating hardware is too high.

Hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Hand-activated door opening hardware, handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching or twisting of the wrist to operate.

Citation: 2010 ADAS Section 404.2.7

Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) 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.

Softball Women's Restroom**Finding: 2D****Budget: \$350****Recommendation:**

Install new grab bars.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The rear grab bar does not extend adequately past the toilet on the wide side.

The rear grab bar must be a minimum of 36 inches long and extend from the centerline of the toilet 12 inches minimum on wall side and 24 inches minimum on the wide side.

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 and the space between the grab bar and the top of the tank shall be 1-1/2 inches minimum.

Citation: 2010 ADAS Section 604.5.2

The rear wall grab bar shall be 36 inches (915 mm) long minimum and extend from the centerline of the water closet 12 inches (305 mm) minimum on one side and 24 inches (610 mm) minimum on the other side

Softball Women's Restroom**Finding: 3D****Budget: Refer to Finding 2D****Recommendation:**

Install new grab bars.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The side grab bar does not extend far enough from the rear wall.

The side grab bar must extend at least 54 inches minimum beyond the rear wall and start a maximum of 12 inches from the rear wall. A 42 inch grab bar installed the maximum distance from the rear wall (12 inches) will leave the leading end 54 inches from the rear wall. 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.

Citation: 2010 ADAS Section 604.5.1

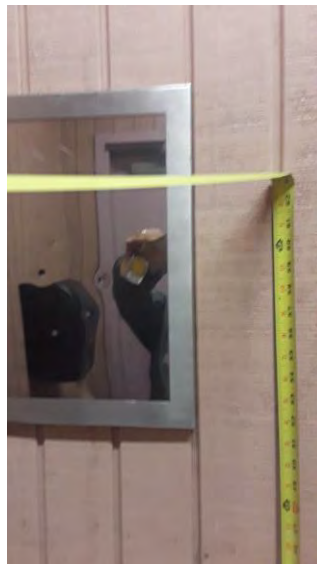
The side wall grab bar shall be 42 inches (1065 mm) long minimum, located 12 inches (305 mm) maximum from the rear wall and extending 54 inches (1370 mm) minimum from the rear wall.

Softball Women's Restroom**Finding: 4D****Budget: \$475****Recommendation:**

Lower Mirror for reflecting to be 40" AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

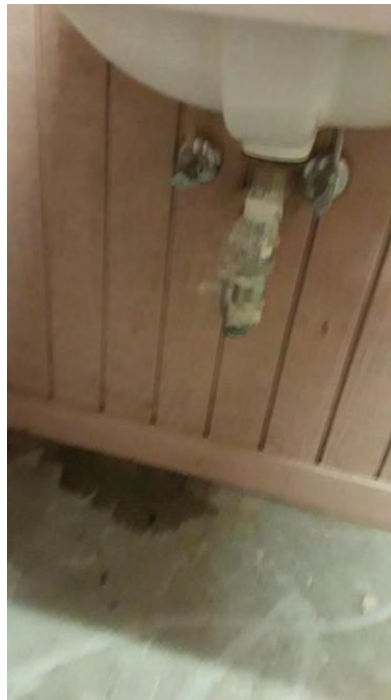
Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

Softball Women's Restroom**Finding: 5D****Budget: \$100****Recommendation:**

Install new pipe insulation at drain and supply pipes.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The water and drain pipes under the lavatory are not adequately insulated.

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.

Citation: 2010 ADAS Section: 606.5

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.

Softball Women's Restroom**Finding: 6D****Budget: \$800****Recommendation:**

Lower switch to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section: 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Softball Men's Restroom**Finding: 7D****Budget: \$275****Recommendation:**

Install Levered Handle Faucet.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The faucet controls require twisting of the wrist.

Faucet controls and operating mechanisms shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate controls shall be no greater than 5 lb. Lever-operated, push-type and electronically controlled mechanisms are examples of acceptable designs. Self-closing valves are allowed if the faucet remains open for at least 10 seconds.

Citation: 2010 ADAS Section 606.4

Controls for faucets shall comply with 309. Hand-operated metering faucets shall remain open for 10 seconds minimum.

Softball Men's Restroom**Finding: 8D****Budget: \$100****Recommendation:**

Install plumbing insulation.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The water and drain pipes under the lavatory are not adequately insulated.

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.

Citation: 2010 ADAS Section: 606.5

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.

Softball Men's Restroom**Finding: 9D****Budget: \$475****Recommendation:**

Lower the mirror for reflecting to be 40" AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

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.

Softball Men's Restroom**Finding: 10D****Budget: \$350****Recommendation:**

Install new grab bars.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The rear grab bar does not extend adequately past the toilet on the wide side.

The rear grab bar must be a minimum of 36 inches long and extend from the centerline of the toilet 12 inches minimum on wall side and 24 inches minimum on the wide side.

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 and the space between the grab bar and the top of the tank shall be 1-1/2 inches minimum.

Citation: 2010 ADAS Section 604.5.2

The rear wall grab bar shall be 36 inches (915 mm) long minimum and extend from the centerline of the water closet 12 inches (305 mm) minimum on one side and 24 inches (610 mm) minimum on the other side

Softball Men's Restroom**Finding: 11D****Budget: Refer to Finding 10D****Recommendation:**

Install new grab bars.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The side grab bar does not extend far enough from the rear wall.

The side grab bar must extend at least 54 inches minimum beyond the rear wall and start a maximum of 12 inches from the rear wall. A 42 inch grab bar installed the maximum distance from the rear wall (12 inches) will leave the leading end 54 inches from the rear wall. 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.

Citation: 2010 ADAS Section 604.5.1

The side wall grab bar shall be 42 inches (1065 mm) long minimum, located 12 inches (305 mm) maximum from the rear wall and extending 54 inches (1370 mm) minimum from the rear wall.

Softball Men's Restroom**Finding: 12D****Budget: \$800****Recommendation:**

Lower switch to be 48" AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Softball Men's Restroom**Finding: 13D****Budget: \$900****Recommendation:**

Install new push/ pull hardware.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The door operating hardware is not located within the compliant range.

Hand-activated door opening hardware, handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching or twisting of the wrist to operate. Hardware shall be centered between 34 inches and 48 inches above the floor.

Citation: 2010 ADAS Section 404.2.7

Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) 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.

Softball Water Fountain**Finding: 14D****Budget: \$2,500****Recommendation:**

Install new drinking fountain with required knee space overhang.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is not enough knee clearance under the drinking fountain.

The drinking fountain must have a clear knee space between the bottom of the drinking fountain and the floor not less than 27 inches in height, 30 inches in width, and 8 inches in depth.

Citation: 2010 ADAS Section 602.2

Units shall have a clear floor or ground space complying with 305 positioned for a forward approach and centered on the unit. Knee and toe clearance complying with 306 shall be provided.

Civil Findings

Pavilion, Monument & Parking

Site Finding: 1

Budget Estimate: \$500

Recommendation:

Add van accessible parking. Ensure all spaces have sign.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000



As Built:

There are no van accessible parking stalls. Three are marked, none for van, and one is missing a sign.

1 in every 6, minimum of one, required accessible stalls must be a van accessible stall.

There are a total of (62) parking stalls in the parking lot that could be reasonably associated with this facility.

There should be a minimum of (3) accessible stalls with a minimum of (1) being designed as van accessible.

Citation: 2010 ADAS Section 208.2

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.

2010 ADAS Section 208.2.4

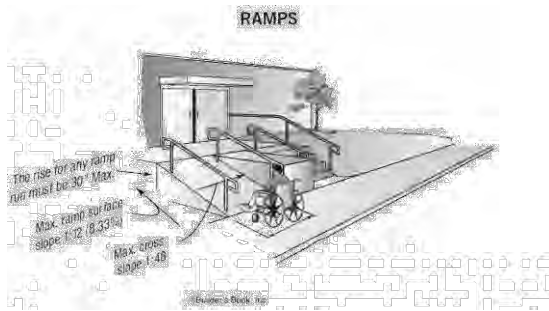
For every six or fraction of six parking spaces required by 208.2 to comply with 502, at least one shall be a van parking space complying with 502

Pavilion, Monument & Parking**Finding: 2****Budget: \$4,000****Recommendation:**

Replace ramp and curb from parking to pavilion sidewalk and sidewalk as necessary to tie back to existing.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The ramp slope is 9.8%. The ramps slope exceeds the maximum running slope (direction of travel) allowable of 8.33%. Ramps should have the least possible slope but in no case more than 8.3% (1:12).

Citation: 2010 ADAS Section 405.2

Ramp runs shall have a running slope not steeper than 1:12

Pavilion, Monument & Parking**Finding: 3****Budget: \$500****Recommendation:**

Replace 1 panel to create flush transition.

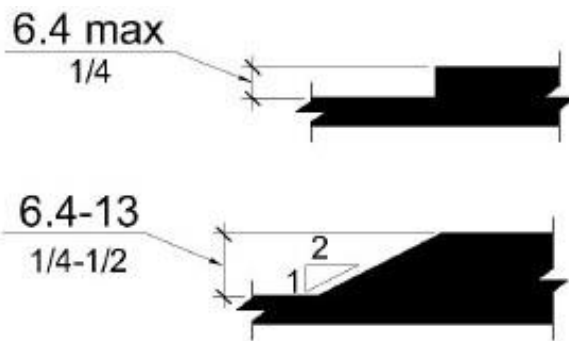
Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

As Built:

There is over 1/2" discontinuity, perpendicular to pedestrian route, which is a trip hazard. The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

**Citation: 2011 PROWAG Section R302.7.2**

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

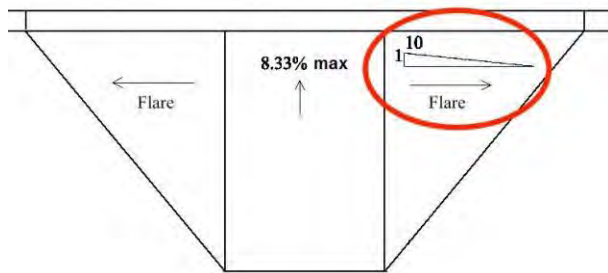
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Pavilion, Monument & Parking**Finding: 4****Budget: \$4,000****Recommendation:**

Replace entire curb ramp, flares, curb landing, and sidewalk as necessary.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The curb ramp side flares are too steep, at 25.2%

The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10

Citation: 2010 ADAS Section 406.1*Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10*

Pavilion, Monument & Parking**Finding: 5****Budget: \$4,000****Recommendation:**

Replace panels from "service entry only" dead end of sidewalk to 8 panels past tread plate when walking toward the pavilion.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The sidewalk varies up to 3.1%. The cross slope of the pedestrian access route is excessive.

The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

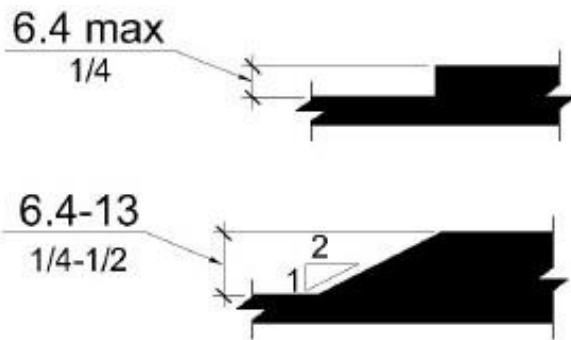
Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Pavilion, Monument & Parking**Finding: 6****Budget: \$400****Recommendation:**

Replace 1 panel to provide flush transition.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The surface of the pedestrian access route has vertical discontinuities of 3/4" which is greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

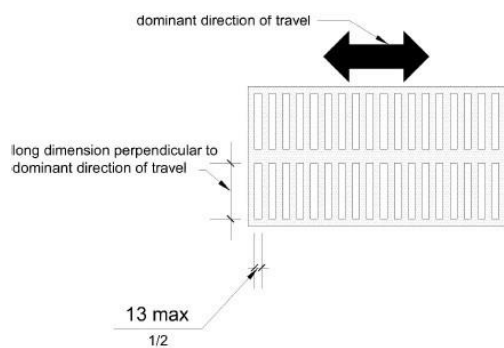
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Pavilion, Monument & Parking**Finding: 7****Budget: \$500****Recommendation:**

Replace 1 panel.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The surface of the pedestrian access route has openings greater than 1/2 inch. Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter.

Citation: 2011 PROWAG Section R302.7.3

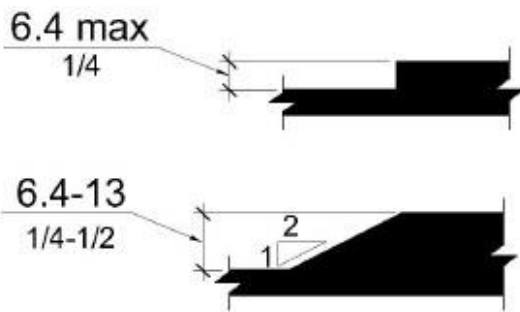
Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings in gratings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Pavilion, Monument & Parking**Finding: 8****Budget: \$3,000****Recommendation:**

Bevel areas that are between 1/4 and 1/2", replace sections that exceed 1/2".

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

Multiple locations are greater than 1/2" transition from exterior sidewalk path to pavilion pad. The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Pavilion, Monument & Parking**Finding: 9****Budget: \$1,800****Recommendation:**

Replace from expansion joint to expansion joint, 28'x5'.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The radiused section directly off of corner of pavilion closest to men's restroom has 6 panels in radius leading to trail over 2%. The cross slope of the pedestrian access route is excessive. The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Pavilion, Monument & Parking**Finding: 10****Budget: \$2,000****Recommendation:**

Replace approximately 30' of sidewalk to flatten grade to less than 5%.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The sidewalk varies up to 7.4% for approximately 20'. The grade of the pedestrian access route is too steep.

Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum.

Citation: 2011 PROWAG Section R302.5

Except as provided in R302.5.1, where pedestrian access routes are contained within a street or highway right-of-way, the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum.

Advisory R302.5 Grade. The grade requirements in R302.5 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The grade of the pedestrian access route is measured parallel to the direction of pedestrian travel. Running slope requirements are contained in R304.2.2 for perpendicular curb ramps, in R304.3.2 for parallel curb ramps, in R304.4.1 for blended transitions, and in R407.2 for ramps.

Pavilion, Monument & Parking**Finding: 11****Budget: \$100****Recommendation:**

Ensure grass is low enough that water can drain across sidewalk without ponding.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The sidewalk has ponding water and sediment build up. The surface of the pedestrian access route is not firm, stable and slip resistant. The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Trail**Finding: 12****Budget: \$1,800****Recommendation:**

Replace 9x18' sunken area with excessive cross slope and ponding water.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The surface of the pedestrian access route is not firm, stable and slip resistant. The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Trail**Finding: 13****Budget: \$4,000****Recommendation:**

Install +/- 10-15' of safety rail on each side of trail.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

There are no handrails on the trail. Pedestrians should be protected by safety rail from the slope and drop off at this location.

Trail**Finding: 14****Budget: \$10,000****Recommendation:**

Resurface or replace 300' x 9'.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

Approximately 300' of trail on north side of water, adjacent to field 3 outfield fencing drastically exceeds 2% in some areas. The cross slope of the pedestrian access route is excessive. The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Trail**Finding: 15****Budget: \$2,200****Recommendation:**

Replace or resurface 50x9'. Portion of trail passable in this location. Lower priority.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

Approximately 50' of the trails are damaged and uneven. The surface of the pedestrian access route is not firm, stable and slip resistant. The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Trail**Finding: 16****Budget: \$8,000****Recommendation:**

Replace asphalt from parking entrance, around planter, approximately 100 linear feet.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

There is broken asphalt, ponding water, sediment build up and loose rocks. The surface of the pedestrian access route is not firm, stable and slip resistant. The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Trail**Finding: 17****Budget: \$400****Recommendation:**

Replace or resurface 8'.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The surface of the pedestrian access route is not firm, stable and slip resistant.

The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

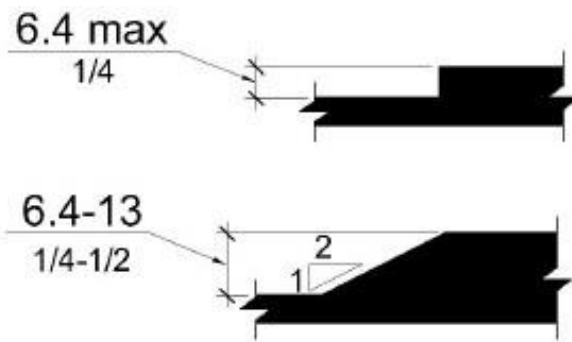
The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Trail**Finding: 18****Budget: \$4,000****Recommendation:**

Regrade and repave approximately 15' on each side of bridge to provide flush transition and slopes less than 5% approaching bridge.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Both sides of bridge are over 1" above asphalt surface.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Trail**Finding: 19****Budget: \$1,000****Recommendation:**

Replace or resurface approximately 12'.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The surface of the pedestrian access route is not firm, stable and slip resistant. The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

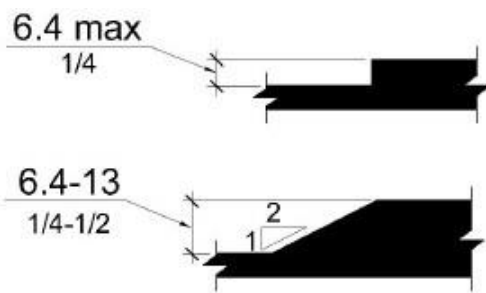
The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Trail**Finding: 20****Budget: \$5,000****Recommendation:**

Replace asphalt both sides of bridge to provide smooth transition.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Trail**Finding: 21****Budget: \$10,000****Recommendation:**

Resurface 300'x9' to provide continuous surface under 2%.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Approximately 300' of trail exceeds 2%, up to 4.8%, varies from compliant to non-compliant. The cross slope of the pedestrian access route is excessive.

The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Trail**Finding: 22****Budget: \$1,000****Recommendation:**

Replace or resurface 15x9'.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Approximately 15' of the surfaces is damaged and uneven and ponding water. The surface of the pedestrian access route is not firm, stable and slip resistant.

The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Trail**Finding: 23****Budget: \$5,500****Recommendation:**

Resurface 160'x9'.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Approximately 160' of trail exceeds 2%, up to 6%. The cross slope of the pedestrian access route is excessive. The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Trail**Finding: 24****Budget: \$1,500****Recommendation:**

Replace or resurface 35x9'.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Approximately 35' damaged and uneven, ponding water, excessive cross slope. The surface of the pedestrian access route is not firm, stable and slip resistant.

The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

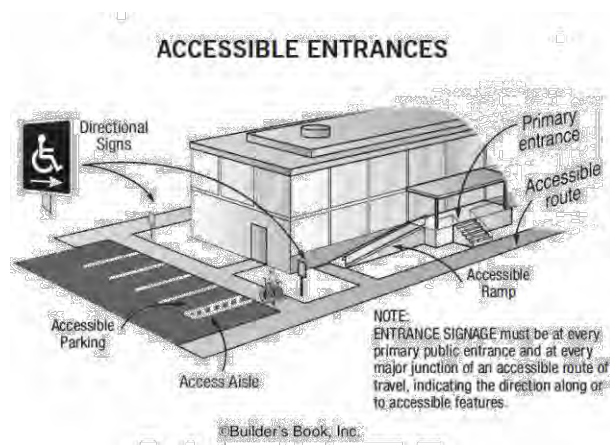
The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Dog Park**Finding: 25****Budget: \$3,000****Recommendation:**

Provide accessible route to entrance to dog park.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route to the dog park.

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

Citation: 2010 ADAS Section 206.2.2

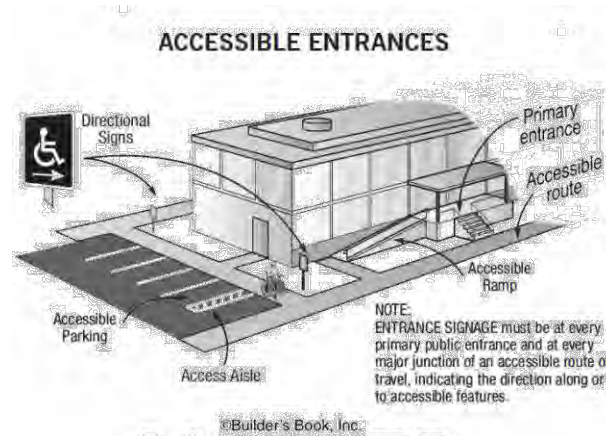
At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

Small Composite Playground**Finding: 26****Budget: \$5,000****Recommendation:**

Continue accessible route from parking and pavilion to the playground structures.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route to the small composite playground.

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

Citation: 2010 ADAS Section 206.2.2

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

Small Composite Playground**Finding: 27****Budget: \$10,000****Recommendation:**

Consult with playground manufacturer to determine options.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The small composite structure is not accessible due to lack of adequate transfer system or ramp onto structure.

There are not enough accessible elevated play components.

Where Elevated Play Components are provided, at least 50 percent shall be on an accessible route. An accessible route may be a ramp or transfer system.

Citation: 2010 ADAS Section 240.2.2

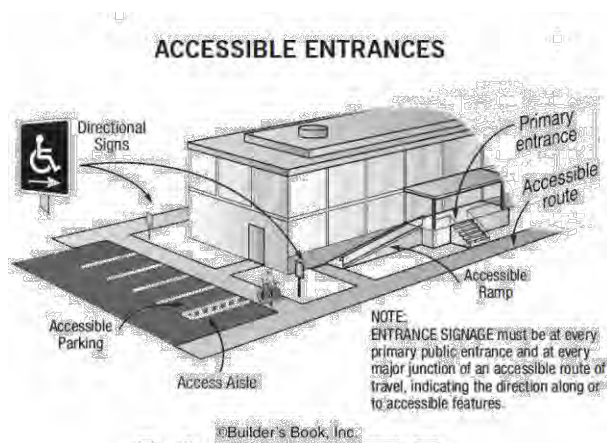
Where elevated play components are provided, at least 50 percent shall be on an accessible route and shall comply with 1008.4.

Large Composite Playground**Finding: 28****Budget: \$5,000****Recommendation:**

Consult with playground manufacturer to determine options.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route to the large composite playground.

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

Citation: 2010 ADAS Section 206.2.2

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

Large Composite Playground**Finding: 29****Budget: \$600****Recommendation:**

Consult with playground manufacturer to determine options for this equipment.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Transfer platform is provided, but it is less than 48". An unobstructed transfer space to the platform has not been provided.

A transfer space 30 inch minimum by 48 inch minimum shall be provided adjacent to the transfer platform. The 48 inch long minimum dimension of the transfer space shall be centered on and parallel to the 24 inch long minimum side of the transfer platform. The side of the transfer platform serving the transfer space shall be unobstructed.

Citation: 2010 ADAS Section 1008.3.1.3

A transfer space complying with 305.2 and 305.3 shall be provided adjacent to the transfer platform. The 48 inch (1220 mm) long minimum dimension of the transfer space shall be centered on and parallel to the 24 inch (610 mm) long minimum side of the transfer platform. The side of the transfer platform serving the transfer space shall be unobstructed.

Northwest Parking

Finding: 30

Budget: \$2,000

Recommendation:

Install van accessible sign in correct location, repave striping to achieve correct width of space.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000



As Built:

Parking stall and access aisle on north side of concrete walk needs to be flipped and the van accessible sign needs relocated.

The required number of van accessible stalls is not provided because the van accessible sign is not in a van accessible sized space.

There should be a minimum of (6) accessible parking stalls including a minimum of (1) van accessible stalls.

Citation: 2010 ADAS Section 208.2

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.

2010 ADAS Section 208.2.4

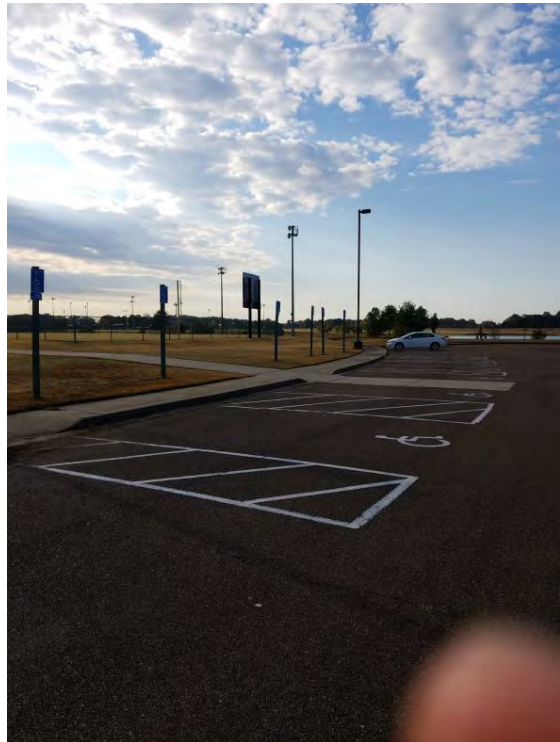
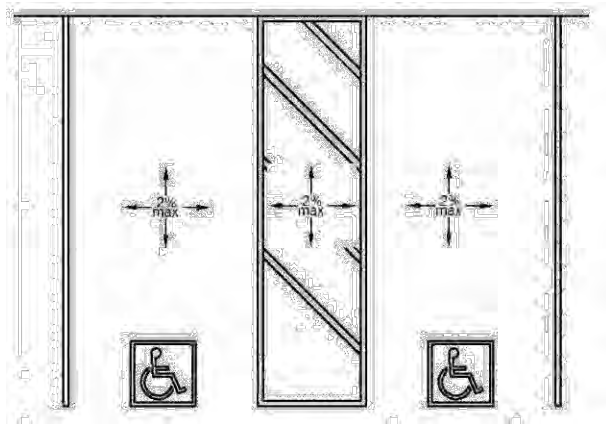
For every six or fraction of six parking spaces required by 208.2 to comply with 502, at least one shall be a van parking space complying with 502.

Northwest Parking**Finding: 31****Budget: \$7,000****Recommendation:**

Provide 3 curb ramps.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The accessible parking stall's access aisle contains a curb without a ramp.

Citation: 2010 ADAS Section 502.4

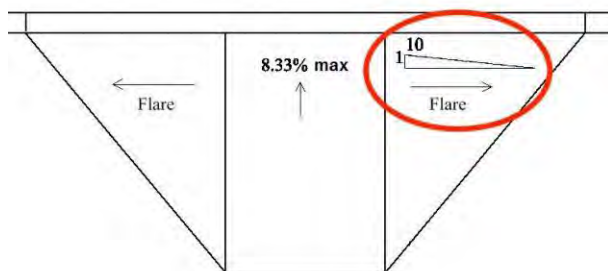
Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted

Northwest Parking**Finding: 32****Budget: \$7,000****Recommendation:**

Replace existing ramps.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The curb ramp side flares are too steep, at 30% and there is no landing.

The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.

Citation: 2010 ADAS Section 406.1

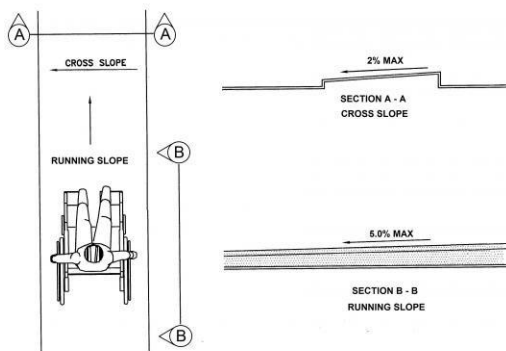
Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10.

Northwest Parking**Finding: 33****Budget: \$3,500****Recommendation:**

Install handrails or replace section with shorter ramps and landings.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The slope varies up to 6.9%. The accessible route on the site contains running slopes greater than 5% and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).

When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp. Surface cross slopes must not exceed one unit vertical in 48 units. Horizontal (2-percent slope).

Citation: 2010 ADAS Section 403.3

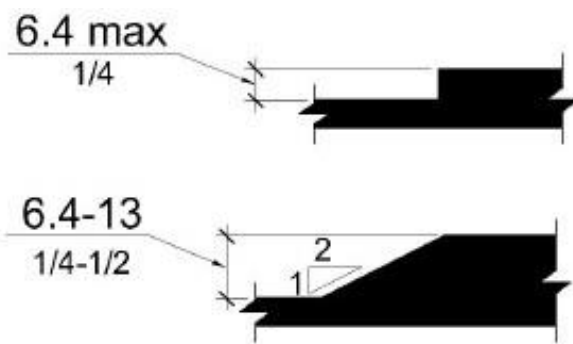
The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Baseball Fields 1-4, plus pavilion**Finding: 34****Budget: \$20,000****Recommendation:**

Replace concrete.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

This finding is typical and should be corrected in multiple locations.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 1-4, plus pavilion**Finding: 35****Budget: \$2,000****Recommendation:**

Replace concrete to provide flush surface.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The sidewalk panel around storm inlet is not flush. This is typical at fields 1,3,4.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

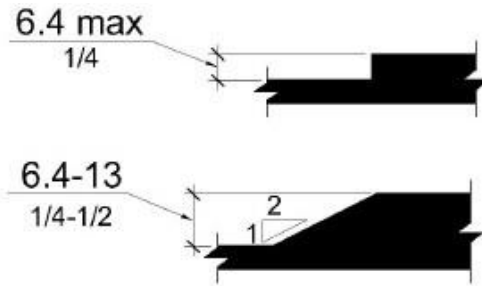
Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 1-4, plus pavilion**Finding: 36****Budget: \$3,000****Recommendation:**

Replace concrete to provide flush surface.

**Barrier Priority:**

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Due to tree the (2) 10ft x 10 ft. Panels at northeast and southeast corner of pavilion at field 2 varies up to 1.5". The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

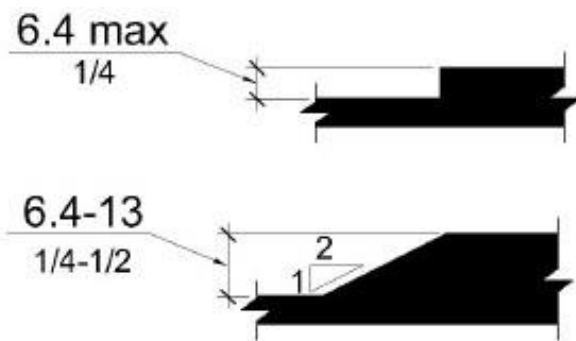
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 1-4, plus pavilion**Finding: 37****Budget: \$500****Recommendation:**

Replace concrete to provide flush surface.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 5x5 concrete panel near dugout entrance at field 1 is not flush.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 1-4, plus pavilion**Finding: 38****Budget: \$1,200****Recommendation:**

Replace concrete.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 18ft x 5 ft. panel varies up to 3.6% along back stop of field 2.

The cross slope of the pedestrian access route is excessive.

The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

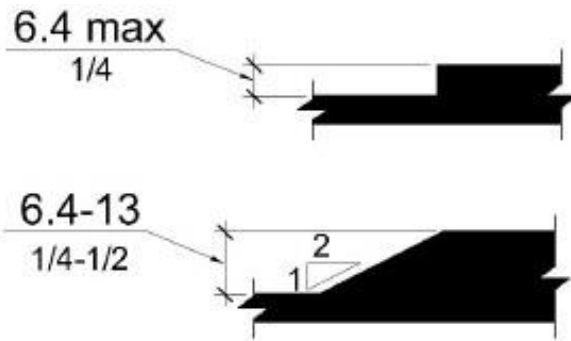
Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Baseball Fields 1-4, plus pavilion**Finding: 39****Budget: \$500****Recommendation:**

Replace concrete panel.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 5x5 panel at the West dugout for field 2 needs replaced. The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

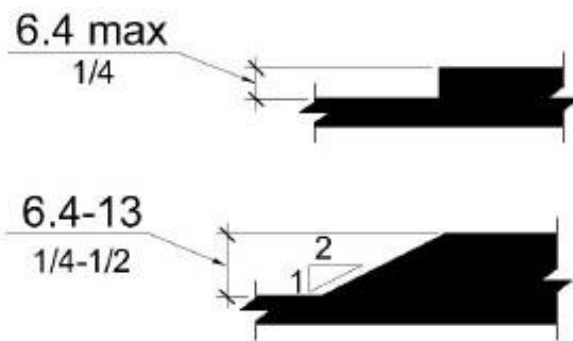
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 1-4, plus pavilion**Finding: 40****Budget: \$500****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 5x5 panel at west dugout of field 2 needs replaced.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

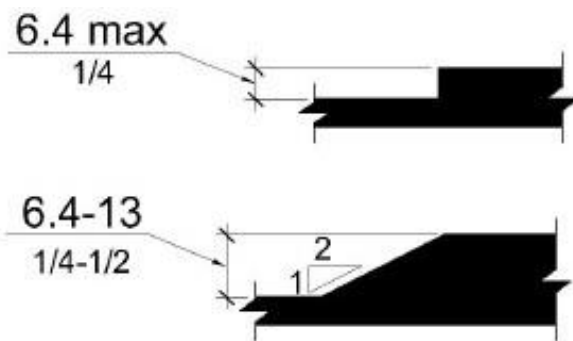
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 1-4, plus pavilion**Finding: 41****Budget: \$500****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 5x5 panel at east dugout for field 3 needs replaced.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 1-4, plus pavilion**Finding: 42****Budget: \$1,000****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 5x5 panels at the entrance to both dugouts at field 4 holds water and sediment at entrance.

The surface of the pedestrian access route is not firm, stable and slip resistant.

The surfaces of pedestrian access routes and elements and spaces along the pedestrian access route that are required to be accessible that connect to pedestrian access routes shall be firm, stable, and slip resistant.

Citation: 2011 PROWAG Section R302.7

The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Baseball Fields 1-4, plus pavilion**Finding: 43****Budget: \$1,000****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 5x5 panels have a 2" gap along walks behind both dugouts at field 4.

The surface of the pedestrian access route has openings greater than 1/2 inch.

Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter.

Citation: 2011 PROWAG Section R302.7.3

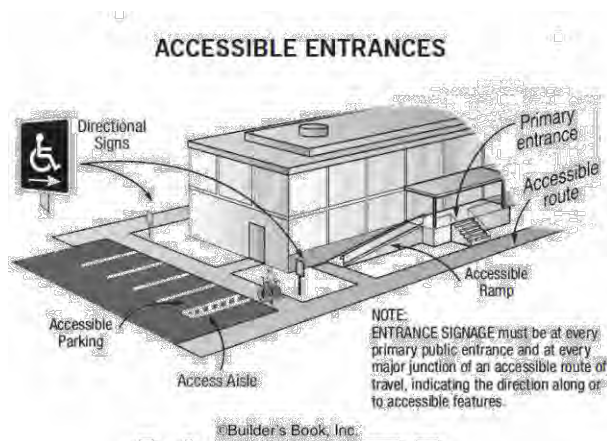
Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings in gratings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Lake Parking Lot**Finding: 44****Budget: \$1,200****Recommendation:**

Install accessible route.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route to the lake pavilion.

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

Citation: 2010 ADAS Section 206.2.2

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

Lake Parking Lot**Finding: 45****Budget: \$3,000****Recommendation:**

Stripe and install signage at accessible stalls, nearest the park elements. Minimum 5 locations.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

As Built:

There are 120 parking spaces serving basketball court, walking trail, & picnic pavilion at fishing lake. There are no accessible parking stalls.

Each lot where parking is provided for the public as clients, guests or employees, shall provide accessible parking and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance.

There is a total of (120) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (5) accessible stalls with a minimum of (1) being designed as van accessible.

Citation: 2010 ADAS Section 208.2

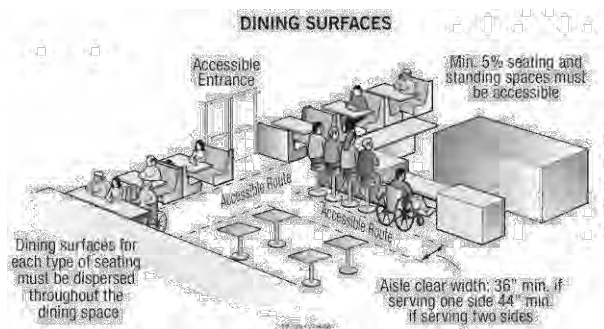
Parking spaces complying with 502 shall be provided in accordance with Table 208.2 except as required by 208.2.1, 208.2.2, and 208.2.3. Where more than one parking facility is provided on a site, the number of accessible spaces provided on the site shall be calculated according to the number of spaces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

Lake Parking Lot**Finding: 46****Budget: \$4,000****Recommendation:**

Provide 1 table with accessible extensions.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There are 4 picnic tables and no accessible dining surfaces.

Dining surfaces shall be dispersed throughout the space or facility in each functional area containing dining surfaces. 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 provide a clear floor space positioned for a forward approach and knee and toe clearance. The tops of dining surfaces shall be 28 inches minimum and 34 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 226.1

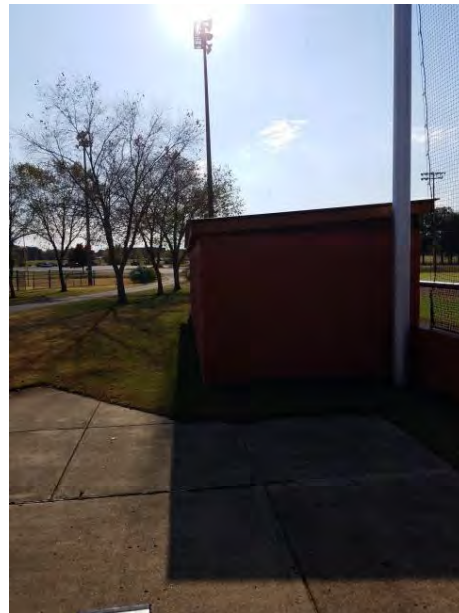
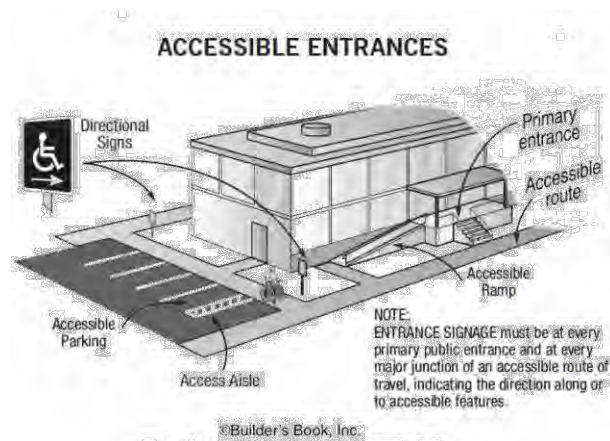
Where dining surfaces are provided for the consumption of food or drink, at least 5 percent of the seating spaces and standing spaces at the dining surfaces shall comply with 902. In addition, where work surfaces are provided for use by other than employees, at least 5 percent shall comply with 902

Baseball Fields 5-9, plus pavilion**Finding: 47****Budget: \$1,600****Recommendation:**

Provide accessible route to both dugouts.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route provided to either dugout at field 6.

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

Citation: 2010 ADAS Section 206.2.2

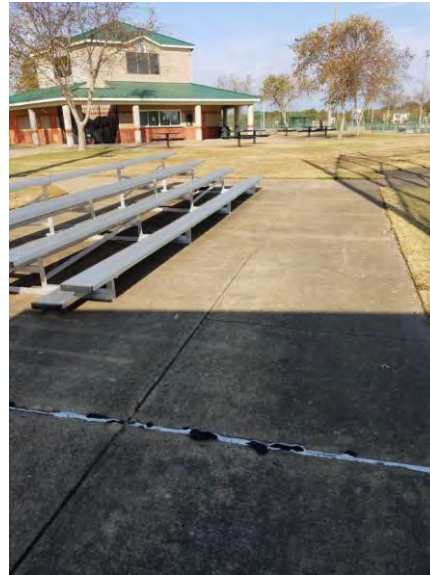
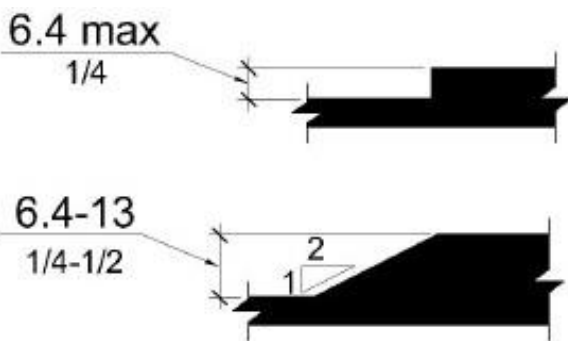
At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

Baseball Fields 5-9, plus pavilion**Finding: 48****Budget: \$2,000****Recommendation:**

Repair or replace expansion joints around entire facility. Multiple exceed maximums for accessibility.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The expansion joint exceeds 1/4" in multiple locations at the complex. The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

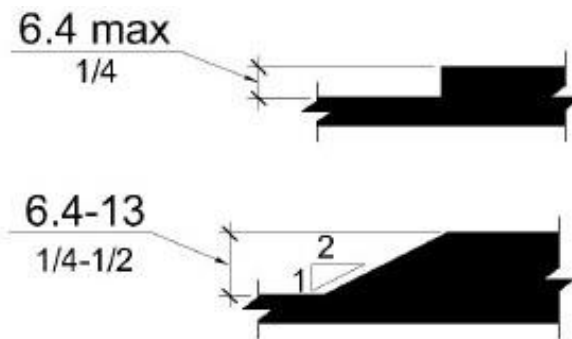
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 5-9, plus pavilion**Finding: 49****Budget: \$1,000****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There are 3 panels that exceed 1/4" at back stop entrance to field 5. The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

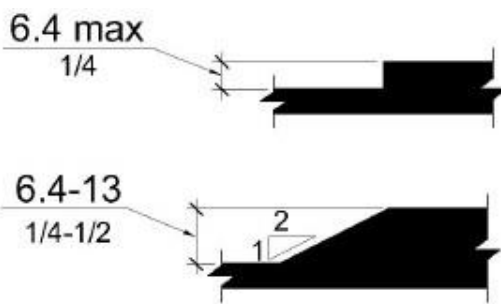
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Baseball Fields 5-9, plus pavilion**Finding: 50****Budget: \$1,500****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There are 2 panels that exceed 1/2" at field 9. The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

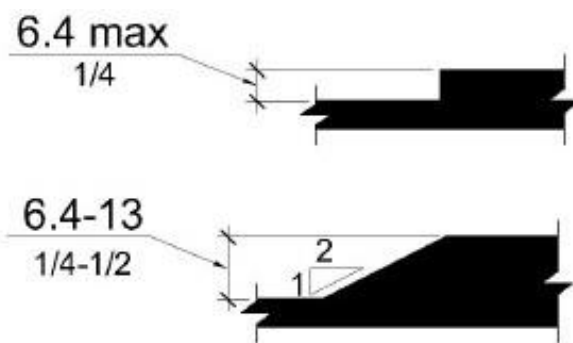
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 5-9, plus pavilion**Finding: 51****Budget: \$700****Recommendation:**

Bevel and caulk joints.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 10 ft x 5 ft Northeast corner pedestrian access route surface between fields 5 & 9 has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

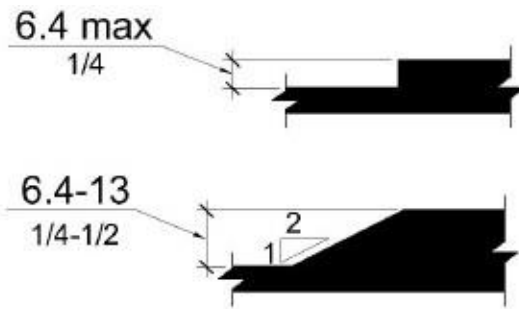
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Baseball Fields 5-9, plus pavilion**Finding: 52****Budget: \$700****Recommendation:**

Bevel and caulk joints.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 10 ft x 5 ft surface in front of field 5 has panels in bad condition.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

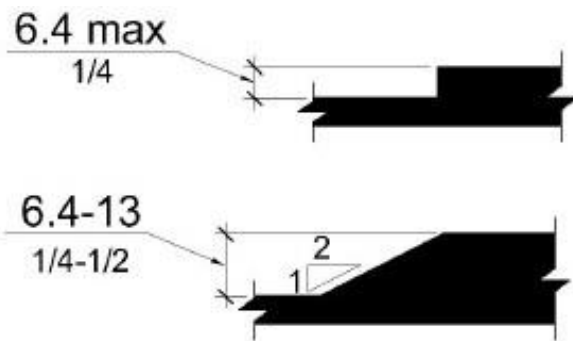
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Baseball Fields 5-9, plus pavilion**Finding: 53****Budget: \$1,200****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 10 ft x 10 ft pedestrian access route surface in front of field 7 has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

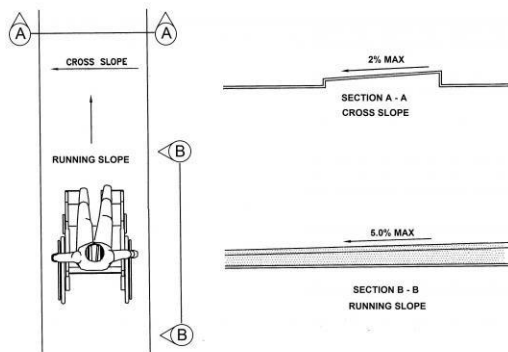
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Baseball Fields 5-9, plus pavilion**Finding: 54****Budget: \$950****Recommendation:**

Replace concrete panels.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 15ft x 5 ft surface varies up to 3.7% along walk leading to north dugout of field 9. The accessible path of travel contains cross slopes greater than 2%.

Surface cross slopes shall not exceed one unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

Citation: 2010 ADAS Section 403.3

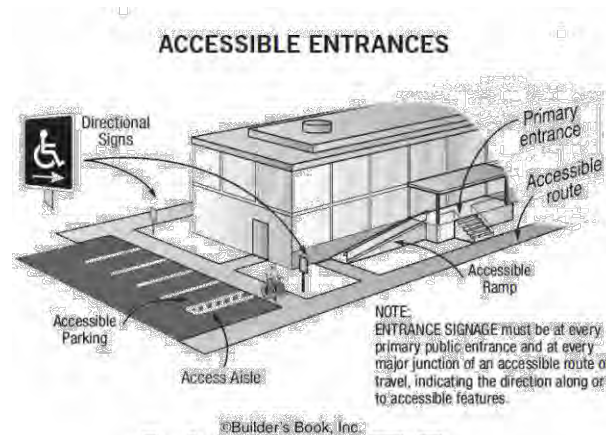
The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Baseball Fields 5-9, plus pavilion**Finding: 55****Budget: \$2,500****Recommendation:**

Provide accessible route.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

No accessible route provided to pitching cages between fields 7&8.

Citation: 2010 ADAS Section 206.2.2

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

Baseball Fields 5-9, plus pavilion**Finding: 56****Budget: \$10,000****Recommendation:**

Provide 5% accessible seating.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There are 15 square picnic tables and 2 rectangle picnic tables provided, and no accessible tables. There are no accessible tables.

At least 5% of each type in each functional area of dining surfaces must be accessible and must be dispersed throughout the space or facility containing dining surfaces. An accessible table must be on an accessible route (36 inches minimum) and have knee and toe spaces at least 27 inches high, 30 inches wide and 17 inches deep. The tops of tables and counters shall be 28 inches to 34 inches from the floor or ground.

Citation: 2010 ADAS Section 226.1

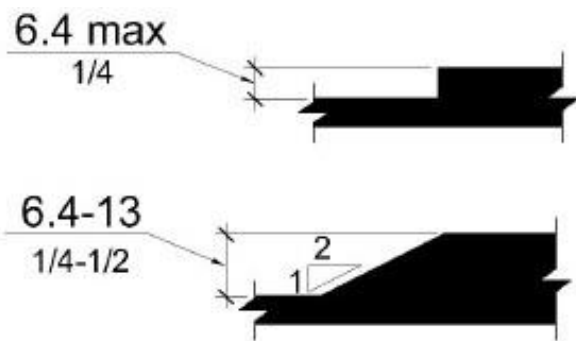
Where dining surfaces are provided for the consumption of food or drink, at least 5 percent of the seating spaces and standing spaces at the dining surfaces shall comply with 902. In addition, where work surfaces are provided for use by other than employees, at least 5 percent shall comply with 902.

Baseball Fields 5-9, plus pavilion**Finding: 57****Budget: \$500****Recommendation:**

Bevel and caulk joints.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Panel around storm drain inlet in front of field 7 has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

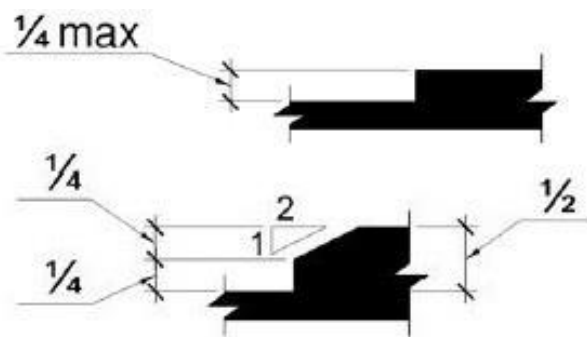
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Baseball Fields 5-9, plus pavilion**Finding: 58****Budget: \$1,500****Recommendation:**

Nearest accessible parking to these facilities encounters a 1" lip at curb and gutter. Provide accessible route from accessible parking to facility.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is a 1" lip at curb and gutter. The walkway contains abrupt vertical edges and/or variations over a 1/4 inch.

One fourth inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation: 2010 ADAS Section 303.3

Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2

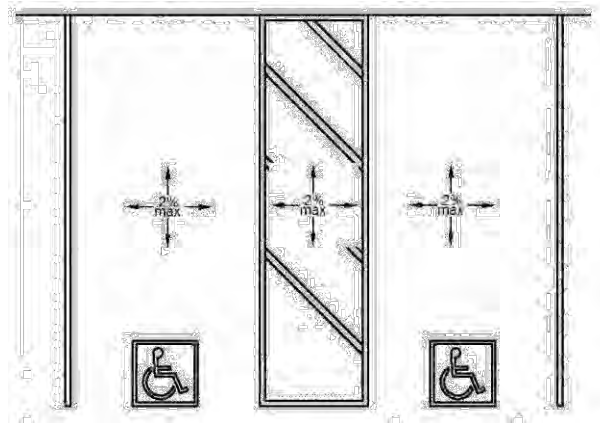
Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

Baseball Fields 5-9, plus pavilion**Finding: 59****Budget: \$6,000****Recommendation:**

Resurface accessible parking spaces to provide no slope exceeding 2% in any direction.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The parking spaces varies up to 3.3%. The running slope (long dimension) of the accessible parking stall exceeds 2%.

The running slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation: 2010 ADAS Section 502.4

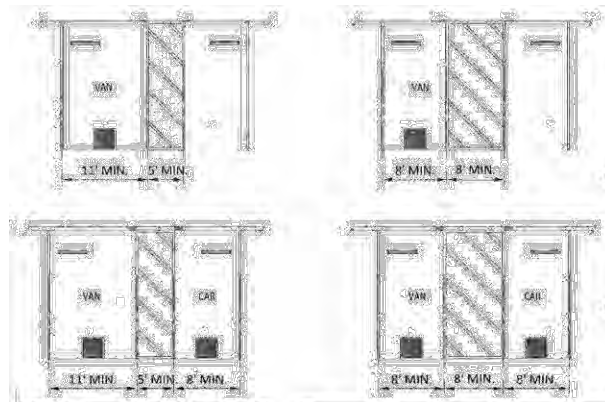
Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.

Baseball Fields 5-9, plus pavilion**Finding: 60****Budget: \$2,500****Recommendation:**

Restripe parking after resurfacing. Ensure dimension meet requirements. Provide 6 spaces total, 1 being van accessible.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The surface varies from 7' to less than 8' and is typical of all spaces. The accessible parking stall is not wide enough.

Each parking space must be at least 8 feet wide and shall be marked to define the width. Alternatively, the stall can be 11 feet wide minimum with a 5-foot-wide minimum access aisle.

The measurements of parking spaces and access aisles shall be made from the centerline of the markings. Where the parking space is not adjacent to another parking space or access aisle, the measurement shall be permitted to include the full width of the line defining the parking space

Citation: 2010 ADAS Section 502.2

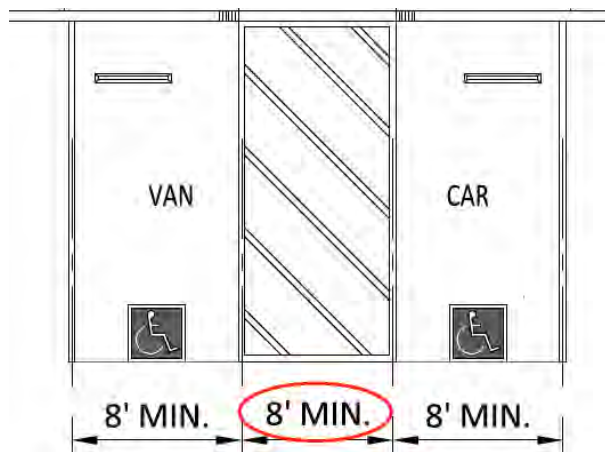
Car parking spaces shall be 96 inches (2440 mm) wide minimum and van parking spaces shall be 132 inches (3350 mm) wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3.

Baseball Fields 5-9, plus pavilion**Finding: 61****Budget: \$2,000****Recommendation:**

Restripe parking after resurfacing. Ensure dimension meet requirements. Provide 6 spaces total, 1 being van accessible.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The access aisle plus parking stall measures 13 ft. Restripe parking after resurfacing. Ensure dimension meet requirements. Provide 6 spaces total, 1 being van accessible. The access aisle is not a minimum 8 feet to the centerline of the stripe.

The accessible parking stall access aisle must be a minimum of 8 feet wide measured from centerline to centerline.

Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle. Alternatively, the stall can be 11 feet wide and the access aisle may be 5 feet wide.

Citation: 2010 ADAS Section 502.2 Exception

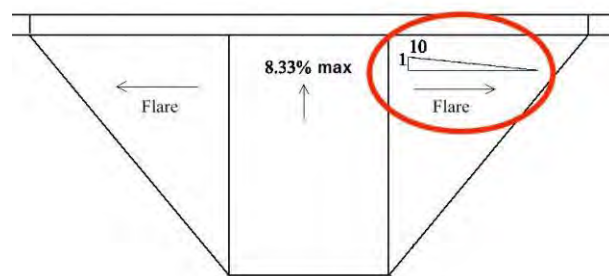
Van parking spaces shall be permitted to be 96 inches (2440 mm) wide minimum where the access aisle is 96 inches (2440 mm) wide minimum.

Soccer Pavilion and Small Parking Lot**Finding: 62****Budget: \$2,500****Recommendation:**

Replace curb ramps.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The 35 ft x 6ft. ramp varies up to 16.5% and there is no landing provided. This is typical in 2 places. The curb ramp side flares are too steep.

The sides of curb ramps (curb ramp flares) where provided, shall not be steeper than 1:10.

Citation: 2010 ADAS Section 406.1

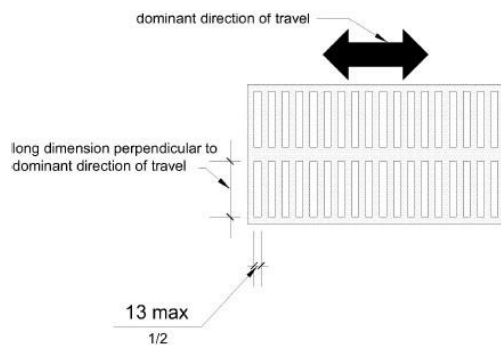
Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10.

Soccer Pavilion and Small Parking Lot**Finding: 63****Budget: \$200****Recommendation:**

Add expansion joint material and sealant.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

Both viewing pads at field north of pavilion has a gap of 3/4". The surface of the pedestrian access route has openings greater than 1/2 inch. Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter.

Citation: 2011 PROWAG Section R302.7.3

Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings in gratings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Soccer Pavilion and Small Parking Lot**Finding: 64****Budget: \$12,000****Recommendation:**

Replace sidewalk ensuring slope does not exceed 5%.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The sidewalk slope varies up to 5.7%. The cross slope of the pedestrian access route is excessive. The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps

Soccer Pavilion and Small Parking Lot**Finding: 65****Budget: Refer to Finding 64****Recommendation:**

Replace sidewalk ensuring slope does not exceed 5%.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The sidewalk slope varies up to 9.3% north of pavilion along walk at wall. The grade of the pedestrian access route is too steep.

Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum.

Citation: 2011 PROWAG Section R302.5

Except as provided in R302.5.1, where pedestrian access routes are contained within a street or highway right-of-way, the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum.

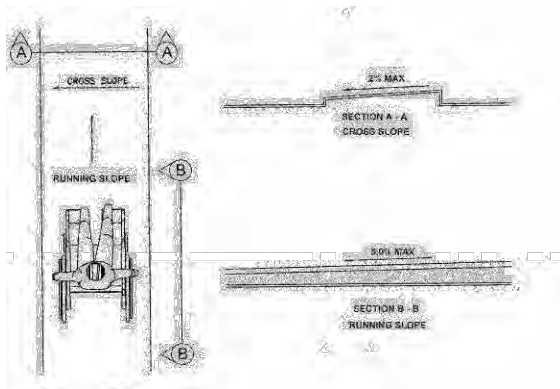
Advisory R302.5 Grade. The grade requirements in R302.5 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The grade of the pedestrian access route is measured parallel to the direction of pedestrian travel. Running slope requirements are contained in R304.2.2 for perpendicular curb ramps, in R304.3.2 for parallel curb ramps, in R304.4.1 for blended transitions, and in R407.2 for ramps.

Soccer Pavilion and Small Parking Lot**Finding: 66****Budget: \$1,600****Recommendation:**

Replace sidewalk.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The sidewalk slope varies up to 3.3% along north side of soccer concessions. The accessible path of travel between building entrances contains cross slopes greater than 2%.

Surface cross slopes shall not exceed one-unit vertical in 48 units horizontal (2-percent slope). When the slope in the direction of travel of any walk exceeds 1 unit vertical in 20 units horizontal (5-percent slope), it must be constructed as ramp.

Citation: 2010 ADAS Section 403.3

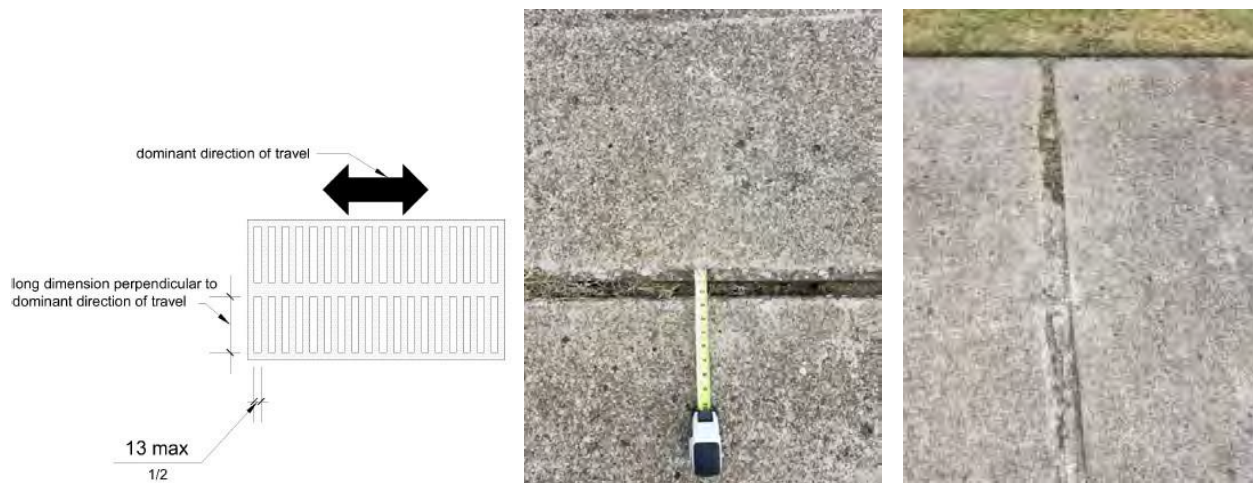
The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

Soccer Pavilion and Small Parking Lot**Finding: 67****Budget: \$2,500****Recommendation:**

Replace panel adjacent to excessive gap. 8 ft x 5 ft typical each location. (200SF).

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The sidewalk, which is typical along 5 places between fields, varies up to 2". The surface of the pedestrian access route has openings greater than 1/2 inch.

Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter.

Citation: 2011 PROWAG Section R302.7.3

Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings in gratings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Soccer Pavilion and Small Parking Lot**Finding: 68****Budget: \$12,000****Recommendation:**

Replace sidewalk.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The sidewalk 200 ft x 6 ft south of soccer concessions varies up to 5.1%

The cross slope of the pedestrian access route is excessive.

The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

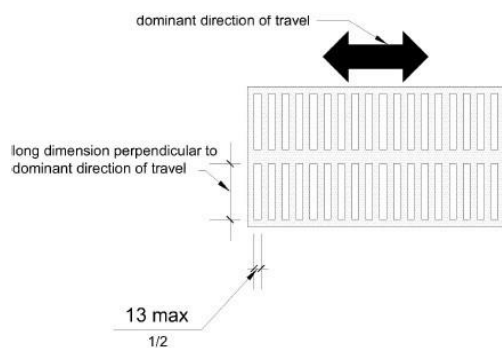
Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Soccer Pavilion and Small Parking Lot**Finding: 69****Budget: \$200****Recommendation:**

Add expansion joint material and sealant.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The viewing pad surface directly south of the soccer concessions and the pedestrian access route has openings greater than 1/2 inch.

Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter.

Citation: 2011 PROWAG Section R302.7.3

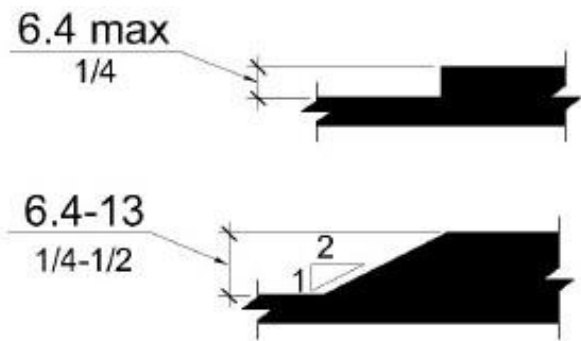
Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings in gratings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Soccer Pavilion and Small Parking Lot**Finding: 70****Budget: \$600****Recommendation:**

Replace 8ft x 6ft.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The panel connecting to viewing pad directly south of soccer concessions and the surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

The vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

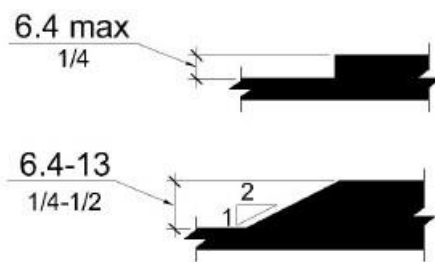
Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Soccer Pavilion and Small Parking Lot**Finding: 71****Budget: \$1,500****Recommendation:**

Replace ~8 ft x 8 ft x 2.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The first panel of each diagonal walk leading to walk between fields.

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Soccer Pavilion and Small Parking Lot**Finding: 72****Budget: \$150****Recommendation:**

Add van parking signage.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The van stall is missing a sign identifying it as a van accessible stall.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible."

Citation: 2010 ADAS Section 502.6

Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

Soccer Pavilion and Small Parking Lot

Finding: 73

Budget: \$

Recommendation:

Add additional accessible parking to west side of walk leading to soccer concessions .

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000



As Built:

There are not enough accessible stalls

There are (4) accessible parking stalls including (1) designated for a van.

There should be a minimum of (5) accessible parking stalls including a minimum of (1) van accessible stalls.

Citation: 2010 ADAS Section 208.2

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.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - Recreation Complex

PRIORITY 1 (High)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$224,900	Total		
\$500	Pavilion, Monument & Parking	1	Add van accessible parking. Ensure all spaces have sign.
\$4,000	Pavilion, Monument & Parking	2	Replace ramp and curb from parking to pavilion sidewalk and sidewalk back to tie back to existing.
\$500	Pavilion, Monument & Parking	3	Replace 1 panel to create flush transition.
\$4,000	Pavilion, Monument & Parking	4	Replace entire curb ramp, flares, curb landing, and sidewalk as necessary.
\$4,000	Pavilion, Monument & Parking	5	Replace panels from "service entry only" dead end of sidewalk to 8 panels past tread plate when walking toward the pavilion.
\$400	Pavilion, Monument & Parking	6	Replace 1 panel to provide flush transition.
\$500	Pavilion, Monument & Parking	7	Replace 1 panel.
\$3,000	Pavilion, Monument & Parking	8	Bevel areas that are between 1/4 and 1/2", replace sections that exceed 1/2".
\$1,800	Pavilion, Monument & Parking	9	Replace from expansion joint to expansion joint, 28'x5'.
\$2,000	Pavilion, Monument & Parking	10	Replace approximately 30' of sidewalk to flatten grade to less than 5%.
\$100	Pavilion, Monument & Parking	11	Ensure grass is low enough that water can drain across sidewalk without ponding.
\$100	Trail	12	Replace 9x18' sunken area with excessive cross slope and ponding water.
\$4,000	Trail	13	Install +/- 10-15' of safety rail each side of trail.
\$10,000	Trail	14	Resurface or replace 300x9'.

PRIORITY 1 (High)			
\$2,200	Trail	15	Replace or resurface 50x9'. Portion of trail passable in this location. Lower priority.
\$8,000	Trail	16	Replace asphalt from parking entrance, around planter, approximately 100 linear feet.
\$400	Trail	17	Replace or resurface 8'.
\$4,000	Trail	18	Regrade and repave approximately 15' on each side of bridge to provide flush transition and slopes less than 5% approaching bridge.
\$1,000	Trail	19	Replace or resurface approximately 12'.
\$5,000	Trail	20	Replace asphalt both sides of bridge to provide smooth transition.
\$10,000	Trail	21	Resurface 300'x9' to provide continuous surface under 2%.
\$1,000	Trail	22	Replace or resurface 15x9'.
\$5,500	Trail	23	Resurface 160'x9'.
\$1,500	Trail	24	Replace 35x9'.
\$3,000	Dog Park	25	Provide accessible route to entrance to dog park.
\$5,000	Small Composite Playground	26	Continue accessible route from parking and pavilion to the playground structures.
\$10,000	Small Composite Playground	27	Consult with playground manufacturer to determine options.
\$5,000	Large Composite Playground	28	Continue accessible route from parking and pavilion to the playground structures.
\$600	Large Composite Playground	29	Consult with playground manufacturer to determine options for this equipment.
\$2,000	Northwest Parking	30	Install van accessible sign in correct location, repave striping to achieve correct width space.
\$7,000	Northwest Parking	31	Provide 3 curb ramps.

PRIORITY 1 (High)			
\$7,000	Northwest Parking	32	Replace existing ramps.
\$3,500	Northwest Parking	33	Install handrails or replace section with shorter ramps & landings.
\$20,000	Baseball Fields 1-4, plus pavilion	34	Replace concrete.
\$2,000	Baseball Fields 1-4, plus pavilion	35	Replace concrete to provide flush surface.
\$3,000	Baseball Fields 1-4, plus pavilion	36	Replace concrete to provide flush surface.
\$500	Baseball Fields 1-4, plus pavilion	37	Replace concrete to provide flush surface.
\$1,200	Baseball Fields 1-4, plus pavilion	38	Replace concrete.
\$500	Baseball Fields 1-4, plus pavilion	39	Replace concrete panel.
\$500	Baseball Fields 1-4, plus pavilion	40	Replace concrete panels.
\$500	Baseball Fields 1-4, plus pavilion	41	Replace concrete panel.
\$1,000	Baseball Fields 1-4, plus pavilion	42	Replace concrete panel.
\$1,000	Baseball Fields 1-4, plus pavilion	43	Replace concrete panel.
\$1,200	Lake Parking Lot	44	Install accessible route.
\$3,000	Lake Parking Lot	45	Stripe and install signage at accessible stalls, nearest the park elements. Minimum 5 locations.
\$4,000	Lake Parking Lot	46	Provide 1 table with accessible extensions.
\$1,600	Baseball Fields 5-9, plus pavilion	47	Provide accessible route to both dugouts.
\$2,000	Baseball Fields 5-9, plus pavilion	48	Repair or replace expansion joints around entire facility. Multiple exceed maximums for accessibility.

PRIORITY 1 (High)			
\$1,000	Baseball Fields 5-9, plus pavilion	49	Replace concrete panel.
\$1,500	Baseball Fields 5-9, plus pavilion	50	Replace concrete panel.
\$700	Baseball Fields 5-9, plus pavilion	51	Bevel and caulk joints.
\$700	Baseball Fields 5-9, plus pavilion	52	Bevel and caulk joints.
\$1,200	Baseball Fields 5-9, plus pavilion	53	Replace concrete panel.
\$950	Baseball Fields 5-9, plus pavilion	54	Replace concrete panel.
\$2,500	Baseball Fields 5-9, plus pavilion	55	Provide accessible route.
\$10,000	Baseball Fields 5-9, plus pavilion	56	Provide 5% accessible seating.
\$500	Baseball Fields 5-9, plus pavilion	57	Bevel and Caulk joints.
\$1,500	Baseball Fields 5-9, plus pavilion	58	Nearest accessible parking to these facilities encounters a 1" lip at curb and gutter. Provide accessible route from accessible parking to facility.
\$6,000	Baseball Fields 5-9, plus pavilion	59	Resurface accessible parking spaces to provide no slop exceeding 2% in any direction.
\$2,500	Baseball Fields 5-9, plus pavilion	60	Restripe parking resurfacing. Ensure dimension meet requirements. Provide 6 spaces total, 1 being van accessible.
\$2,000	Baseball Fields 5-9, plus pavilion	61	Restripe parking resurfacing. Ensure dimension meet requirements. Provide 6 spaces total, 1 being van accessible.
\$2,500	Soccer Pavilion and Small Parking Lot	62	Replace curb ramps.
\$200	Soccer Pavilion and Small Parking Lot	63	Add expansion joint material and sealant.
\$12,000	Soccer Pavilion and Small Parking Lot	64 & 65	Replace sidewalk.
\$1,600	Soccer Pavilion and Small Parking Lot	66	Replace Sidewalk.

PRIORITY 1 (High)			
\$2,500	Soccer Pavilion and Small Parking Lot	67	Replace Panel adjacent to excessive gap. 8'x5' typical each location.
\$12,000	Soccer Pavilion and Small Parking Lot	68	Replace.
\$200	Soccer Pavilion and Small Parking Lot	69	Add expansion joint material and sealant.
\$600	Soccer Pavilion and Small Parking Lot	70	Replace 8'x6'.
\$1,500	Soccer Pavilion and Small Parking Lot	71	Replace 8'x8'x2'.
\$150	Soccer Pavilion and Small Parking Lot	72	Add Van signage.
\$2,000	Soccer Pavilion and Small Parking Lot	73	Add Additional accessible parking to west side of walk leading to soccer concessions.

PRIORITY 2 (Important)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$65,075	Total		
\$11,200	Pentagon Concessions	6A	Lower Counter 34" max AFF.
\$11,200	Pentagon Concessions	8A	Lower counter 34" max AFF.
\$15,500	Baseball Concessions	2B	Install New concrete counter and rolling counter shutter.
\$6,000	Baseball Men's Restroom	17B & 18B	Install new door.
\$18,000	Soccer Concessions	6C	Lower countertop 48" AFF.
\$1,375	Soccer Complex	22C	Install new lever type locksets.
\$900	Softball Women's Restroom	1D	Install new push/pull hardware.
\$900	Softball Men's Restroom	13D	Install new push/ pull hardware.

PRIORITY 3 (Moderate)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$29,200	Total		
\$750	Pentagon Concessions	4A	Lower compartment sink to 34" Max AFF.
\$350	Pentagon Men's Restroom	9A & 10A	Install new grab bar extending 54" from wall and rear grab bar extending 24".
\$2,400	Pentagon Men's Restroom	11A & 12A	Lower mirror for reflecting to be 40" AFF and lower countertop to 34" max AFF.
\$350	Pentagon Men's Restroom	13A	Provide self closing hinges.
\$500	Baseball Concessions	5B	Lower sink to 34" max AFF.
\$3,250	Baseball Women's Restroom	6B	Lower countertop to 34" max AFF.
\$2,000	Baseball Women's Restroom	7B	Lower mirror for reflecting surface to be 40" max AFF.
\$350	Baseball Women's Restroom	8B & 9B	Install new side grab bar for required 54" from wall. Install new rear grab bar to extend 24" from center of water closet.
\$2,000	Baseball Women's Restroom	10B	Move toilet over to be within 16"- 18".
\$2,000	Baseball Women's Restroom	11B	Flip hardware and flush component to open side of compartment.
\$3,250	Baseball Men's Restroom	12B	Lower lavatory countertop to 34" max AFF.
\$3,000	Baseball Men's Restroom	13B	Lower mirror for reflecting surface to be 40" AFF.
\$350	Baseball Men's Restroom	14B & 15B	Install new side grab bar to extend 54" from wall. Install new grab bar to extend 24" from center of toilet.
\$750	Soccer Concessions	2C	Lower sink to 34" max AFF.
\$150	Soccer Concessions	3C	Lower hand sanitizer for push release to be max 48" AFF.
\$275	Soccer Concessions	4C	Provide lever type faucet.
\$200	Soccer Men's Restroom	10C	Provide insulation at drain and supply pipes.

PRIORITY 3 (Moderate)			
\$200	Soccer Men's Restroom	13C	Install new grab bar extending 54" from wall.
\$375	Soccer Men's Restroom	14C	Provide self closing hinges.
\$1,600	Soccer Women's Restroom	15C	Flip flush hardware to other side.
\$2,400	Soccer Women's Restroom	16C	Move lavatory 1" for sink to be 1" from wall.
\$200	Soccer Women's Restroom	17C	Install new pipe insulation at drain and supply pipes.
\$375	Soccer Women's Restroom	20C	Provide self closing hinges.
\$350	Softball Women's Restroom	2D & 3D	Install new grab bars.
\$475	Softball Women's Restroom	4D	Lower mirror for reflecting to be 40" AFF.
\$100	Softball Women's Restroom	5D	Install new pipe insulation at drain and supply pipes.
\$275	Softball Men's Restroom	7D	Install levered handle faucet.
\$100	Softball Men's Restroom	8D	Install plumbing insulation.
\$475	Softball Men's Restroom	9D	Lower mirror for reflecting to be 40" AFF.
\$350	Softball Men's Restroom	10D & 11D	Install new grab bars.

PRIORITY 4 (Low)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$26,325	Total		
\$350	Pentagon Storage	1A	Lower Thermostat for all operable components to be 48" max AFF.
\$250	Pentagon Concessions	2A & 3A	Lower soap dispenser & paper towel dispenser for all operable components to be 48" max AFF.
\$150	Pentagon Concessions	5A	Lower fire extinguisher for handle to be 48" max AFF.

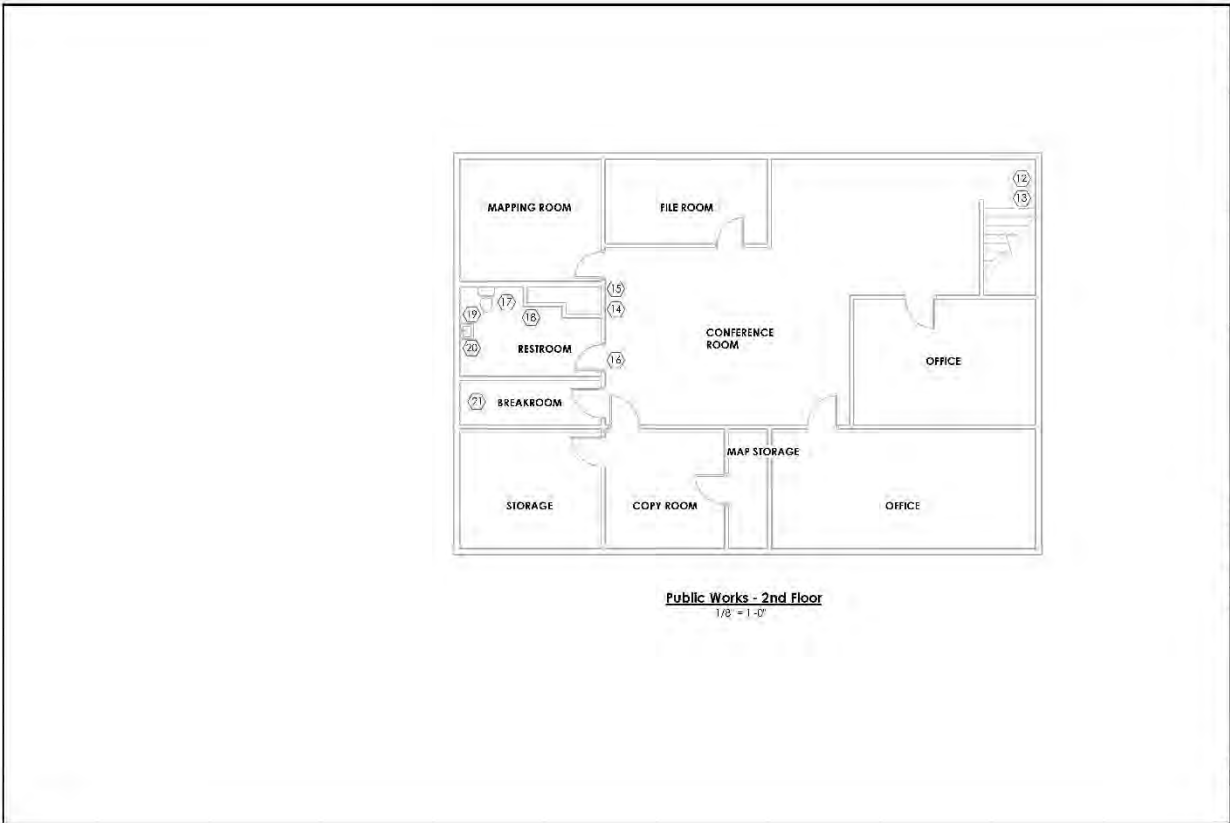
PRIORITY 4 (Low)			
\$550	Pentagon Concessions	7A	Lower switches to 48" max AFF.
\$3,000	Pentagon Building	14A	Lower all switches to 48" max AFF.
\$6,500	Pentagon Water Fountain	15A & 16A	Provide standing person water fountain with required knee space overhang.
\$1,200	Baseball Concessions	1B	Lower Thermostat to 48" mx AFF.
\$100	Baseball Concessions	3B	Lower fire extinguisher to 48" max AFF.
\$100	Baseball Concessions	4B	Lower paper towel dispenser for all operable components to be 48" max AFF.
\$2,000	Baseball Men's Restroom	16B	Move water closet over to be within 16"-18" from center of wall.
\$2,800	Baseball Concessions	19B	Lower switch to 48" max AFF.
\$150	Soccer Concessions	1C	Lower extinguisher for handle to be 48" max AFF.
\$350	Soccer Concessions	5C	Lower thermostat for all operable component to be 48" max AFF.
\$650	Soccer Concessions	7C & 8C	Lower all switches and receptacles to 48" AFF.
\$150	Soccer Concessions	9C	Lower dispenser to 48" max AFF.
\$500	Soccer Men's Restroom	11C	Lower switch to 48" max AFF.
\$150	Soccer Men's Restroom	12C	Lower paper towel dispenser for all operable components to be 48" max AFF.
\$475	Soccer Women's Restroom	18C	Lower switch to 48" max AFF.
\$150	Soccer Women's Restroom	19C	Lower paper towel dispenser for all operable components to be 48" max AFF.
\$250	Soccer Equipment Storage	21C	Lower switch to 48" AFF.
\$2,400	Soccer Water Fountain	23C	Install new compliant water fountains.

PRIORITY 4 (Low)			
\$800	Softball Women's Restroom	6D	Lower switch to 48" max AFF.
\$800	Softball Men's Restroom	12D	Lower switch to 48" max AFF.
\$2,500	Softball Men's Restroom	14D	Install new drinking fountain with required knee space overhang.

Public Works

703 Lindell St





Architectural Findings

First Floor Restroom

Finding: 1

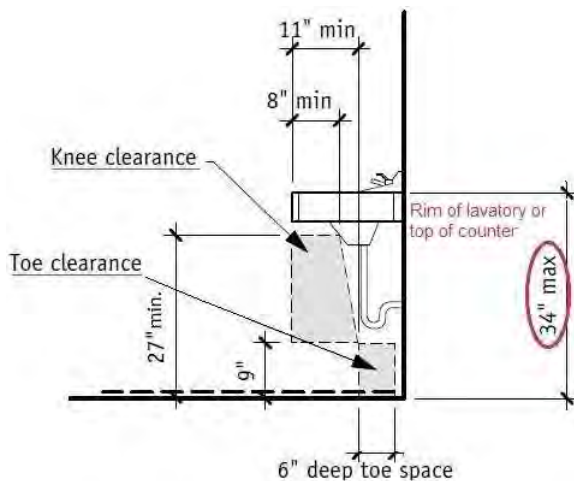
Budget: \$30,300

Recommendation:

Demo Bathroom and rebuild to meet ADA requirements.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The utility sink is too high.

There are not enough accessible lavatories.

Where lavatories are provided, at least one shall be accessible and shall not be located in a toilet compartment.

Citation: 2010 ADAS Section 213.3.4

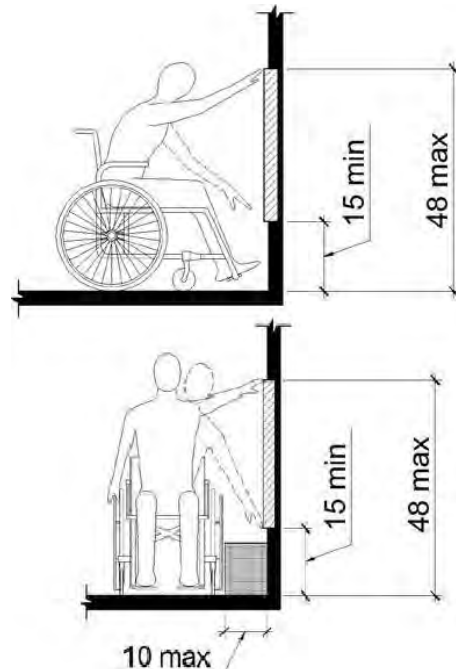
Where lavatories are provided, at least one shall comply with 606 and shall not be located in a toilet compartment.

First Floor Restroom**Finding: 2****Budget: Refer to Finding 1****Recommendation:**

Demo Bathroom and rebuild to meet ADA requirements.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The paper towel dispenser is 53" to bottom.

The paper towel dispenser is positioned too high for either a side or front approach.

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.

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.

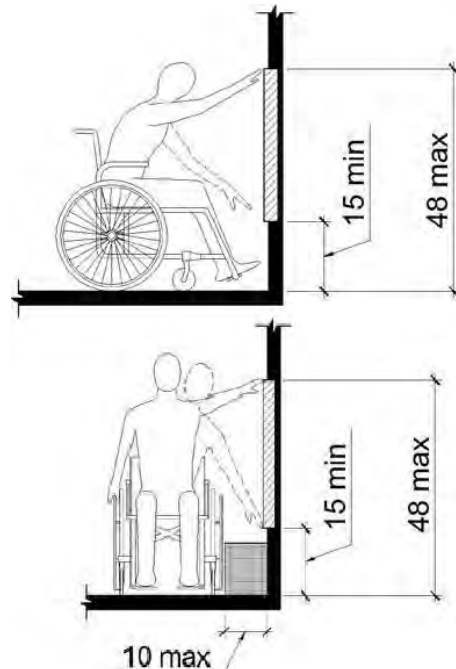
Citation: 2010 ADAS Section 308.1*Reach ranges shall comply with 308.*

First Floor Restroom**Finding: 3****Budget: \$ Refer to Finding 1****Recommendation:**

Demo Bathroom and rebuild to meet ADA requirements.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The soap dispenser at 58" to push button

The soap dispenser is positioned too high for either a side or front approach.

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.

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.

Citation: 2010 ADAS Section 308.1

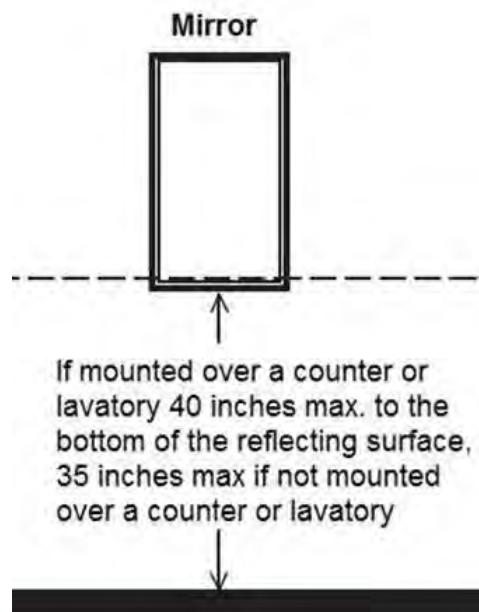
Reach ranges shall comply with 308.

First Floor Restroom**Finding: 4****Budget: \$ Refer to Finding 1****Recommendation:**

Demo Bathroom and rebuild to meet ADA requirements.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The mirror is 50.5" high. The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

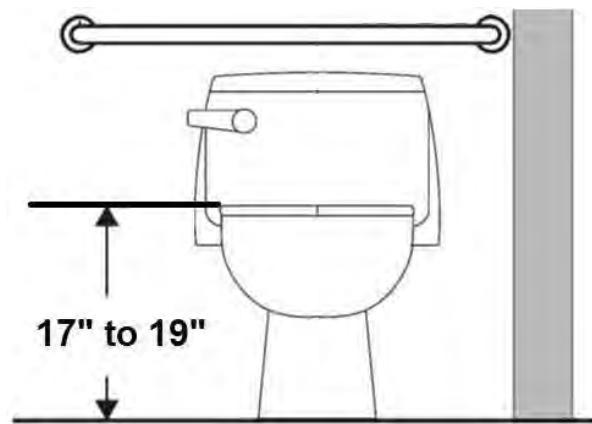
Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

First Floor Restroom**Finding: 5****Budget: \$ Refer to Finding 1****Recommendation:**

Demo Bathroom and rebuild to meet ADA requirements.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is 15.5" to seat.

The toilet seat is not located within the range allowed off the floor.

The height of accessible water closets shall be a minimum of 17 inches and a maximum of 19 inches measured to the top of the toilet seat. The seat itself shall be a maximum of 2 inch high.

Citation: 2010 ADAS Section 604.4

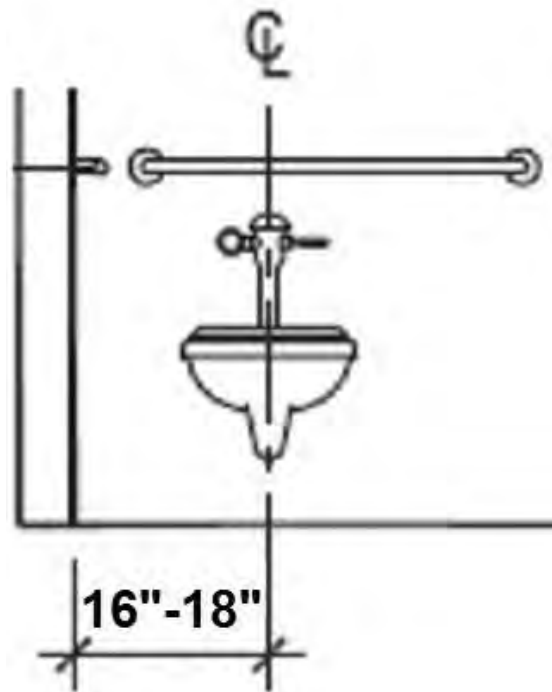
The seat height of a water closet above the finish floor shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum measured to the top of the seat. Seats shall not be sprung to return to a lifted position.

First Floor Restroom**Finding: 6****Budget: \$ Refer to Finding 1****Recommendation:**

Demo Bathroom and rebuild to meet ADA requirements.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is 41" to wall. The toilet is not located within the range allowed from the side wall or partition. The centerline of the toilet must be 16 to 18 inches from the side wall.

Citation: 2010 ADAS Section 604.2

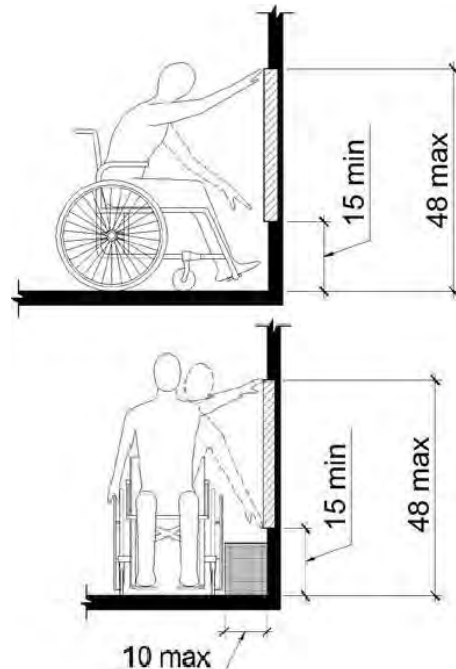
The water closet shall be positioned with a wall or partition to the rear and to one side. The centerline of the water closet shall be 16 inches (405 mm) minimum to 18 inches (455 mm) maximum from the side wall or partition, except that the water closet shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum from the side wall or partition in the ambulatory accessible toilet compartment specified in 604.8.2. Water closets shall be arranged for a left-hand or right-hand approach.

First Floor Breakroom**Finding: 7****Budget: \$400****Recommendation:**

Lower first aid kit for top to be 48" max AFF

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The first aid kit 48" to bottom of Cabinet. The first aid kit is positioned too high for either a side or front approach.

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.

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.

Citation: 2010 ADAS Section 308.1*Reach ranges shall comply with 308.*

First Floor Breakroom**Finding: 8****Budget: Refer to Finding 7****Recommendation:**

Lower telephone for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

As Built:

The telephone is 62" to bottom. The telephone is positioned too high for either a side or front approach. 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.

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.

Citation:

2010 ADAS Section 308.1

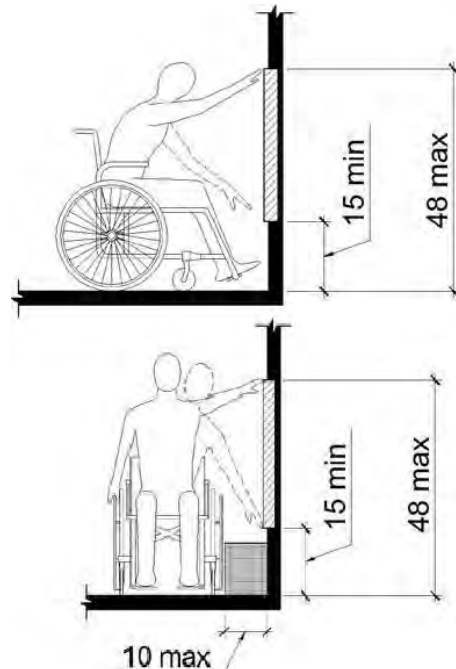
Reach ranges shall comply with 308.

First Floor Breakroom**Finding: 9****Budget: Refer to Finding 7****Recommendation:**

Lower soap dispenser for push button to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The soap dispenser push button is 52" AFF. The soap dispenser is positioned too high for either a side or front approach.

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.

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.

Citation:

2010 ADAS Section 308.1

Reach ranges shall comply with 308.

Finding: 10

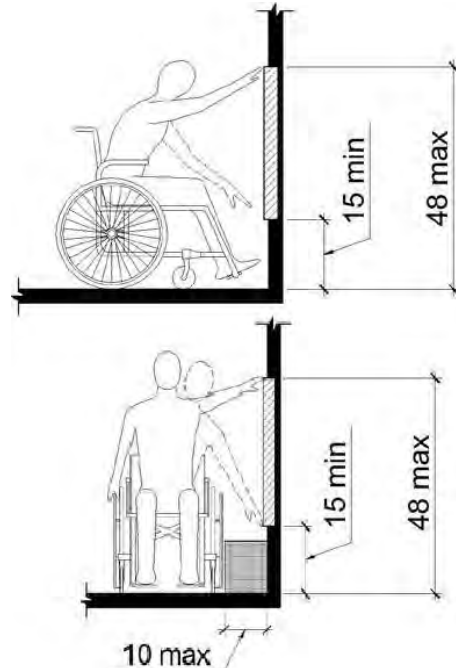
Budget: \$

Recommendation:

Lower paper towel dispenser to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The paper towel dispenser is 64" to bottom. The paper towel dispenser is positioned too high for either a side or front approach.

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.

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.

Citation: 2010 ADAS Section 308.1

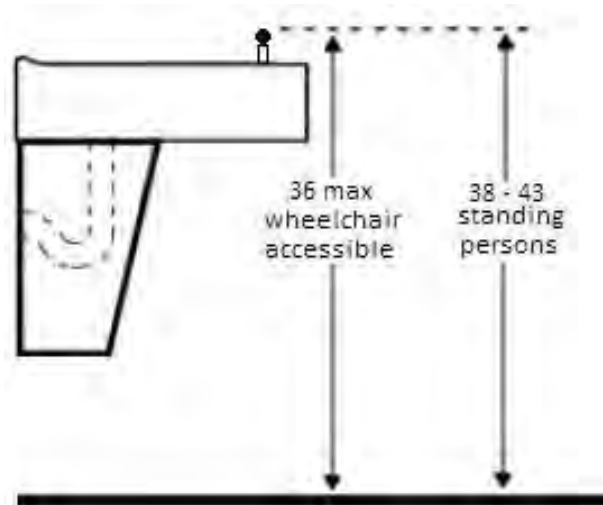
Reach ranges shall comply with 308.

First Floor Breakroom**Finding: 11****Budget: \$2,400****Recommendation:**

Provide wheelchair accessible drinking fountain.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is not a wheelchair accessible drinking fountain.

The total number of drinking fountains are not equally divided between those that are accessible to wheelchair users and those that are available to standing persons.

Where more than two are provided, 50 percent of the total number of drinking fountains provided shall be accessible to wheelchair users and 50 percent available to standing persons.

Citation: 2010 ADAS Section 211.3

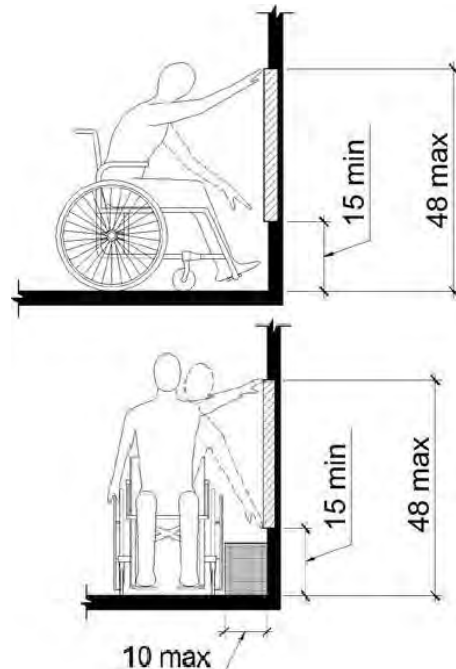
Where more than the minimum number of drinking fountains specified in 211.2 are provided, 50 percent of the total number of drinking fountains provided shall comply with 602.1 through 602.6, and 50 percent of the total number of drinking fountains provided shall comply with 602.7

Second Floor Conference Room**Finding: 12****Budget: \$1,050****Recommendation:**

Lower fire extinguisher for handle to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire extinguisher handle is at 50" AFF.

The fire extinguisher is positioned too high for either a side or front approach.

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.

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.

Citation: 2010 ADAS Section 308.1

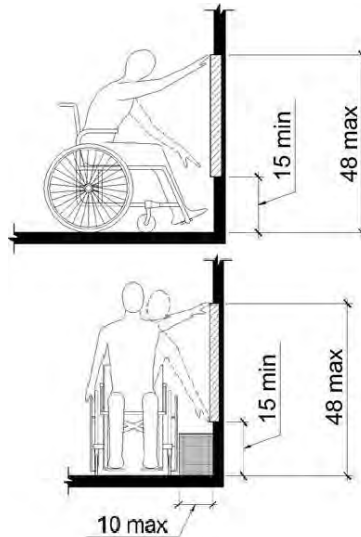
Reach ranges shall comply with 308.

Second Floor Conference Room**Finding: 13****Budget: Refer to Finding 12****Recommendation:**

Lower switch for top of switch to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The light switch is 50" AFF. The receptacle/switch is not positioned correctly for either a side or front approach. Where a clear floor or ground space allows a parallel or front approach to a switch or receptacle and the side reach is unobstructed, the high side reach shall be 48 inches maximum above the finish floor or ground and the low side reach shall be 15 inches minimum above the finish floor or ground.

Citation: 2010 ADAS Section 308.2.1

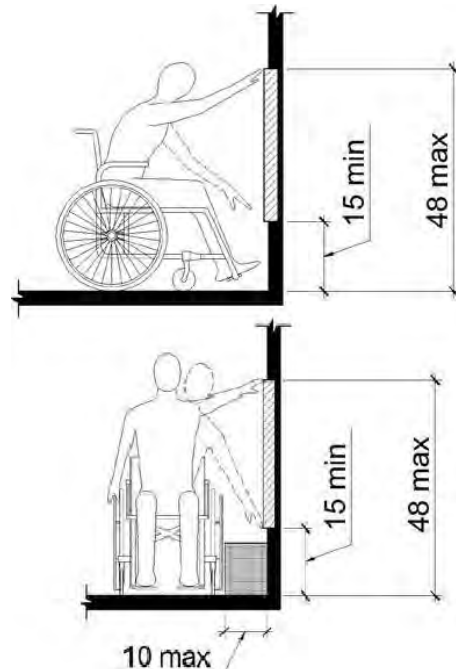
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Second Floor Conference Room**Finding: 14****Budget: Refer to Finding 12****Recommendation:**

Lower thermostat for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The thermostat is at 58" to bottom. The thermostat is positioned too high for either a side or front approach. 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.

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.

Citation: 2010 ADAS Section 308.1

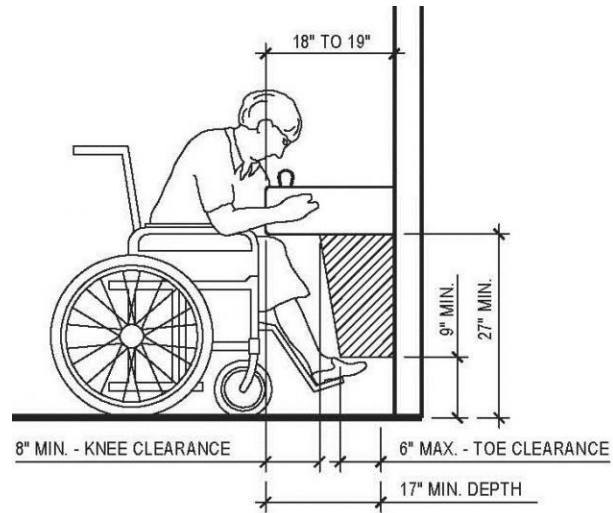
Reach ranges shall comply with 308.

Second Floor Conference Room**Finding: 15****Budget: \$2,400****Recommendation:**

Provide new drinking fountain to have knee clearance.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is not enough knee clearance under the drinking fountain.

The drinking fountain must have a clear knee space between the bottom of the drinking fountain and the floor not less than 27 inches in height, 30 inches in width, and 8 inches in depth.

Citation: 2010 ADAS Section 602.2

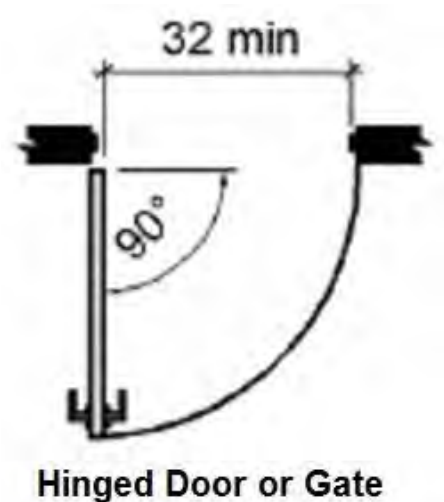
Units shall have a clear floor or ground space complying with 305 positioned for a forward approach and centered on the unit. Knee and toe clearance complying with 306 shall be provided.

Second Floor Conference Room**Finding: 16****Budget: \$2,000****Recommendation:**

Provide new door to have 32" clear width minimum.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The door opening is 28.5". The door opening does not provide at least 32 inches between the face of the door and the opposite stop.

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. 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.

Citation: 2010 ADAS Section 404.2.3

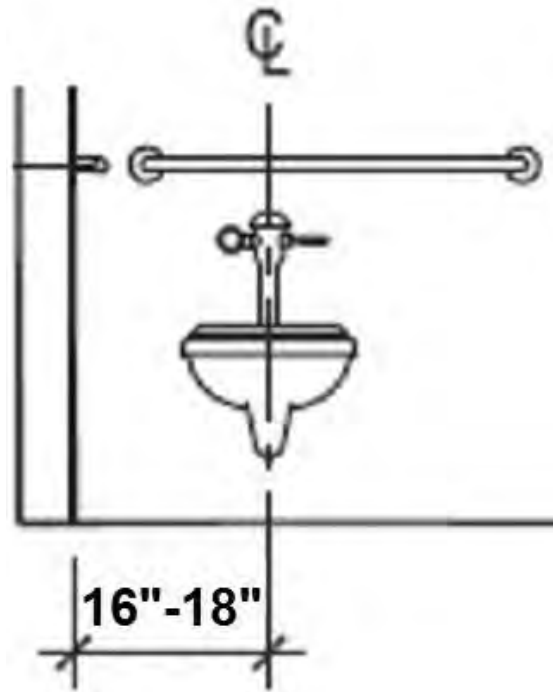
Door openings shall provide a clear width of 32 inches (815 mm) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches (610 mm) deep shall provide a clear opening of 36 inches (915 mm) minimum. There shall be no projections into the required clear opening width lower than 34 inches (865 mm) above the finish floor or ground. Projections into the clear opening width between 34 inches (865 mm) and 80 inches (2030 mm) above the finish floor or ground shall not exceed 4 inches (100 mm).

Second Floor Restroom**Finding: 17****Budget: \$11,500****Recommendation:**

Demo and install new ADA compliance restroom.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The toilet is 28" from the wall. The toilet is not located within the range allowed from the side wall or partition. The centerline of the toilet must be 16 to 18 inches from the side wall.

Citation: 2010 ADAS Section 604.2

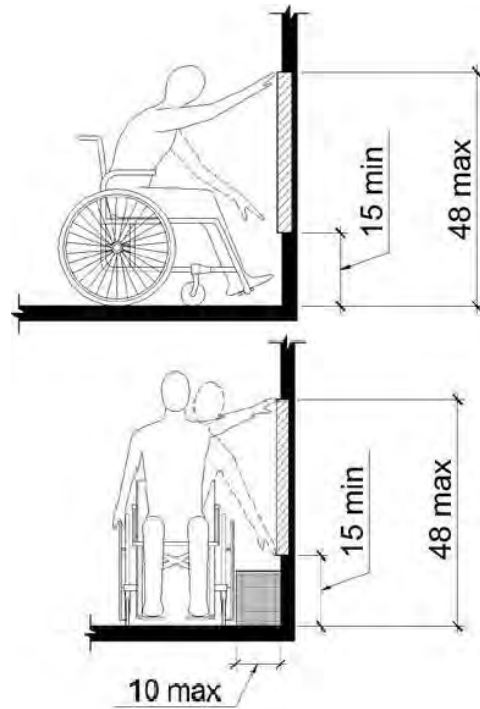
The water closet shall be positioned with a wall or partition to the rear and to one side. The centerline of the water closet shall be 16 inches (405 mm) minimum to 18 inches (455 mm) maximum from the side wall or partition, except that the water closet shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum from the side wall or partition in the ambulatory accessible toilet compartment specified in 604.8.2. Water closets shall be arranged for a left-hand or right-hand approach.

Second Floor Restroom**Finding: 18****Budget: Refer to Finding 17****Recommendation:**

Demo and install new ADA compliance restroom.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The soap dispenser is 54". The soap dispenser is positioned too high for either a side or front approach. 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.

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.

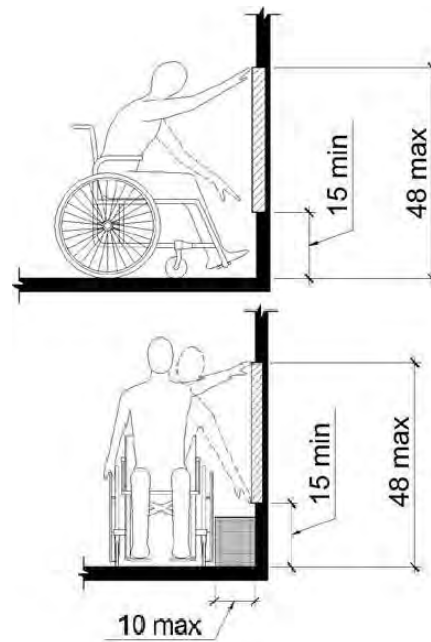
Citation: 2010 ADAS Section 308.1*Reach ranges shall comply with 308.*

Second Floor Restroom**Finding: 19****Budget: Refer to Finding 17****Recommendation:**

Demo and install new ADA compliance restroom.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The paper towel dispenser is 54" to bottom. The paper towel dispenser is positioned too high for either a side or front approach.

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.

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.

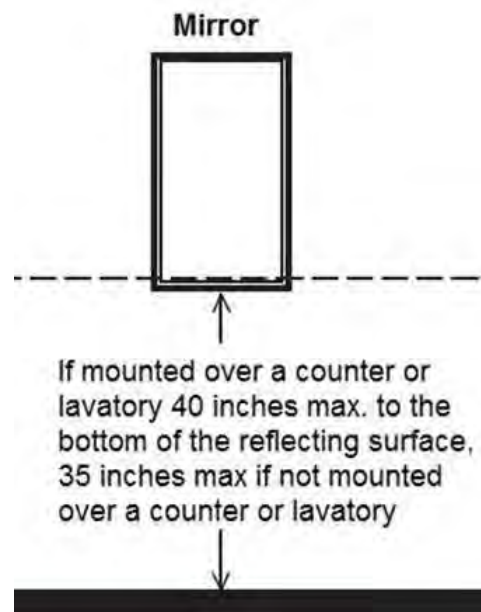
Citation: 2010 ADAS Section 308.1*Reach ranges shall comply with 308.*

Second Floor Restroom**Finding: 20****Budget: \$Refer to Finding 17****Recommendation:**

Demo and install new ADA compliance restroom.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is 48" to reflecting surface. The mirror is mounted too high.

Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 603.3

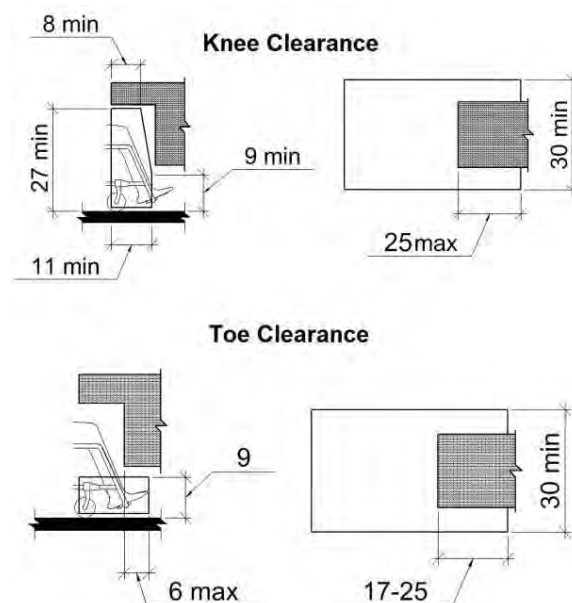
Mirrors located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 40 inches (1015 mm) maximum above the finish floor or ground. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches (890 mm) maximum above the finish floor or ground.

Second Floor Breakroom**Finding: 21****Budget: Refer to Finding 17****Recommendation:**

Demo and install new ADA compliance sink.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There is not knee and toe clearance provided at the sink.

The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground, and 8 inches deep minimum at 27 inches above the finish floor or ground.

The toe clearance is the space under the sink between the finish floor or ground and 9 inches above the finish floor 30 inches wide minimum.

Citation: 2010 ADAS Section 606.2

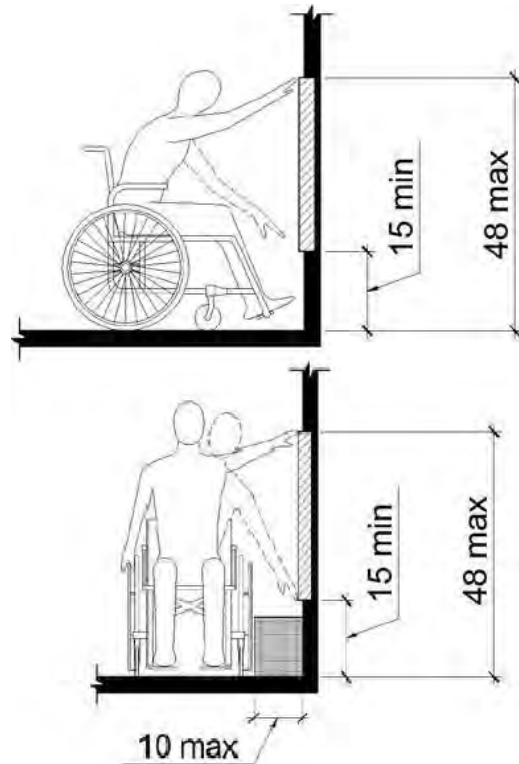
A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

Second Floor Breakroom**Finding: 22****Budget: \$700****Recommendation:**

Lower switch.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Throughout Building**Finding: 23****Budget: \$175****Recommendation:**

Provide lever type locksets.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

As Built:

There are round door knobs. The door/gate operating hardware is not accessible.

Hand-activated door/gate opening hardware, handles, pulls, latches, locks, and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping, tight pinching or twisting of the wrist to operate. Hardware shall be 34 inches minimum and 48 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 404.2.7

Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) 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.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - Public Works

PRIORITY 2 (Important)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$2,175	Total		
\$2,000	Second Floor Restroom	16	Provide new door to have 32" clear width minimum.
\$175	Throughout	23	Provide lever type locksets.

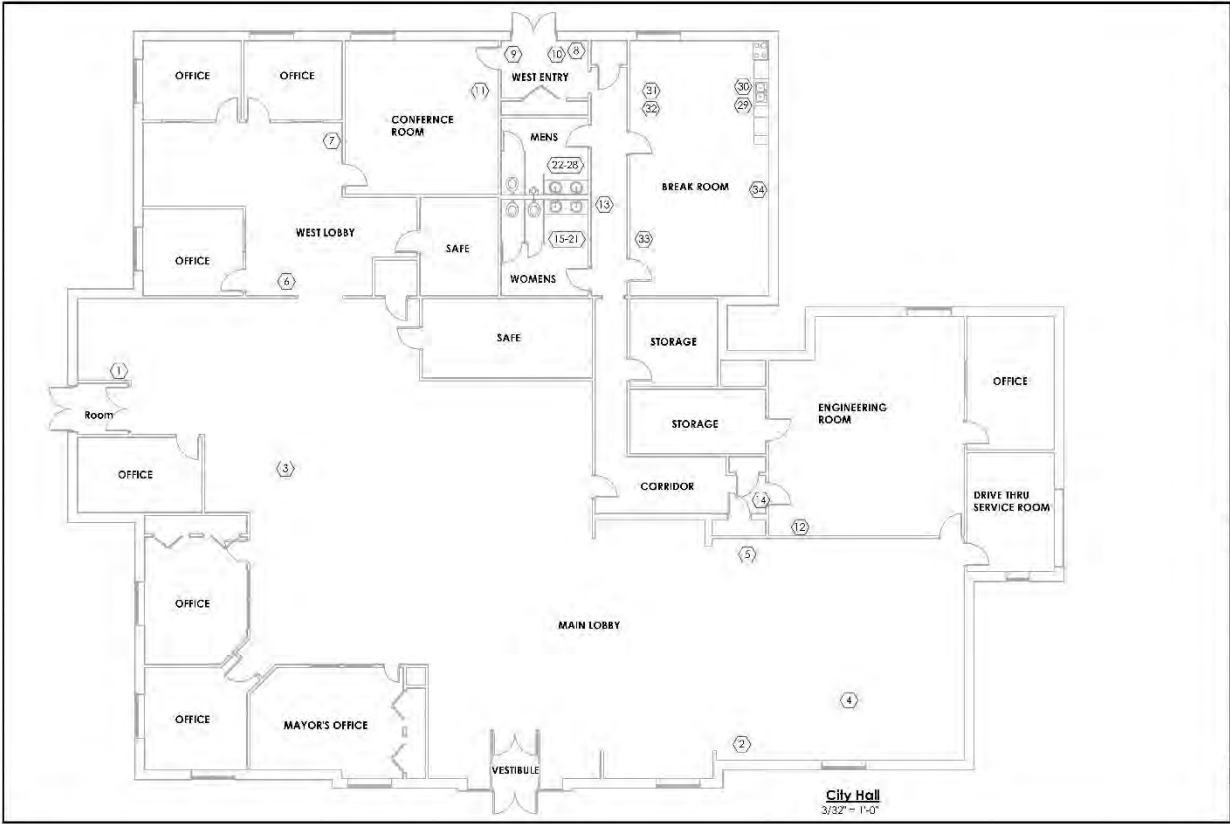
PRIORITY 4 (Low)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$48,800	Total		
\$30,300	First Floor Restroom	1-6	Demo and install ADA compliant restroom.
\$400	First Floor Breakroom	7-10	Relocate items.
\$2,400	First Floor Breakroom	11	Provide wheelchair accessible drinking fountain.
\$1,050	Second Floor Conference Room	12-14	Relocate items.
\$2,400	Second Floor Conference Room	15	Provide new drinking fountain.
\$11,550	Second Floor Restroom	17-21	Demo and install ADA compliant restroom.
\$700	Second Floor Restroom	22	Lower switch.

City Hall

109 University Street



Satellite View



TLM
ASSOCIATES
ARCHITECTS & ENGINEERS

for
CITY OF MARTIN, TN
Martin, Tennessee

City Hall

ADA PUBLIC BUILDINGS EVALUATION
ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/04/19
J-5978

A2.1

Architectural Findings

Main Lobby

Finding: 1

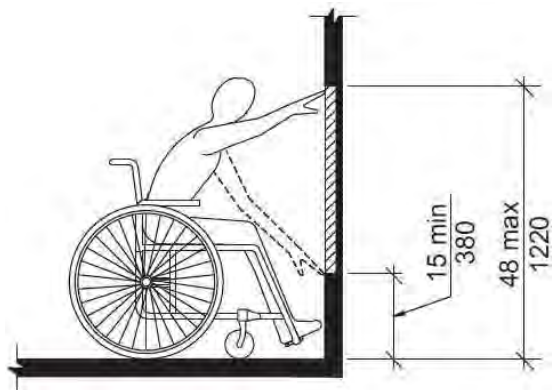
Budget: \$300

Recommendation:

Lower Alarm Keypad for all buttons to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

The alarm keypad is at south entry 51" to bottom. The clear floor space only allows for a forward approach and the alarm keypad is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

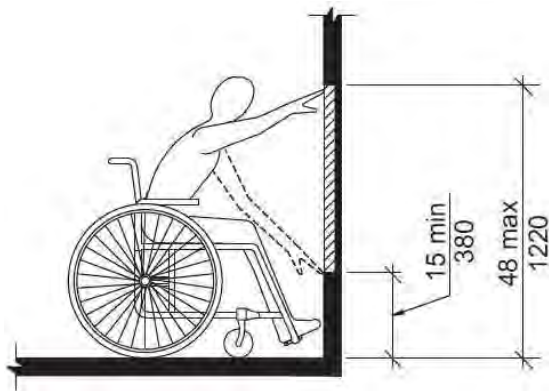
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Main Lobby**Finding: 2****Budget: \$75****Recommendation:**

Lower fire extinguisher for handle to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire extinguisher handle is at 55". The clear floor space only allows for a forward approach and the Fire Extinguisher is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

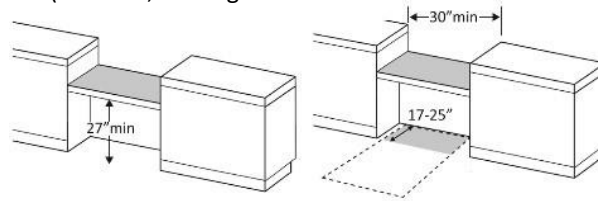
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Main Lobby**Finding: 3****Budget: \$4,500****Recommendation:**

Further design required for custom service station.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

There is no knee clearance provided. The transaction counter on south side of lobby provides for only a front approach.

Transaction counters shall be 28 to 36 inches high and a minimum of 30 inches wide and must extend the same depth as the sales or service counter top. Knee and toe space must be a minimum of 27 inches tall, 30 inches wide, and 17 inches deep.

Citation: 2010 ADAS Section 904.4.2

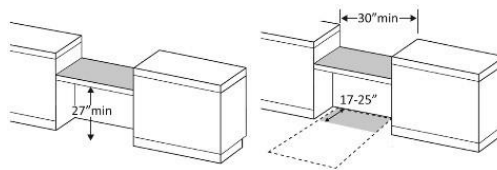
A portion of the counter surface that is 30 inches (760 mm) long minimum and 36 inches (915 mm) high maximum shall be provided. Knee and toe space complying with 306 shall be provided under the counter. A clear floor or ground space complying with 305 shall be positioned for a forward approach to the counter

Main Lobby**Finding: 4****Budget: \$5,700****Recommendation:**

Further design required for custom transaction counter.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

There is no knee clearance provided. The transaction counter on north side provides for only a front approach. Transaction counters shall be 28 to 36 inches high and a minimum of 30 inches wide and must extend the same depth as the sales or service counter top. Knee and toe space must be a minimum of 27 inches tall, 30 inches wide, and 17 inches deep.

Citation: 2010 ADAS Section 904.4.2

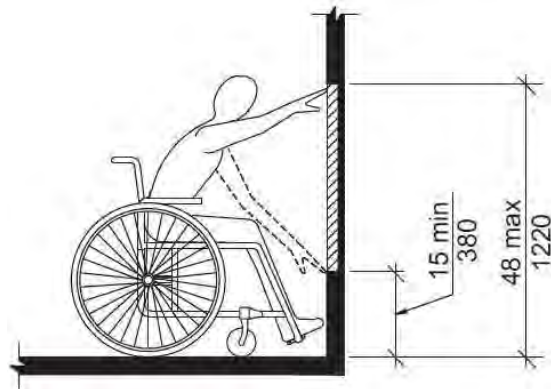
A portion of the counter surface that is 30 inches (760 mm) long minimum and 36 inches (915 mm) high maximum shall be provided. Knee and toe space complying with 306 shall be provided under the counter. A clear floor or ground space complying with 305 shall be positioned for a forward approach to the counter.

Main Lobby**Finding: 5****Budget: \$300****Recommendation:**

Lower thermostat for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The thermostat is 58" to bottom. The clear floor space only allows for a forward approach and the (XX) is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

West Lobby**Finding: 6****Budget: \$600****Recommendation:**

Lower switch to be max 48" AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switch is over 48". The light switch receptacle is greater than 48 inches above the finish floor.

Where a forward or side reach is unobstructed, the high reach shall be 48 inches maximum above the finished floor.

Citation: 2010 ADAS Section 308.2.1

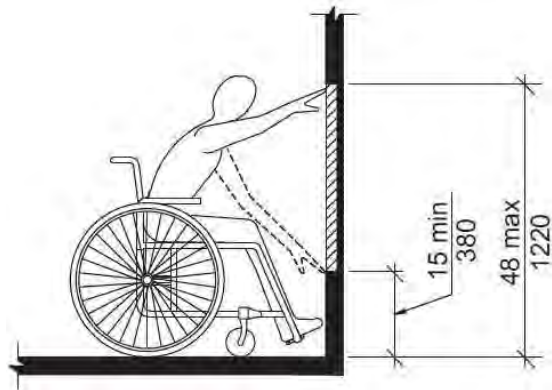
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

West Lobby**Finding: 7****Budget: \$300****Recommendation:**

Lower thermostat for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The thermostat is at 60" AFF. The clear floor space only allows for a forward approach and the thermostat is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

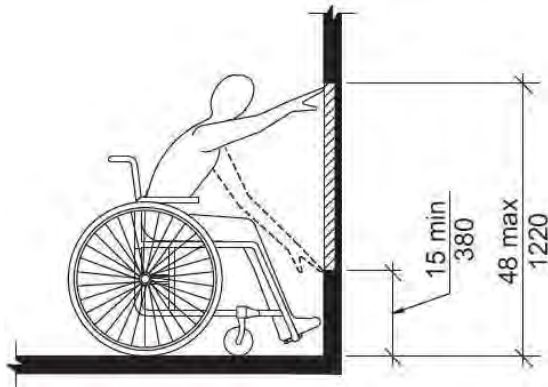
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

West Entry**Finding: 8****Budget: \$75****Recommendation:**

Lower Fire Extinguisher to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire extinguisher handle is at 59". The clear floor space only allows for a forward approach and the Fire Extinguisher is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

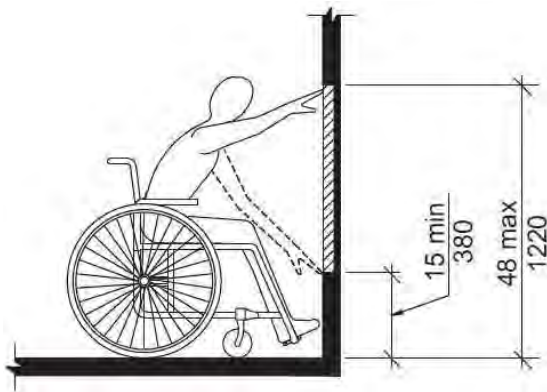
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

West Entry**Finding: 9****Budget: \$350****Recommendation:**

Lower alarm for all button to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The Alarm Pad is 54" to bottom. The clear floor space only allows for a forward approach and the alarm pad is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

West Entry**Finding: 10****Budget: \$300****Recommendation:**

Lower switch for top of switch to be 48" AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The switch top is at 51". The light switch receptacle is greater than 48 inches above the finish floor.

Where a forward or side reach is unobstructed, the high reach shall be 48 inches maximum above the finished floor.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Conference Room**Finding: 11****Budget: \$700****Recommendation:**

Lower switches for top of switches to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There are four light switches over 48". The light switch receptacle is greater than 48 inches above the finish floor. Where a forward or side reach is unobstructed, the high reach shall be 48 inches maximum above the finished floor.

Citation: 2010 ADAS Section 308.2.1

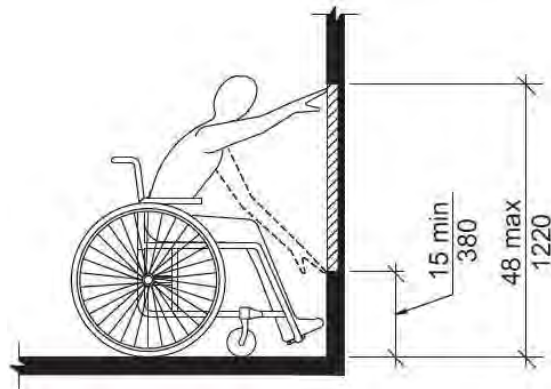
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Engineering Room**Finding: 12****Budget: \$300****Recommendation:**

Lower thermostat for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The thermostat is 57" to bottom. The clear floor space only allows for a forward approach and the thermostat is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

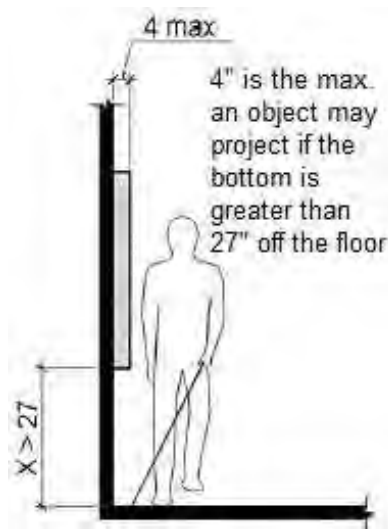
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Corridor**Finding: 13****Budget: \$75****Recommendation:**

Further design required for enclosing drinking fountains.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The drinking fountain projects 19" from wall. The drinking fountain projects more than 4 inches into the circulation path.

Wall-mounted objects that have leading edges between 27 inches and 80 inches from the floor must not project more than 4 inches into the circulation path. Protruding objects that extend to the floor or within 27 inches of the floor are cane detectable and are therefore not hazardous. Where it is necessary or desirable to have objects protrude from the wall, a manner of cane detection must be provided.

Citation: 2010 ADAS Section 307.2

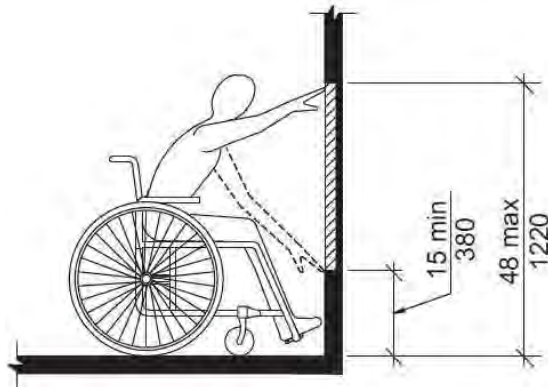
Objects with leading edges more than 27 inches (685 mm) and not more than 80 inches (2030 mm) above the finish floor or ground shall protrude 4 inches (100 mm) maximum horizontally into the circulation path.

East Corridor**Finding: 14****Budget: \$75****Recommendation:**

Lower fire extinguisher for handle to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire extinguisher is 60" to handle. The clear floor space only allows for a forward approach and the fire extinguisher is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

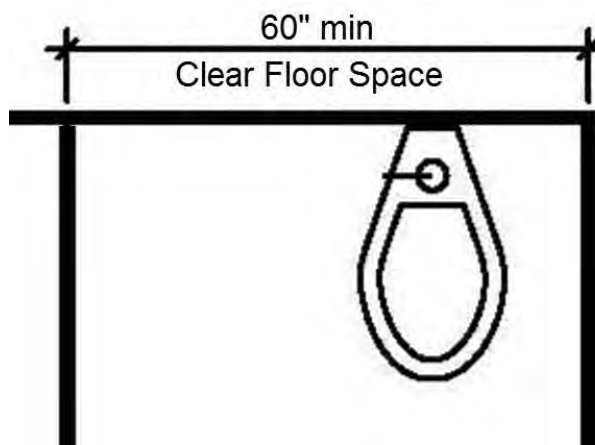
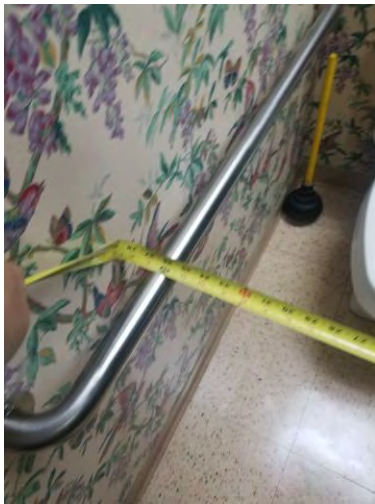
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Women's Restroom**Finding: 15****Budget: \$22,250****Recommendation:**

Further design required.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The compartment width is 3'-2". The toilet compartment is not wide enough.

Wheelchair accessible compartments shall be 60 inches wide minimum measured perpendicular to the side wall, and 56 inches deep minimum for wall hung water closets and 59 inches deep minimum for floor mounted water closets measured perpendicular to the rear wall.

Citation: 2010 ADAS Section 604.8.1.1

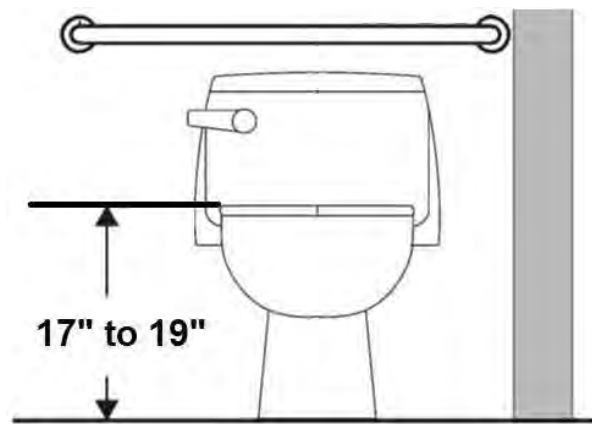
Wheelchair accessible compartments shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 56 inches (1420 mm) deep minimum for wall hung water closets and 59 inches (1500 mm) deep minimum for floor mounted water closets measured perpendicular to the rear wall. Wheelchair accessible compartments for children's use shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 59 inches (1500 mm) deep minimum for wall hung and floor mounted water closets measured perpendicular to the rear wall.

Women's Restroom**Finding: 16****Budget: Refer to Finding 15****Recommendation:**

Install new toilet with seat height to be within 17-19".

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The toilet seat is at 15". The toilet seat is not located within the range allowed off the floor.

The height of accessible water closets shall be a minimum of 17 inches and a maximum of 19 inches measured to the top of a maximum 2-inch high toilet seat.

Citation: 2010 ADAS Section 604.4

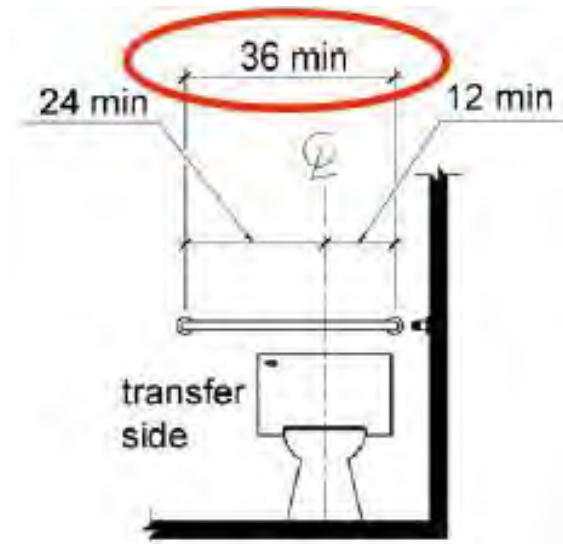
The seat height of a water closet above the finish floor shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum measured to the top of the seat. Seats shall not be sprung to return to a lifted position.

Women's Restroom**Finding: 17****Budget: Refer to Finding 15****Recommendation:**

Further design required to accommodate required floor space.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The rear grab bar is not a minimum 36 inches in length.

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 and the space between the grab bar and the top of the tank (any obstruction) shall be 1-1/2 inches minimum.

Citation: 2010 ADAS Section 604.5.2

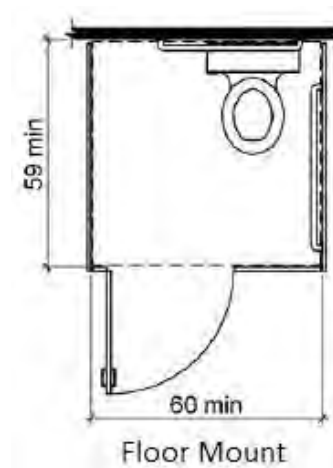
The rear wall grab bar shall be 36 inches (915 mm) long minimum and extend from the centerline of the water closet 12 inches (305 mm) minimum on one side and 24 inches (610 mm) minimum on the other side.

Women's Restroom**Finding: 18****Budget: Refer to Finding 15****Recommendation:**

Further design required.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

Clear floor space is not compliant, it is 3'-2" wide. The clear floor space at the toilet is noncompliant. Wheelchair accessible compartments shall be 60 inches wide minimum measured perpendicular to the side wall, and 59 inches deep minimum for floor mounted water closets measured perpendicular to the rear wall.

Citation: 2010 ADAS Section 604.8.1.1

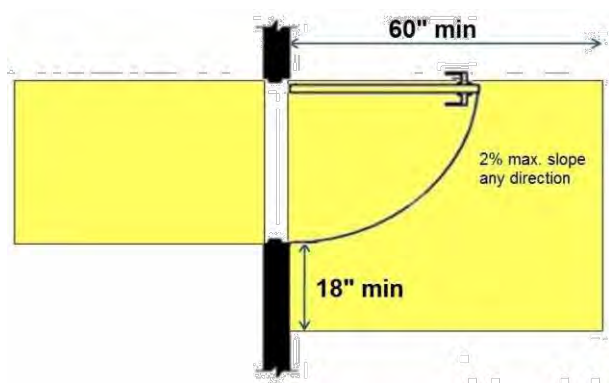
Wheelchair accessible compartments shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 56 inches (1420 mm) deep minimum for wall hung water closets and 59 inches (1500 mm) deep minimum for floor mounted water closets measured perpendicular to the rear wall. Wheelchair accessible compartments for children's use shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 59 inches (1500 mm) deep minimum for wall hung and floor mounted water closets measured perpendicular to the rear wall.

Women's Restroom**Finding: 19****Budget: Refer to Finding 15****Recommendation:**

Change door swing or shift door to meet door to wall distance requirement.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.

Maneuvering space for interior doors on the pull side with a front approach must be flat (2% max. slope in any direction) for a minimum distance of 60 inches in the direction of travel. The width of the maneuvering space must be as wide as the door plus an additional 18 inches on the latch side. This latch side clearance must also be flat (2% max. slope in any direction) and clear of obstructions.

Citation: 2010 ADAS Section 404.2.4.1*Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.*

Women's Restroom**Finding: 20****Budget: Refer to Finding 15****Recommendation:**

Lower switch for top to be 48" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The switch is at 50". The light switch receptacle is greater than 48 inches above the finish floor.

Where a forward or side reach is unobstructed, the high reach shall be 48 inches maximum above the finished floor.

Citation: 2010 ADAS Section 308.2.1

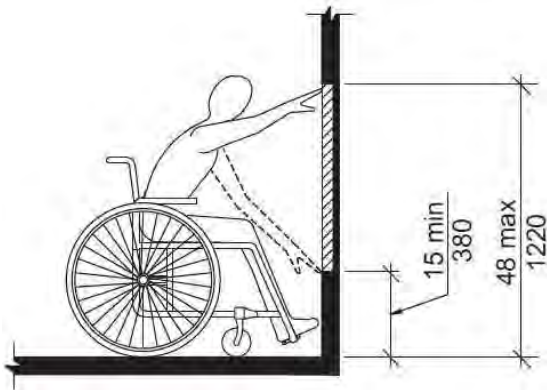
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Women's Restroom**Finding: 21****Budget: Refer to Finding 15****Recommendation:**

Lower or install new coat hook at 48" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The door hook is 66" high. The clear floor space only allows for a forward approach and the door hook is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

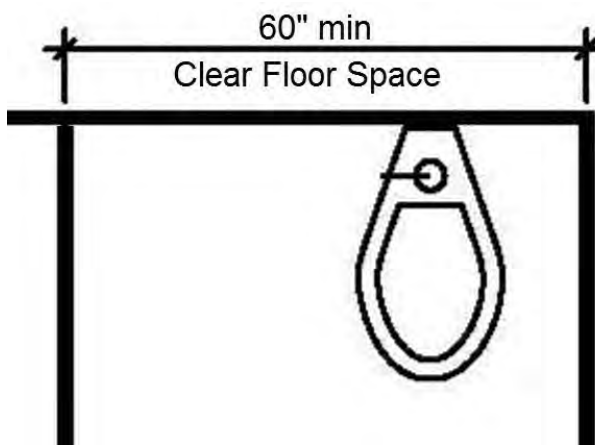
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Men's Restroom**Finding: 22****Budget: \$21,500****Recommendation:**

Further design required.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The toilet compartment has a width of 3'-4". The toilet compartment is not wide enough.

Wheelchair accessible compartments shall be 60 inches wide minimum measured perpendicular to the side wall, and 56 inches deep minimum for wall hung water closets and 59 inches deep minimum for floor mounted water closets measured perpendicular to the rear wall.

Citation: 2010 ADAS Section 604.8.1.1

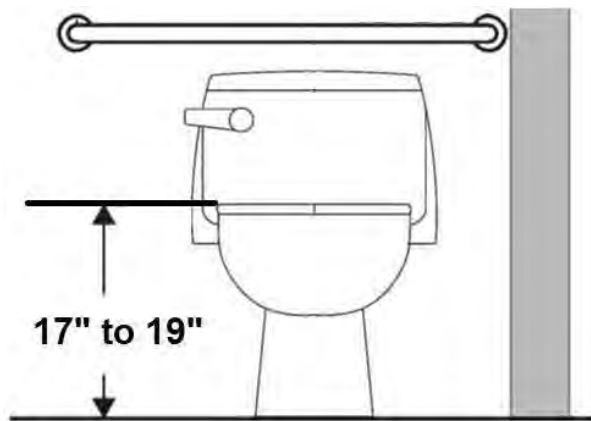
Wheelchair accessible compartments shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 56 inches (1420 mm) deep minimum for wall hung water closets and 59 inches (1500 mm) deep minimum for floor mounted water closets measured perpendicular to the rear wall. Wheelchair accessible compartments for children's use shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 59 inches (1500 mm) deep minimum for wall hung and floor mounted water closets measured perpendicular to the rear wall.

Men's Restroom**Finding: 23****Budget: Refer to Finding 22****Recommendation:**

Install new toilet with seat to be within 17-19" AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The toilet seat height is 15". The toilet seat is not located within the range allowed off the floor.

The height of accessible water closets shall be a minimum of 17 inches and a maximum of 19 inches measured to the top of a maximum 2-inch high toilet seat.

Citation: 2010 ADAS Section 604.4

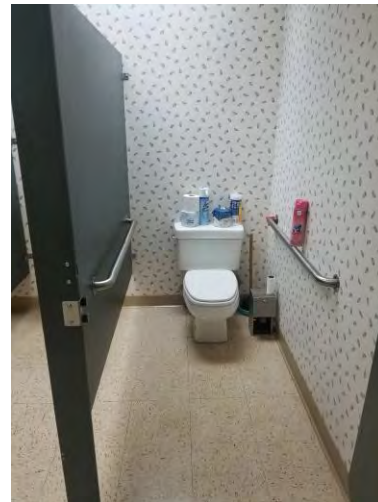
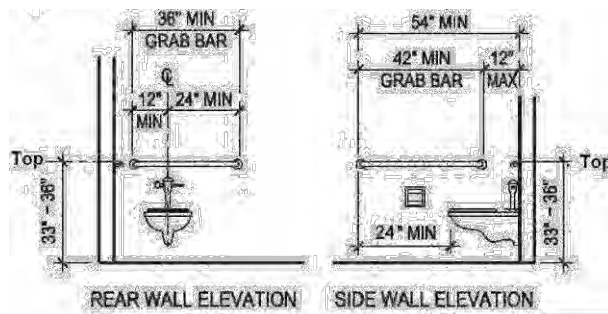
The seat height of a water closet above the finish floor shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum measured to the top of the seat. Seats shall not be sprung to return to a lifted position.

Men's Restroom**Finding: 24****Budget: Refer to Finding 22****Recommendation:**

Further design required to meet clear floor space and compliant grab bars.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The rear grab bar is missing.

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 and the space between the grab bar and the top of the tank (any obstruction) shall be 1-1/2 inches minimum.

Citation: 2010 ADAS Section 609.4

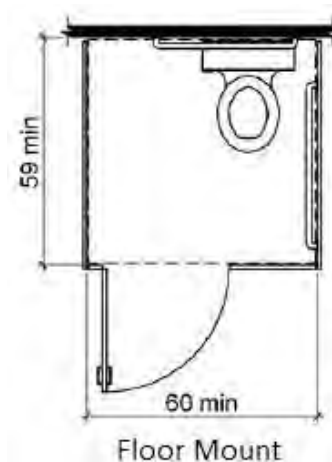
Grab bars shall be installed in a horizontal position, 33 inches (840 mm) minimum and 36 inches (915 mm) maximum above the finish floor measured to the top of the gripping surface, except that at water closets for children's use complying with 604.9, grab bars shall be installed in a horizontal position 18 inches (455 mm) minimum and 27 inches (685 mm) 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 or 607.4.2.1.

Men's Restroom**Finding: 25****Budget: Refer to Finding 22****Recommendation:**

Further design required.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The clear floor space has a width of 3'-4". The clear floor space at the toilet is noncompliant.

Wheelchair accessible compartments shall be 60 inches wide minimum measured perpendicular to the side wall, and 59 inches deep minimum for floor mounted water closets measured perpendicular to the rear wall.

Citation: 2010 ADAS Section 604.8.1.1

Wheelchair accessible compartments shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 56 inches (1420 mm) deep minimum for wall hung water closets and 59 inches (1500 mm) deep minimum for floor mounted water closets measured perpendicular to the rear wall. Wheelchair accessible compartments for children's use shall be 60 inches (1525 mm) wide minimum measured perpendicular to the side wall, and 59 inches (1500 mm) deep minimum for wall hung and floor mounted water closets measured perpendicular to the rear wall.

Men's Restroom**Finding: 26****Budget: Refer to Finding 22****Recommendation:**

Lower switch for top to be max 48" AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The top of the switch is 50". The light switch receptacle is greater than 48 inches above the finish floor.

Where a forward or side reach is unobstructed, the high reach shall be 48 inches maximum above the finished floor.

Citation: 2010 ADAS Section 308.2.1

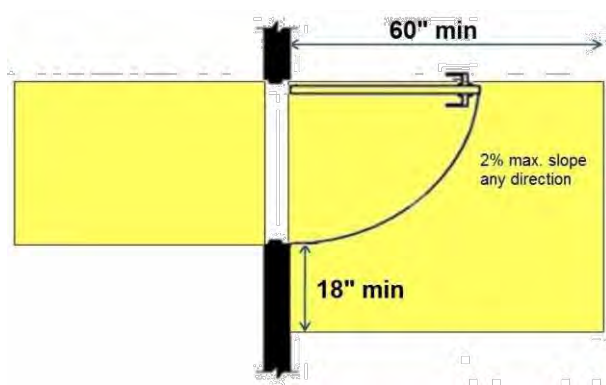
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Men's Restroom**Finding: 27****Budget: Refer to Finding 22****Recommendation:**

Change swing of shift door to meet door to wall distance requirement.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

There is 12" to the door. The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door.

Maneuvering space for doors or gates on the pull side with a front approach must be flat (2% max. slope in any direction) for a minimum distance of 60 inches in the direction of travel. The width of the maneuvering space must be as wide as the door or gate plus an additional 18 inches on the latch side. This latch side clearance must also be flat (2% max. slope in any direction) and clear of obstructions.

Citation: 2010 ADAS Section 404.2.4.1

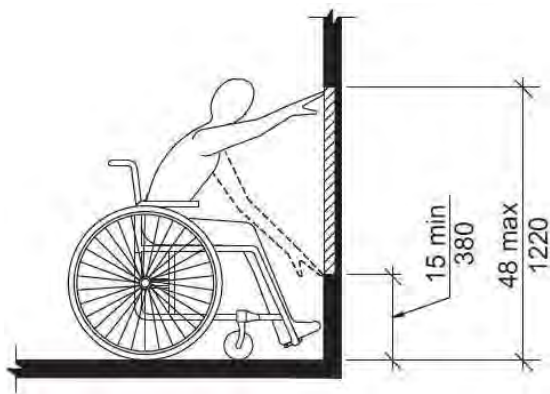
Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

Men's Restroom**Finding: 28****Budget: Refer to Finding 22****Recommendation:**

Lower coat hook.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The coat hook is at 66" AFF. The clear floor space only allows for a forward approach and the (XX) is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Break Room**Finding: 29****Budget: \$5,800****Recommendation:**

Provide new wall mounted sink counter at 34" AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The sink height is 36". The top of the sink is too high.

Sinks that are required to be accessible shall be a minimum 17 inches in horizontal depth and mounted with the rim or counter edge no higher than 34 inches above the finished floor.

Citation: 2010 ADAS Section 606.3

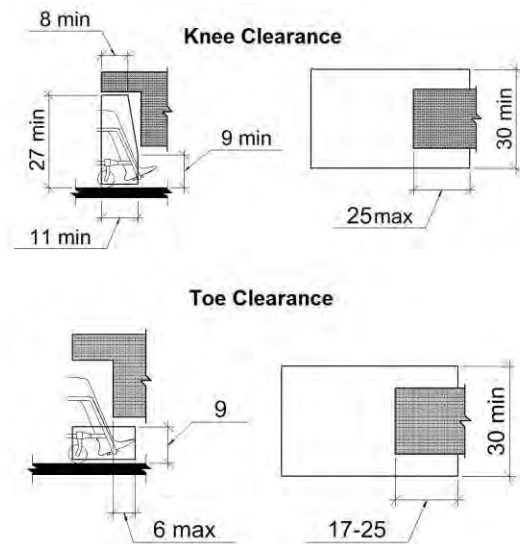
Lavatories and sinks shall be installed with the front of the higher of the rim or counter surface 34 inches (865 mm) maximum above the finish floor or ground.

Break Room**Finding: 30****Budget: Refer to Finding 29****Recommendation:**

Provide new wall mounted sink and counter-top with required ADA knee clearance.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

There is no knee or toe clearance provided at the sink.

The knee clearance shall be 11 inches deep minimum at 9 inches above the finish floor or ground, and 8 inches deep minimum at 27 inches above the finish floor or ground.

The toe clearance is the space under the sink between the finish floor or ground and 9 inches above the finish floor 30 inches wide minimum.

Citation: 2010 ADAS Section 606.2

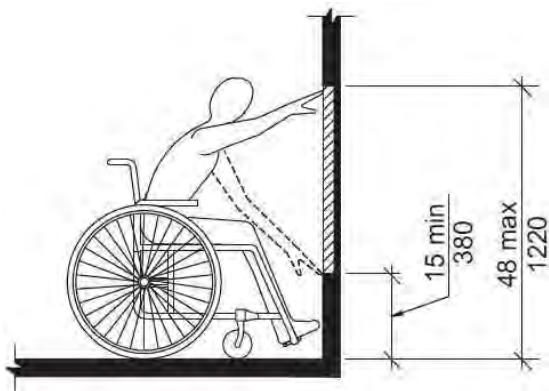
A clear floor space complying with 305, positioned for a forward approach, and knee and toe clearance complying with 306 shall be provided.

Break Room**Finding: 31****Budget: \$450****Recommendation:**

Lower telephone for all buttons to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technical violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The telephone is 55" to bottom. The clear floor space only allows for a forward approach and the telephone is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Break Room**Finding: 32****Budget: \$700****Recommendation:**

Lower switch for top to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The light switch receptacle is greater than 48 inches above the finish floor.

Where a forward or side reach is unobstructed, the high reach shall be 48 inches maximum above the finished floor.

Citation: 2010 ADAS Section 308.2.1

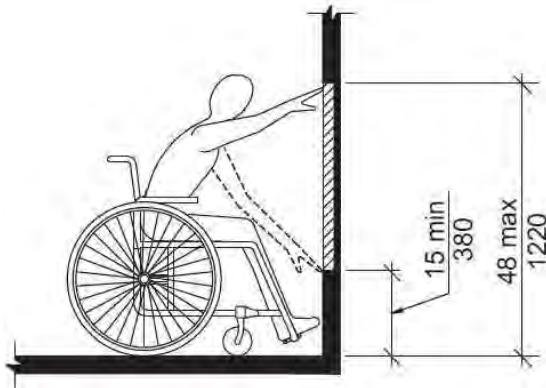
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground

Break Room**Finding: 33****Budget: Refer to Finding 31****Recommendation:**

Lower telephone for all buttons to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The clear floor space only allows for a forward approach and the Telephone is out of reach range. 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.

Citation: 2010 ADAS Section 308.2.1

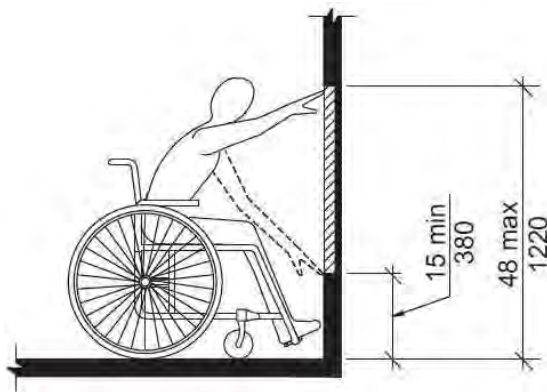
Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Break Room**Finding: 34****Budget: \$75****Recommendation:**

Lower Fire Extinguisher so that handle is 48" max AFF.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The fire extinguisher is at 60". The clear floor space only allows for a forward approach and the Fire Extinguisher is out of reach range.

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.

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Civil Findings

East Parking and Entrance

Finding: 1

Budget: \$4,000

Recommendation:

Resurface to provide firm, stable surface that is <2% in all directions for 2 spaces and access aisle.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The surfaces of the accessible parking spaces and access aisles are not firm, stable, and slip resistant. Floor and ground surfaces shall be stable, firm, and slip resistant

Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.

Citation: 2010 ADAS Section 502.4

Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.

2010 ADAS Section 302.1

Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.

East Parking and Entrance**Finding: 2****Budget: \$250****Recommendation:**

Both spaces must have signage. One must designate van accessible.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The van stall is missing a sign identifying it as a van accessible stall.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible."

Citation: 2010 ADAS Section 502.6

Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

East Parking and Entrance**Finding: 3****Budget: \$3,000****Recommendation:**

Replace sidewalk to provide cross slope < 2%.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The cross slope of the pedestrian access route is excessive. The cross slope of pedestrian access routes shall be 2 percent maximum.

Sidewalk north of eastern entrance. Not the "accessible route" from the accessible parking to the entrance, but still cannot exceed 2%.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

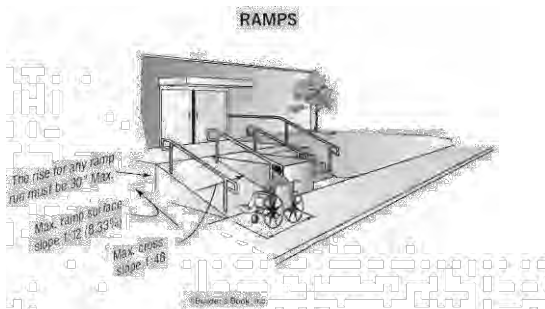
Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

East Parking and Entrance**Finding: 4****Budget: \$1,200****Recommendation:**

Replace ramp to provide smooth surface with no changes in elevation of $>1/4"$ and slope $<8.33\%$.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The ramp south of eastern entrance at parking lot 8.5%, and it also change in elevation greater than $1/4"$. The ramps slope exceeds the maximum running slope (direction of travel) allowable of 8.33%. Ramps should have the least possible slope but in no case more than 8.3% (1:12).

Citation: 2010 ADAS Section 405.2

Ramp runs shall have a running slope not steeper than 1:12.

University Street Entrance**Finding: 5****Budget: \$1,400****Recommendation:**

Replace 3 panels 15'x6' beginning at 3rd panel east of University Street entrance.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The sidewalk approaching southern entrance and the cross slope of the pedestrian access route is excessive. Three panels exceed 2%, up to 3%. The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

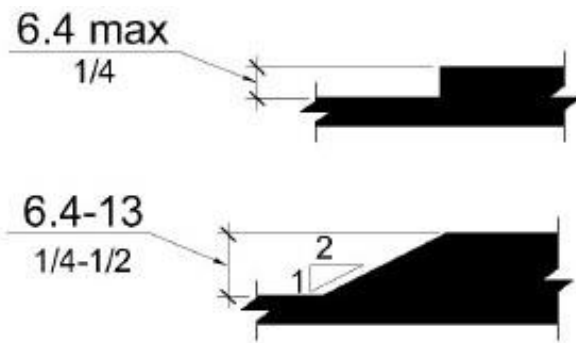
Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

University Street Entrance**Finding: 6****Budget: \$1,900****Recommendation:**

Replace 19'x6'. Note- Could replace 19x6 for compliance or all for aesthetics (19'x18')

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled.

Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

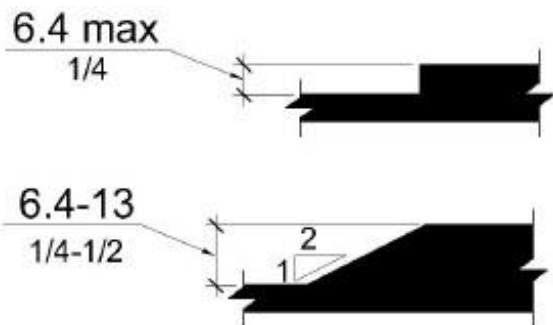
University Street Entrance**Finding: 7****Budget: \$500****Recommendation:**

Replace 5'x6' panel.

Notes - Not on accessible route from accessible parking to accessible entrance.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The panel settled creating $> 1/4"$ of discontinuity.

The surface of the pedestrian access route has vertical discontinuities greater than $1/2$ inch or between $1/4$ inch and $1/2$ inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - City Hall

PRIORITY 2 (High)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$10,200	Total		
\$4,500	Main Lobby	3	Further design required for custom service station.
\$5,700	Main Lobby	4	Further design required for custom transaction counter.

PRIORITY 3 (Moderate)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$48,625	Total		
\$300	Main Lobby	1	Lower alarm keypad for all buttons to be 48" max AFF.
\$22,250	Women's Restroom	15-21	Further design required.
\$21,500	Men's Restroom	22-30	Further design required.
\$75	Break Room	34	Lower Fire Extinguisher so that handle is 48" max AFF.
\$4,000	East Parking and Entrance	1	Resurface to provide firm, stable surface that is <2% in all directions for 2 spaces and access aisle.
\$500	University Street Entrance	7	Replace 5'x6' panel.

PRIORITY 4 (Low)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$12,350	Total		
\$300	Main Lobby	1	Lower Alarm Keypad for all buttons to be 48" max AFF.

\$75	Main Lobby	2	Lower fire extinguisher for handle to be 48" max AFF.
\$300	Main Lobby	5	Lower thermostat for all operable components to be 48" max AFF.
\$600	Main Lobby	6	Lower switch for 48" max AFF.
\$300	West lobby	7	Lower thermostat for all operable components to be 48" max AFF.
\$75	West Entry	8	Lower fire extinguisher to be 48" max AFF.
\$350	West Entry	9	Lower alarm for all button to be 48" max AFF.
\$300	West Entry	10	Lower switch for top of switch to be 48" AFF.
\$700	Conference Room	11	Lower switches for top of switches to be 48" max AFF.
\$300	Engineering Room	12	Lower thermostat fir all operable components to be 48" max AFF.
\$75	Corridor	13	Further design required for enclosing drinking fountains.
\$75	Corridor	14	Lower fire extinguisher to be 48" max AFF.
\$450	Breakroom	31 & 33	Lower telephone for all buttons to be 48" max AFF.
\$700	Breakroom	32	Lower switch for top to be 48" max AFF.
\$250	East Parking and Entrance	2	Both spaces must have signage. One must designate van accessible.
\$3,000	East Parking and Entrance	3	Replace sidewalk to provide cross slope < 2%.
\$1,200	East Parking and Entrance	4	Replace ramp to provide smooth surface with no changes in elevation of >1/4" and slope <8.33%.
\$1,400	University Street Entrance	5	Replace 3 panels 15'x6' beginning at 3rd panel east of University Street entrance.
\$1,900	University Street Entrance	6	Replace 19'x6'.

Virginia Weldon Park

Central & Park Street



Civil Findings

Small Composite Playground

Lat: 36.3408761000, Long: -88.8502112000

Finding: 1

Budget: \$7,000

Recommendation:

Play structure is not accessible. Missing accessible route to structure. Does not have required transfer platform or ramp to play components. To bring structure into compliance, provide these two deficient items.

Barrier Priority: 4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)



As Built:

An unobstructed transfer space to the platform has not been provided.

A transfer space 30 inch minimum by 48 inch minimum shall be provided adjacent to the transfer platform. The 48 inch long minimum dimension of the transfer space shall be centered on and parallel to the 24 inch long minimum side of the transfer platform. The side of the transfer platform serving the transfer space shall be unobstructed.

Accessible play components provided on an accessible route at alternate location on site.

Citation: 2010 ADAS Section 1008.3.1.3

A transfer space complying with 305.2 and 305.3 shall be provided adjacent to the transfer platform. The 48 inch (1220 mm) long minimum dimension of the transfer space shall be centered on and parallel to the 24 inch (610 mm) long minimum side of the transfer platform. The side of the transfer platform serving the transfer space shall be unobstructed.

Stage**Lat:** 36.3409200000, **Long:** -88.8502200000**Finding:** 2**Budget:** \$8,000**Recommendation:** Provide accessible route and ADA compliant bleachers or tables.**Barrier Priority:** 1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)**As Built:**

There is no accessible route to stage seating. The adjacent concrete is non-compliant.

The outdoor seating area is not on an accessible route.

At least 5% of the seating in each functional area must be accessible. An accessible table must be on an accessible route (36 inches minimum) and have knee spaces at least 27 inches high, 30 inches wide and 19 inches deep. The tops of tables and counters must be 28 inches to 34 inches from the floor or ground.

Citation: 2010 ADAS Section 226.1

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. In addition, where work surfaces are provided for use by other than employees, at least 5 percent shall comply with 902.

Parking Lot

Lat: 36.3413800000, **Long:** -88.8505400000


Finding: 3

Budget: \$3,000

Recommendation:

Provide van accessible parking stall with access aisle and signage.

Barrier Priority: 1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)



208.2 Parking Spaces

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

As Built:

There are no accessible parking stalls.

Each lot where parking is provided for the public as clients, guests or employees, shall provide accessible parking and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance.

A minimum of one accessible stall is required and it must be sized and designated as a van accessible stall.

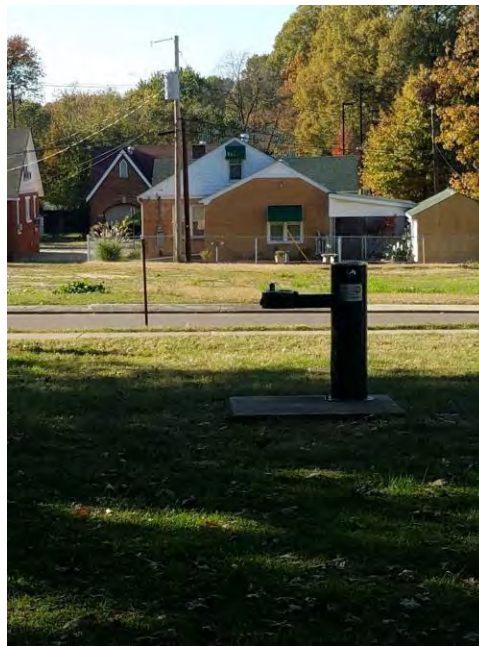
Citation: 2010 ADAS Section 208.2.4

For every six or fraction of six parking spaces required by 208.2 to comply with 502, at least one shall be a van parking space complying with 502.

Parking Green Space**Lat: 36.3409600000, Long: -88.8506200000****Finding: 4****Budget: \$800****Recommendation:**

Provide accessible route to fountain.

Barrier Priority: 1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The drinking fountain is not on an accessible route of travel.

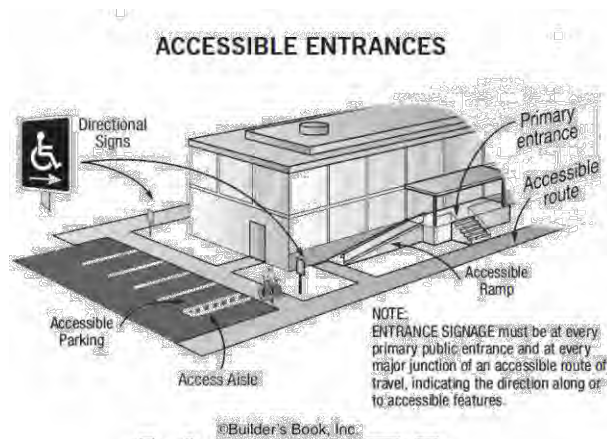
Citation:2010 ADAS Section 206.2.4

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.

Parking Space Green**Lat: 36.3410900000, Long: -88.8507500000****Finding: 5****Budget: \$6,000****Recommendation:**

Provide accessible route and ADA compliant table and amenities.

Barrier Priority: 1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route to the picnic elements.

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

At least 5% of the seating in each functional area must be accessible.

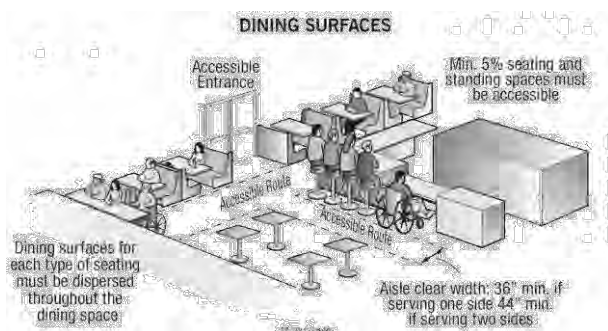
Citation: 2010 ADAS Section 206.2.2

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

Parking Green Space**Lat: 36.3412400000, Long: -88.8503900000****Finding: 6****Budget: \$5,000****Recommendation:**

Provide accessible route and ADA compliant table and amenities.

Barrier Priority: 1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There are no accessible dining surfaces.

Dining surfaces shall be dispersed throughout the space or facility in each functional area containing dining surfaces. 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 provide a clear floor space positioned for a forward approach and knee and toe clearance. The tops of dining surfaces shall be 28 inches minimum and 34 inches maximum above the finish floor or ground.

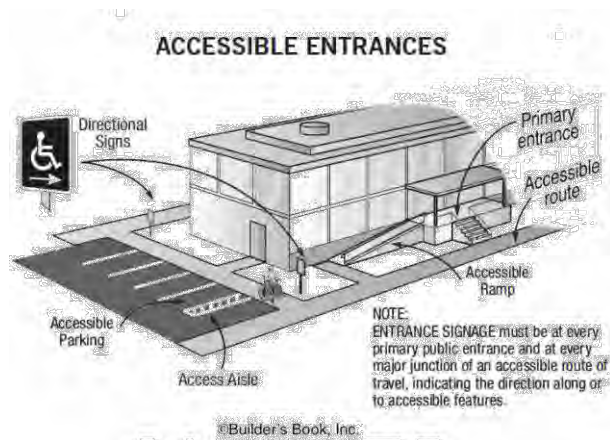
Citation: 2010 ADAS Section 226.1

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. In addition, where work surfaces are provided for use by other than employees, at least 5 percent shall comply with 902.

No area description**Lat: 36.3411700000, Long: -88.8503600000****Finding: 7****Budget: \$3,000****Recommendation:**

Provide accessible route from parking or public way.

Barrier Priority: 1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

There is no accessible route to the caboose.

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

Citation: 2010 ADAS Section 206.2.2

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

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - Virginia Weldon Park

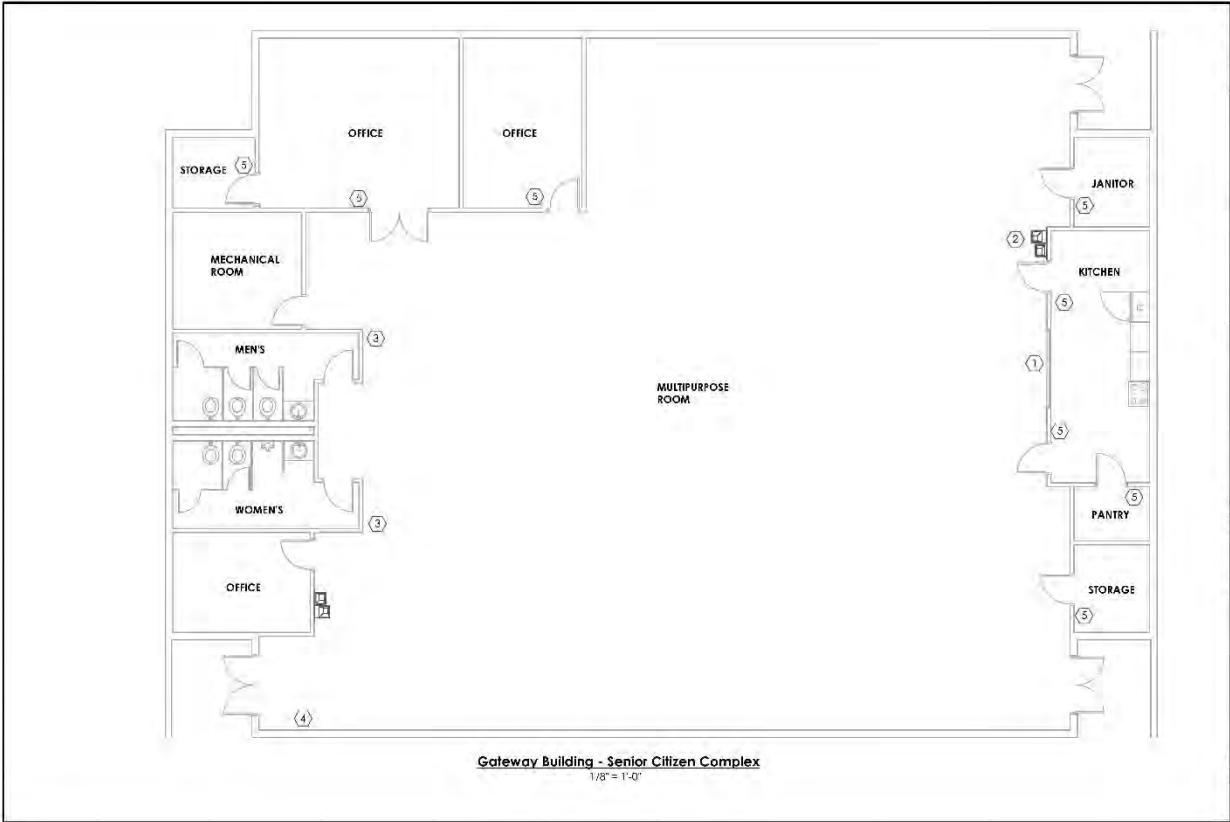
PRIORITY 1 (High)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$25,800	Total		
\$8,000	Stage	2	Provide accessible route and ADA complaint bleachers or tables.
\$3,000	Parking Lot	3	Provide van accessible parking stall with access aisle and signage.
\$800	Parking Green Space	4	Provide accessible route to fountain.
\$6,000	Parking Green Space	5	Provide accessible route and ADA complaint table and amenities.
\$5,000	Parking Green Space	6	Provide accessible route and ADA complaint table and amenities.
\$3,000	No area description	7	Provide accessible route from parking or public way.

PRIORITY 4 (Low)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$7,000	Total		
\$7,000	Small Composite Playground	1	Provide accessible route to structure by transfer platform or ramp to play components.

Gateway Center

813 N Lindell





TLM
ASSOCIATES
ARCHITECTS

for
CITY OF MARTIN, TN
Martin, Tennessee

Gateway Building
ADA PUBLIC BUILDINGS EVALUATION
ARCHITECTURAL & SITE FINDINGS W/ RECOMMENDATIONS

11/16/19
J-5978

A4.1

Architectural Findings

Multipurpose Room

Finding: 1

Budget: \$6,500

Recommendation:

Lower Countertop max to 34" AFF.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



As Built:

The countertop is at 43.5". The kitchen countertop is too high.

The kitchen work surface shall be 34 inches maximum above the finish floor or ground.

Citation: 2010 ADAS Section 804.3.2

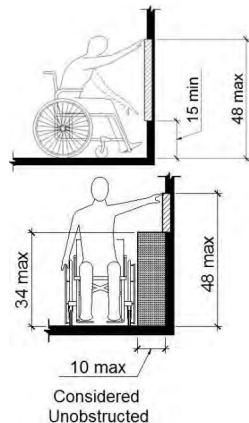
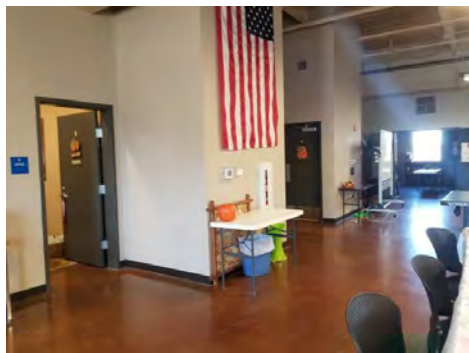
The kitchen work surface shall be 34 inches (865 mm) maximum above the finish floor or ground.

Multipurpose Room**Finding: 2****Budget: \$300****Recommendation:**

Lower thermostat for all operable components to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The bottom of the thermostat is at 48". The thermostat is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

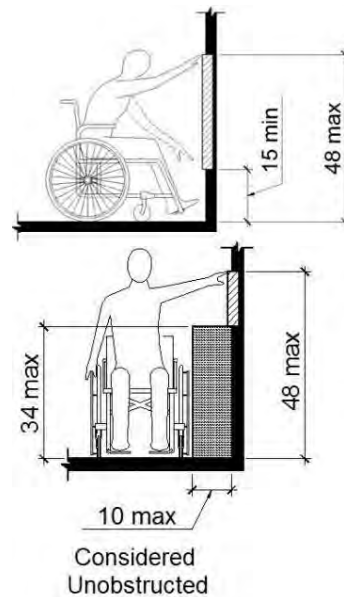
Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Multipurpose Room**Finding: 3****Budget: \$2,050****Recommendation:**

Lower fire alarm "pull down" to 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The fire alarm "pull down" is at 50" AFF is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

2010 ADAS Section 308.3.1

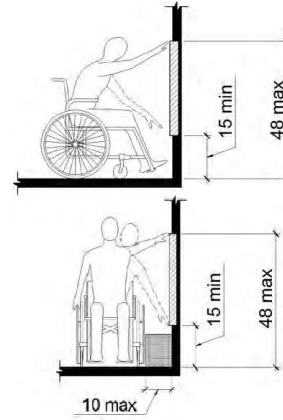
Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1220 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Throughout**Finding: 4****Budget: \$****Recommendation:**

Lower all switches for top of switches to be 48" max AFF.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

All switches are at 50" AFF.

The receptacle/switch is not positioned correctly for either a side or front approach.

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

Citation: 2010 ADAS Section 308.2.1

Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

Civil Findings

Gateway Parking

Finding: 1

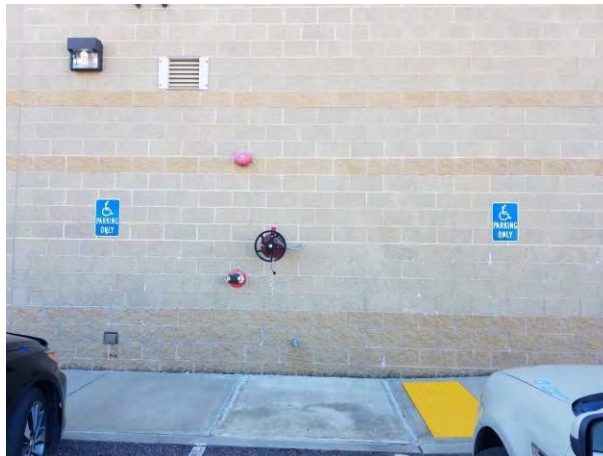
Budget: \$150

Recommendation:

Install correct signage.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



As Built:

The van stall is missing a sign identifying it as a van accessible stall.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible."

Citation: 2010 ADAS Section 502.6

Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

Senior Center Parking**Finding: 2****Budget: \$600****Recommendation:**

Upgrade to van accessible sign. Raise sign to compliant height. Restripe stalls.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The van stall is missing a sign identifying it as a van accessible stall.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible."

Citation: 2010 ADAS Section 502.6

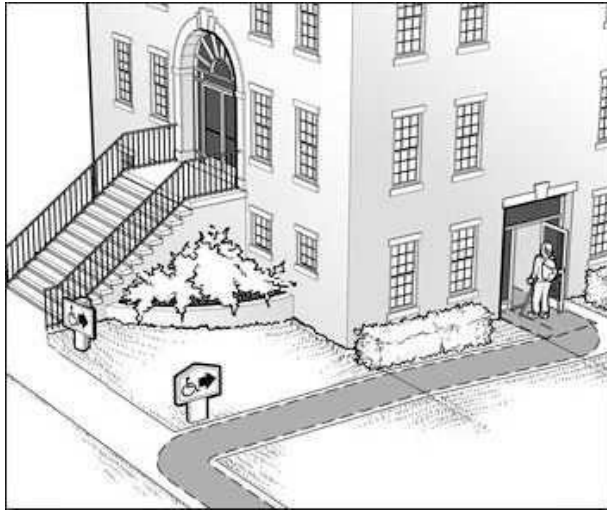
Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

Senior Center Parking**Finding: 3****Budget: \$3,000****Recommendation:**

Provide accessible route from accessible parking stall or access aisle to entrance.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The building entrance is not located on an accessible route. The ramp provided is not accessible from parking space. When a building, or portion of a building, is required to be accessible, an accessible route of travel shall be provided to all portions of the building, to accessible building entrances and between the building and the public way. All walks, halls, corridors, aisles, skywalks, tunnels, and other spaces that are part of an accessible route must comply. An accessible route of travel must not pass through kitchens, storage rooms, restrooms, closets or other spaces used for similar purposes. At least one accessible route within the boundary of the site must be provided from public transportation stops, accessible parking and accessible passenger loading zones and public streets or sidewalks to the accessible building entrance they serve. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public. At least one accessible route shall connect accessible buildings, facilities, elements and spaces that are on the same site. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements.

Citation: 2010 ADAS Section 206.2.1

At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve.

Public Works Parking

Finding: 4

Budget: \$3,000

Recommendation:

Provide striping and signage.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000



As Built:

There are no accessible parking stalls.

Each lot where parking is provided for the public as clients, guests or employees, shall provide accessible parking and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. There are a total of (30) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (2) accessible stalls with a minimum of (1) being designed as van accessible.

Citation: 2010 ADAS Section 208.2

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.

Public Works Warehouse Parking

Finding: 5

Budget: \$9,500

Recommendation:

Resurface, stripe, provide signage.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

208.2 Parking Spaces	
Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000



As Built:

There are no accessible parking stalls or signage provided. No level pavement.

Each lot where parking is provided for the public as clients, guests or employees, shall provide accessible parking and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance.

A minimum of one accessible stall is required and it must sized and designated as a van accessible stall.

Citation: 2010 ADAS Section 208.2.4

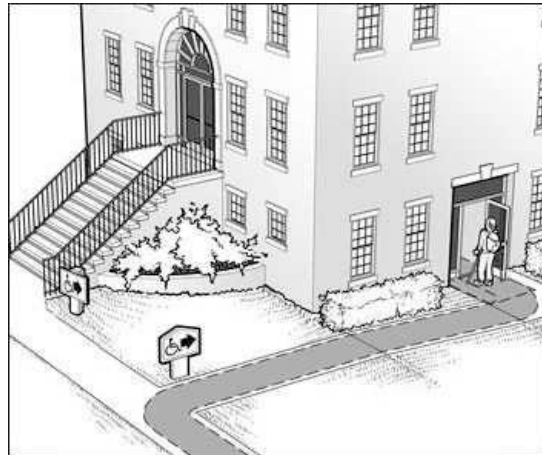
For every six or fraction of six parking spaces required by 208.2 to comply with 502, at least one shall be a van parking space complying with 502.

Public Works Warehouse Parking**Finding: 6****Budget: \$12,000****Recommendation:**

Provide ramp access to entrance.

Barrier Priority:

1 (High): Should be completed immediately. (Includes; Findings that have little or no cost, were in violation of the codes at the time of construction, or pose an imminent safety threat)

**As Built:**

The building entrance is not located on an accessible route. 5 steps at door entrance. 2" threshold.

When a building, or portion of a building, is required to be accessible, an accessible route of travel shall be provided to all portions of the building, to accessible building entrances and between the building and the public way.

All walks, halls, corridors, aisles, skywalks, tunnels, and other spaces that are part of an accessible route must comply. An accessible route of travel must not pass through kitchens, storage rooms, restrooms, closets or other spaces used for similar purposes. At least one accessible route within the boundary of the site must be provided from public transportation stops, accessible parking and accessible passenger loading zones and public streets or sidewalks to the accessible building entrance they serve.

The accessible route shall, to the maximum extent feasible, coincide with the route for the general public. At least one accessible route shall connect accessible buildings, facilities, elements and spaces that are on the same site. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements.

Citation: 2010 ADAS Section 206.2.1

At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - Gateway Center

PRIORITY 1 (High)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$18,00	Total		
\$3,000	Senior Center Parking	3	Provide accessible route from accessible parking stall or access aisle to entrance.
\$3,000	Public Works Parking	4	Provide striping and signage.
\$12,000	Public Works Warehouse Parking	6	Provide ramp access to entrance.

PRIORITY 2 (Important)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$16,750	Total		
\$6,500	Multipurpose Room	1	Lower Countertop max to 34" AFF.
\$150	Gateway Parking	1	Install correct signage.
\$600	Senior Gateway Parking	2	Upgrade van accessible sign. Raise sign to compliant height. Restripe stalls.
\$9,500	Public Works Warehouse Parking	5	Resurface, stripe, provide signage.

PRIORITY 4 (Low)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$4,850	Total		
\$300	Multipurpose Room	2	Lower thermostat for all operable components to be 48" max AFF.
\$2,050	Multipurpose Room	3	Lower fire alarm pull down to 48" max AFF.
\$2,500	Throughout	4	Lower all switches for top of switches to be 48" max AFF.

Farmers Market

Frederick Street



Civil Findings

Parking

Finding: 1

Budget: \$1,500

Recommendation:

Van accessible space (striping and signage) can be added with access aisle in first two spaces near farmers market adjacent to railroad tracks.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000



As Built:

There are no accessible parking stalls.

Each lot where parking is provided for the public as clients, guests or employees, shall provide accessible parking and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. There is a total of (25) parking stalls in the parking lot that could be reasonably associated with this facility. There should be a minimum of (1) accessible stalls with a minimum of (1) being designed as van accessible.

Citation: 2010 ADAS Section 208.2

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.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - Farmer’s Market

PRIORITY 3 (Moderate)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$1,500	Total		
\$1,500	Parking	1	Van accessible space (striping and signage) can be added with access aisle in first two spaces near farmers market adjacent to railroad tracks.

Brian Brown Park

Main Street



Brian Brown Park

MAIN STREET

Civil Findings

Frederick Street Parking

Finding: 1

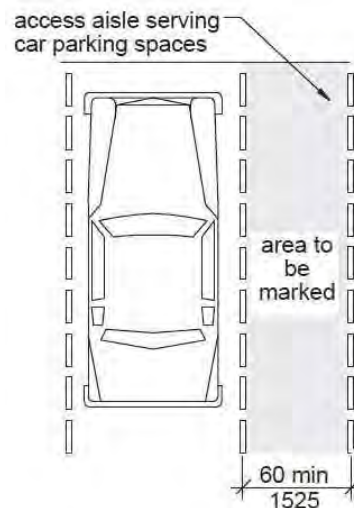
Budget: \$1,000

Recommendation:

Restripe to provide compliant parking and access aisle for van accessible space.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)



As Built:

The access aisle is missing at the accessible parking stall.

Access aisles serving parking spaces shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.

Citation: 2010 ADAS Section 502.2

Car parking spaces shall be 96 inches (2440 mm) wide minimum and van parking spaces shall be 132 inches (3350 mm) wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with 502.3.

Frederick Street Parking**Finding: 2****Budget: \$150****Recommendation:**

Provide van sign at accessible space.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

There are 15 spaces with only 1 being striped, and no van sign. The van stall is missing a sign identifying it as a van accessible stall.

Parking space identification signs shall include the International Symbol of Accessibility. Signs identifying van parking spaces shall contain the designation "van accessible."

Citation: 2010 ADAS Section 502.6

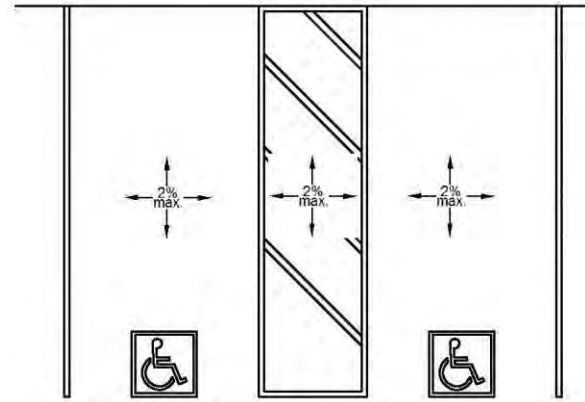
Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

Frederick Street Planning**Finding: 3****Budget: \$3,000****Recommendation:**

Parking should be resurfaced and restriped to provide <2% slope in all directions with proper width parking and access aisle.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The van slot varies up to 3.8% The cross slopes (narrow dimension) and/or running slopes (long dimension) of the accessible stall exceeds 2%.

The running slope and the cross slope in an accessible parking stall and the access aisle must not exceed 2%.

Citation: 2010 ADAS Section 502.4

Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.

Trail**Finding: 4****Budget: \$750****Recommendation:**

Concrete pad should be expanded to minimum size required to allow wheelchair parking next to bench.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The benches are on a concrete pad, which is typical in multiple locations. The outdoor seating area is not on an accessible route.

At least 5% of the seating in each functional area must be accessible. An accessible table must be on an accessible route (36 inches minimum) and have knee spaces at least 27 inches high, 30 inches wide and 19 inches deep. The tops of tables and counters must be 28 inches to 34 inches from the floor or ground.

Citation: 2010 ADAS Section 226.1

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. In addition, where work surfaces are provided for use by other than employees, at least 5 percent shall comply with 902.

Trail**Finding: 5****Budget: \$5,000****Recommendation:**

Remove and replace trail to lengthen sloped section and reduce slope to under 5%.

Barrier Priority:

3 (Moderate): Should be completed as soon as possible, but there may be other items that will provide greater access to persons with disabilities. (Includes; Findings that have a high financial impact on the entity in relationship to the degree of access provided)

**As Built:**

The slope exceeds 5% directly into street crossing with no landing. The grade of the pedestrian access route is too steep.

Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum.

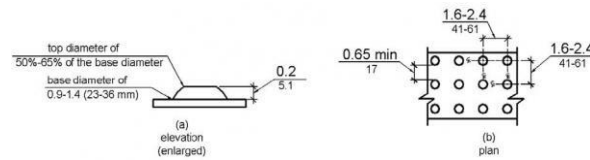
Citation: 2011 PROWAG Section R302.5

Except as provided in R302.5.1, where pedestrian access routes are contained within a street or highway right-of-way, the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum.

Advisory R302.5 Grade. The grade requirements in R302.5 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The grade of the pedestrian access route is measured parallel to the direction of pedestrian travel. Running slope requirements are contained in R304.2.2 for perpendicular curb ramps, in R304.3.2 for parallel curb ramps, in R304.4.1 for blended transitions, and in R407.2 for ramps.

Trail**Finding: 6****Budget: \$350****Recommendation:**

Install detectable warning at Campus Road crossing.

**Barrier Priority:**

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)



Detectable warning surfaces are not intended to provide wayfinding for pedestrians who are blind or have low vision. Wayfinding can be made easier by:

- *Sidewalks that provide a clear path free of street furniture;*
- *Visual contrast between walking and non-walking areas (e.g., planted borders);*
- *Route edges that are clear and detectable by cane;*
- *Direct pedestrian street crossings and curb ramps that are in-line with direction of travel;*
- *Small corner radiuses that permit pedestrian street crossings to be as short and direct as possible;*
- *Orthogonal intersections that facilitate navigation using parallel and perpendicular vehicle sound cues;*
- *and barriers where pedestrian travel or crossing is not permitted.*

As Built:

The detectable warning is missing at the curb ramp.

Curb ramps shall have a detectable warning that extends the full width of the curb ramp, excluding the flared sides, 24 inch minimum in the direction of travel.

Citation: 2011 PROWAG Section R208.1

Detectable warning surfaces complying with R305 shall be provided at the following locations on pedestrian access routes and at transit stops:

1. *Curb ramps and blended transitions at pedestrian street crossings;*
2. *Pedestrian refuge islands;*
3. *Pedestrian at-grade rail crossings not located within a street or highway;*
4. *Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and*
5. *Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.*

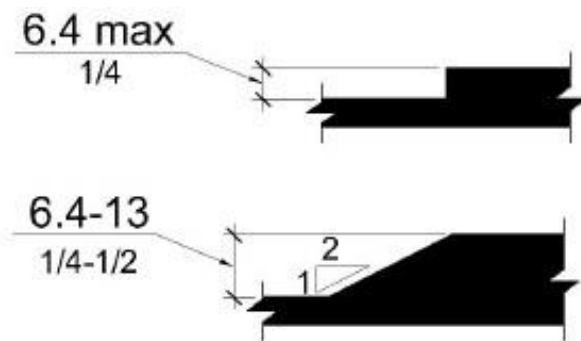
Advisory R208.1 Where Required. On pedestrian access routes, detectable warning surfaces indicate the boundary between pedestrian and vehicular routes where there is a flush rather than a curbed connection. Detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route. Where pedestrian at-grade rail crossings are located within a street or highway, detectable warning surfaces at the curb ramps or blended transitions make a second set of detectable warning surfaces at the rail crossing unnecessary.

Trail**Finding: 7****Budget: \$1,000****Recommendation:**

When installing detectable warnings, repair asphalt trail to bring flush with road.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

**As Built:**

The Campus Road paving overlay creates 1" lip over trail at crossing. The surface of the pedestrian access route has vertical discontinuities greater than 1/2 inch or between 1/4 inch and 1/2 inch that are not beveled. Vertical surface discontinuities shall be 0.5 inch maximum. Vertical surface discontinuities between 0.25 inch and 0.5 inch shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Citation: 2011 PROWAG Section R302.7.2

Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

Trail**Finding: 8****Budget: \$100****Recommendation:**

Provide concrete path to fountain.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The drinking fountain is not on an accessible route of travel.

Citation: 2010 ADAS Section 206.2.4

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.

Trail**Finding: 9****Budget: \$7,000****Recommendation:**

Slope exceeds 2% in multiple sections west of Campus Road. The area that is over 2% is also experiencing cracking. Replace trail sections exceeding 2%.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The cross slope of the pedestrian access route is excessive.

The cross slope of pedestrian access routes shall be 2 percent maximum.

Citation: 2011 PROWAG Section R302.6

Except as provided in R302.6.1 and R302.6.2 (Pedestrian Street Crossings Without Yield or Stop Control and Midblock Pedestrian Street Crossings), the cross slope of pedestrian access routes shall be 2 percent maximum.

Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

Carter Street Parking**Finding: 10****Budget: \$****Recommendation:**

Restripe 1 van accessible space.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The striping and markings for the accessible parking stall, loading/unloading access aisle are dilapidated and in need of repair and/or maintenance.

Citation: 2010 ADAS Section 502.3.3

Access aisles shall be marked so as to discourage parking in them.

University Street Parking**Finding: 11****Budget: \$400****Recommendation:**

Restripe and ensure compliant widths.

Barrier Priority:

4 (Low): Should be completed as soon as possible due to being a technical violation, but may not result in providing greater access to persons with disabilities. (Includes; Findings that are technically violations but provide a moderate to low increase in accessibility compared to the financial impact on the entity)

**As Built:**

The striping and markings for the accessible parking stall, loading/unloading access aisle are dilapidated and in need of repair and/or maintenance.

Citation: 2010 ADAS Section 502.3.3

Access aisles shall be marked so as to discourage parking in them.

Play area**Finding: 12****Budget: \$1,000****Recommendation:**

Bring mulch to sidewalk grade or ramp concrete down to meet current mulch grade.

Barrier Priority:

2 (Important): Should be completed as soon as possible. (Includes; Findings that would remove barriers to the greatest number of people to your goods and services)

As Built:

The play surface is 6" below accessible route. This is typical in 2 locations.

The walkway contains abrupt vertical edges and/or variations over a 1/4 inch.

1/4 inch is the maximum vertical rise. Changes in level between 1/4 inch and 1/2 inch must be beveled at 1:2 or less.

Changes in level greater than 1/2 inch must be by way of a ramp.

Citation: 2010 ADAS Section 303.3

Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

2010 ADAS Section 303.2

Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

PROJECT & BUDGET RECOMMENDATIONS

FINDINGS & RECOMMENDATIONS - Brian Brown Park

PRIORITY 2 (Important)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$1,350	Total		
\$350	Trail	6	Install detectable warning at Campus Road crossing.
\$1,000	Trail	7	When installing detectable warnings, repair asphalt trail to bring flush with the road.

PRIORITY 3 (Moderate)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$9,000	Total		
\$1,000	Frederick Street Parking	1	Restripe to provide compliant parking and access aisle for van accessible space.
\$3,000	Frederick Street Parking	3	Parking should be resurfaced and restriped to provide <2% slope in all directions with proper width parking and access aisle.
\$5,000	Trail	5	Remove and replace trail to lengthen sloped section and reduce slope to under 5%.

PRIORITY 4 (Low)			
Estimated Cost	Location	Finding	Distress/ Description/ Recommendation
\$9,700	Total		
\$150	Frederick Street Parking	2	Provide van sign at accessible space.
\$750	Trail	4	Concrete pad should be expanded to minimum size required to allow wheelchair parking next to bench
\$100	Trail	8	Provide concrete path to fountain.
\$7,000	Trail	9	Slope exceeds 2% in multiple sections west of Campus Road. The area that is over 2% is also experiencing cracking. Replace trail sections exceeding 2%.
\$300	Carter Street Parking	10	Restripe 1 van accessible space.
\$400	University Street Parking	11	Restripe and ensure compliant widths.
\$1,000	Play Area	12	Bring mulch to sidewalk grade or ramp concrete down to meet current mulch grade.